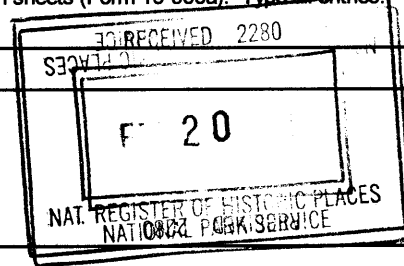


# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.



## 1. Name of Property

**historic name** Reynoldstown Historic District  
**other names/site number** Tin Cup Alley, Slide

## 2. Location

**street & number** Roughly bounded by the CSX rail line, Memorial Drive, Pearl Street, and Moreland Avenue.  
**city, town** Atlanta ( ) **vicinity of**  
**county** Fulton **code** 121  
**state** Georgia **code** GA **zip code** 30316

( ) not for publication

## 3. Classification

### Ownership of Property:

- private
- public-local
- public-state
- public-federal

### Category of Property:

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

### Number of Resources within Property:

#### Contributing

#### Noncontributing

buildings	544	135
sites	0	0
structures	2	0
objects	0	0
<b>total</b>	<b>546</b>	<b>135</b>

**Contributing resources previously listed in the National Register:** N/A

**Name of previous listing:** N/A

**Name of related multiple property listing:** N/A

**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. ( ) See continuation sheet.

Richard Clowes  
Signature of certifying official

2-11-03  
Date

*for* W. Ray Luce  
Historic Preservation Division Director  
Deputy State Historic Preservation Officer

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

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency or bureau

**5. National Park Service Certification**

I, hereby, certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

*for* Daniel J. Vivian  
Keeper of the National Register

4/3/03  
Date

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## 6. Function or Use

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### Historic Functions:

Domestic: single dwelling, multiple dwelling  
Commerce/Trade: specialty store, general store  
Religion: religious facility  
Industry: manufacturing facility  
Transportation: rail-related

### Current Functions:

Domestic: single dwelling, multiple dwelling  
Commerce/Trade: specialty store, general store  
Religion: religious facility  
Industry: manufacturing facility

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## 7. Description

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### Architectural Classification:

Late Victorian: Romanesque  
Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Colonial Revival, Tudor Revival  
Late 19<sup>th</sup> and Early 20<sup>th</sup> Century American Movements: Bungalow/Craftsman  
Modern Movement: International Style  
Other: gabled-ell house, pyramidal cottage, side-gable cottage, saddlebag house, double-pen house, shotgun house

### Materials:

**foundation** Brick  
**walls** Wood: weatherboard  
**roof** Asphalt  
**other** Concrete

### Description of present and historic physical appearance:

The Reynoldstown Historic District is a large residential neighborhood located in Atlanta between the Cabbagetown and Edgewood neighborhoods south of the CSX rail line. Downtown Atlanta is less than two miles to the west. The north boundary of the district is formed by the CSX rail-to-truck transfer facility, which was expanded into the Reynoldstown neighborhood resulting in the loss of some historic streets and buildings. The plan of streets in Reynoldstown is a series of small grids that connect awkwardly to one another resulting in many T-shaped intersections. Chester Avenue, Selman, Kenyon, and Wylie streets were laid out by 1870 and are the oldest resources in the district. Flat Shoals Road, which cuts diagonally across the district from northwest to southeast, is divided by a landscaped median between Arkwright Place and Stovall Street. The district is bisected north to south by the Atlanta and West Point rail corridor, with the smallest and oldest section located to the

National Register of Historic Places **Continuation Sheet**

Section 7--Description

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west. These houses date from the 1880s. The larger part of the neighborhood to the east contains mostly bungalows built from 1905 to 1930. Like the surrounding historic neighborhoods, Reynoldstown is shaded by a canopy of mature trees, mostly oaks planted close to the sidewalks. Other trees common to the neighborhood include magnolias, pines, maples, and dogwoods.

Reynoldstown is located in an area of low rolling hills. The neighborhood also contains some of the highest points in the Atlanta area, which made it an important strategic position during the Battle of Atlanta in 1864. Much of the Battle of Atlanta was fought in the area and the names of many of the streets in the neighborhood commemorate military leaders of the battle, such as Manigault, Wylie, Holtzclaw, and Stovall.

Reynoldstown was shaped historically and physically by the railroad lines. The rebuilding of the rail lines after the Civil War and the availability of jobs in the rail yard provided the impetus for the development of the Reynoldstown community. The Central of Georgia (now the CSX railroad) line ran east to west between downtown Atlanta and Decatur, six miles east of downtown. The Atlanta and West Point Railroad (now the Atlantic and Seaboard) line came from the south through the Reynoldstown neighborhood and joined the established CSX line. By 1870, roads along the west side of the Atlantic Seaboard line were laid out. Black freedmen who accepted jobs for the railroads in the 1870s settled in this area on the Chester Avenue, Selman, Kenyon, and Wylie streets.

Houses in this area were built from the 1880s and include Queen Anne, gabled-ell, saddlebag, and shotgun houses as well as later bungalows. The older northwest section of the neighborhood is characterized by one-story frame houses with either T- or L-shaped plans. Gabled-ell houses with a projecting gable-front and side wing are common (photos 4 and 7-8) as are saddlebag houses, which are characterized by two principal rooms divided by a central chimney (photo 18). Both house types include rear ells with kitchens or other service spaces. The double-pen house is also common (photo 20). Like the saddlebag house type, the double pen features two equal-sized principal rooms, but without a central chimney.

Numerous shotgun houses and some double shotguns were built in this area (photos 6 and 20, left center). Shotgun houses are one-room wide and two or three rooms deep with a front porch that provides outdoor living space. Shotguns are often grouped together to form unbroken rows along the street. Many shotguns are stylistically plain or feature Folk Victorian ornament, especially on the porch or the front gable end. On Chester Avenue, two ranks of fourteen double shotgun houses are set back-to-back with a narrow alley between them (photos 10-11). These were built at the middle of the 20<sup>th</sup> century and many are sided with their original scallop-edged asbestos shingles. The houses in the oldest section of the neighborhood are set close together on small lots. These have small front yards and larger backyards. Shotgun houses are usually grouped close together on a single lot with very little space between them.

The west end of Reynoldstown includes some late 19<sup>th</sup> century mill houses associated with the Fulton Bag and Cotton Mills and the adjoining Cabbagetown mill village. These houses, which are located on the east side of Pearl Street and on Fulton Terrace between Pearl Street and Chester Avenue, were built



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by the mill for its white workers. These houses are plain gabled-ell and front-gable cottages, often set in rows (photos 3 and 7-8). A two-story frame apartment building that was built for mill workers is located on Pearl (photo 2). The majority of mill housing associated with the Fulton Bag and Cotton Mill is included in the adjacent National Register-listed Cabbagetown Historic District.

The Reynoldstown Historic District is bisected by the north-to-south-trending Atlantic and Seaboard rail line and the industrial corridor that developed along the rail line. Stein Steel, for example, comprises a long metal-clad shed for steel fabrication along the rail line north of Kirkwood Avenue (photos 22 and 68). The historic complex includes a materials storage yard and a spur line that enters the shed from the north. The brick Johnson Motor Lines building on Wylie Street (photo 14) and the International Style Airgas Dry Ice building on Field Street (photo 9) are examples of industrial resources that contribute to the significance of the historic district. Most of the industrial corridor, however, is excluded from boundary of the historic district because the buildings are less than fifty years of age. Other historic buildings that are part of the industrial corridor near Memorial Drive, such as the Atlanta and West Point Railroad depot and the Atlantic and Pacific Tea Company warehouse, have not been included in the historic district because noncontributing buildings and vacant land have isolated these resources (photo 5).

The larger part of the neighborhood east of the Atlantic and Seaboard rail corridor developed as a series of more than seven small subdivisions between 1905 and 1930. This part of the neighborhood contains mostly Craftsman-style bungalows built during this period (photos 25-26, 39, 42, 46, 48, 50, 56, and 60). Bungalows are the largest single house type in Reynoldstown representing over 36 percent of all houses in the district. These frame houses often feature porches across the front and are usually covered with a hip roof. Materials may vary from the first and second floors and often the roofs are supported by brackets. The one-story bungalow house type usually includes elements of the Craftsman style, such as shallow-pitched gable roofs, brackets, exposed rafter ends, and battered porch posts. Sash windows are often configured with a multi-light upper sash and a single light in the lower sash. Two-story Craftsman-style houses are less common in Reynoldstown (photo 41). These are large foursquare houses that are typically square in plan with four equal-sized square rooms.

Other single-family houses types in the historic district include the saddlebag house (photo 8) and the double-pen house (photo 20). The historic district also includes pyramidal cottages, which are defined by their pyramidal roof and the floor plan composed of four equal-sized rooms. Side-gable cottages, typically built in the second quarter of the 20<sup>th</sup> century, feature a side-gable roof and a simple floor plan that usually does include a corridor (photos 39, left, 51, and 58). The side-gable cottage is similar to the side-gable bungalow, which has a more complicated floor plan. Nearly all of these house types, which include front porches for outdoor living space, have no academic style, except for Folk Victorian ornament in some cases.

The English Vernacular Revival style, also called Tudor Revival, was built in the east section of Reynoldstown (photos 43 and 66). These houses, built in the 1920s and 1930s, are most often brick with steeply pitched roofs, and asymmetrical facades reminiscent of English medieval architecture. The Colonial Revival style, though less common, was also built in Reynoldstown. Colonial Revival-

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Section 7--Description

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style houses, which were typically built from the 1920s through the 1940s, often have a square plan, steeply pitched roof, roof dormers, and a symmetrical façade. The one-story side-gabled Cape Cod form was most often built in the historic district (photo 64).

Reynoldstown was mostly developed by World War II so there were few buildings constructed in the neighborhood after the war. Among the post-war houses are two rows of one-story brick duplexes (photos 42 and 54). Located on low-lying land on Walthall and Cleveland streets, the duplexes feature shallow-pitched hip roofs with overhanging eaves and steel casement windows. The Cleveland Street houses include hip-roofed entrance porches.

The Reynoldstown Historic District includes numerous commercial buildings located throughout the neighborhood. Several two-story brick commercial buildings are located in the oldest section of the district on Wylie Street near Flat Shoals Avenue (photos 17 and 19). These late-19<sup>th</sup>-century buildings have extensive ornamental brickwork. One-story brick commercial buildings with ornamented facades are located along Moreland Drive (photos 40 and 55, middle center). Stores located within the neighborhood are usually smaller and built of wood frame. These include one-story examples on Pearl Street and Kirkwood Avenue (photos 1 and 8, middle center) and larger commercial buildings at Mauldin and Stovall streets (photos 27 and 28). In some cases, neighborhood residents built stores in the front yards of their houses near the street or as additions to the family's house. Currently, many of the corner stores are vacant.

Churches, mostly small neighborhood churches, are located throughout the historic district. These buildings are mostly built of brick and stone. The Beardon Temple A.M.E. Church at the corner of Wylie and Selman streets is among the most substantial churches in the district (photos 15 and 16). The gable-front church features twin towers and arched windows across the front and is built of granite quarried from Stone Mountain. The Colonial Revival-style Community Bible Chapel on Moreland Avenue in the southeast corner of the historic district is among the few high-style churches (photo 41). It features a pedimented portico, arched and circular windows, quoins, and a heavy, molded cornice. Most churches in the historic district are plain brick buildings with front-gable roofs (photos 13, 24, and 35).

Two historic schools are located in the historic district: the Romanesque Revival-style John F. Faith Grammar School, designed by William J. J. Chase and built in 1922, and the modern Reynolds Elementary School, built in 1960. The two-story Faith grammar school is built of brick with a green ceramic tile roof (photos 33 and 34). The ornate school features an arcuated corbel table and arched entrances with polychromatic voussoirs. A cartouche is set above the main entrance. In contrast, the Reynolds Elementary, designed in the International Style, does not include any references to past historical styles or ornament of any kind (photos 21 and 23). The steel-and-concrete-framed Reynolds school features a flat roof, brick panels, and large expanses of glass to provide the classrooms with fresh air and light. The trabeated entrance porch and ceramic screen wall are characteristic of post-war phase of modernism in the United States. Rather than allude to past architectural traditions, the school celebrates modern building materials and construction techniques and the proportions of its rectangular forms.

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**Section 7--Description**

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The Reynoldstown Historic District retains a high level of historic integrity. Most of the houses and community landmark buildings retain their historic character and contribute to the significance of the district. In some cases, alterations have been made to houses by the application of nonhistoric materials, such as vinyl and aluminum siding, but mostly these have not obscured the historic form of the building (photo 46). The front porches of some houses have been enclosed, although this usually does not obscure the overall form of the building (photo 44). In some cases, too many character-defining features have been lost and some buildings no longer convey their significance (photos 25 and 30). Though there are numerous vacant lots, most historic buildings constructed in the historic district survive. With its stock of historic houses and its intact historic landscape, the overall sense of Reynoldstown is that of a historic residential neighborhood developed from 1870 through 1960 with the period of greatest growth occurring from 1905 to 1930.

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**8. Statement of Significance**

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

nationally       statewide       locally

**Applicable National Register Criteria:**

A       B       C       D

**Criteria Considerations (Exceptions):**  N/A

A       B       C       D       E       F       G

**Areas of Significance (enter categories from instructions):**

Ethnic Heritage: Black  
Social History  
Community Planning and Development  
Architecture

**Period of Significance:**

1870-1960

**Significant Dates:**

1870 – African Americans settled in the northwest section of the district, which was known as Tin Cup Alley, the Slide, and Reynoldstown.

1905-1930 – The area east of Flat Shoals Road developed as a series of white subdivisions.

1945 – “White flight” began immediately after World War II as whites left the Reynoldstown in large numbers for Atlanta’s outlying suburbs.

1960 – The once mostly white neighborhood had become predominantly African American.

**Significant Person(s):**

N/A

**Cultural Affiliation:**

N/A

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**Section 8--Statement of Significance**

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**Architect(s)/Builder(s):**

William J. J. Chase (architect)

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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**Statement of significance (areas of significance)**

The Reynoldstown Historic District is significant in the area of social history and black ethnic heritage because it represents post-Civil War African-American settlement patterns and the mid-20<sup>th</sup>-century phenomenon of "white flight." African Americans have been living in Reynoldstown since the 1860s, when freed slaves moved to the city's outskirts with the lure of jobs repairing the rail line after the Civil War and with the promise of work in the railroad shops. Typically, African Americans moved east and west along the rail lines because the railroads offered job opportunities not available elsewhere in the city. The northwest corner of the historic district has been continuously settled as a black enclave since the 1870. Although no buildings survive from this period, the street plan with Chester Avenue, Selman, Kenyon, and Wylie streets remains intact.

Reynoldstown is also significant because it represents the dramatic resorting of the landscape along racial lines. The subdivisions to the south, east, and west developed as white neighborhoods in the first decades of the 20<sup>th</sup> century. Middle- and working-class whites bought bungalows on small lots in any one of a number of small subdivisions laid out east of the Seaboard rail line. As whites left Reynoldstown for the outlying suburbs after World War II, the neighborhood, in the span of only fifteen years, went from a predominantly white neighborhood at the end of the war to almost exclusively African American in 1960. Reynoldstown was among Atlanta's first white flight neighborhoods to complete the racial transformation.

The organized segregation of Atlanta neighborhoods began with the 1906 race riot, which resulted in many black-owned businesses relocating from downtown Atlanta to the Auburn Avenue community east of downtown. In the two decades after the race riot, white Atlantans made efforts to legally prevent blacks from moving into white neighborhoods. Segregation ordinances were passed in 1913 and 1916, and after the United States Supreme Court declared segregation ordinances unconstitutional in 1917, the tactic of citywide comprehensive zoning was employed as a means of separating the races. Atlanta's 1922 zoning designations were not termed in the manner of a segregation ordinance but instead were organized according to land uses, building types, and tenant categories.

White city leaders believed that this approach would legally circumvent the 1917 court ruling. Racial zoning designations were considered to be property-usage classifications and thus within the city's authority. The intent behind these designations was to retain control of black migration and establish "buffers" between black and white neighborhoods. These aspects of the 1922 zoning ordinance were declared unconstitutional two years later, but other forms of racial zoning were employed. A 1929 law, for example, forbid persons the right to move into a building on a street containing a majority of dwellings "occupied by those with whom said person is forbidden to intermarry." Laws of this kind were struck down by the courts, but Atlanta's leaders continued to view certain areas of the city as appropriate for black development and other areas as appropriate for white development.

The racial polarization of Atlanta's residential neighborhoods intensified after World War II. Like cities across the nation, whites migrated from urban neighborhoods to outlying suburbs, spurred in

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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large part by federal intervention in the form of FHA insurance and VA mortgage guarantees for returning soldiers. In each year between 1947 and 1957, houses built nationally with FHA and VA mortgages ranged from under 40 percent to over 50 percent. The suburbs were considered safer for children and, more significantly, the suburbs had always been perceived as a step up the economic and social ladder. As a result, the number of people who owned their own homes after World War II doubled.

Government mortgage policies, however, perpetuated a kind of racism in which integrated neighborhoods were declared poor risks and were ineligible for loan assistance. The GI Bill shaped the housing industry and both the FHA and VA concentrated their investments in new buildings in suburbs. Suburbs started out white and usually remained white for decades.

In Atlanta, white flight, as this phenomenon is called, began immediately after World War II. Reynoldstown was among the first communities in the city to experience post-war flight. In the span of fifteen years Reynoldstown went from a predominantly white neighborhood at the end of World War II to almost exclusively African American in 1960. Kirkwood, which is located further east along the rail line, remained mostly white until 1962 when residents began leaving for the suburbs. The desegregation of the Kirkwood School in 1965 accelerated white migration, and by 1967, the neighborhood and the school were predominantly African American. By 1970, Atlanta's racial landscape was reordered with African Americans settling in the south and west parts of the city and whites residing in the city's north and east portions and in nearby suburbs.

The historic district is also significant in the area of community planning and development because its plan reflects its growth as a series of small subdivisions. Freed African Americans seeking jobs with the nearby railroad settled in the northwest section of the historic district on Chester Avenue, Selman, Kenyon, and Wylie streets. Laid out by 1870, these streets are the oldest resources in the historic district and include some of the oldest houses in the district, some dating to the 1880s. The larger part of the historic district east of the Seaboard line was developed as a series of subdivisions between 1905 and 1930. The Craftsman-style bungalow was built throughout the east section and represents more than a third of all historic houses in the district. The piecemeal development is best seen in the haphazard layout of streets. Numerous sets of grids fit uncomfortably together forming T-shaped intersections and odd-shaped lots. This pattern of development was established by other Atlanta neighborhoods, such as Midtown which was first developed in the 1880s. West End developed as a series of suburbs and the nearby neighborhoods of Candler Park and Virginia-Highlands were formed by developers purchasing and developing dozens of small tracts of land. Collectively, these tracts came to form larger neighborhoods whose boundaries were defined by major roadways.

The Reynoldstown Historic District is significant in the area of architecture because its houses, commercial, industrial, and community landmark buildings represent styles and types popular in Georgia from 1870 through 1960. Reynoldstown contains many examples of architectural styles and buildings that may be characterized by house type, the combination of floor plan and the number of stories as defined in *Georgia's Living Places: Historic Houses in their Landscaped Settings*. These include the gabled-ell house, pyramidal cottage, side-gable cottage, saddlebag house, double-pen

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Section 8--Statement of Significance

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house, and shotgun house. Many historic houses in Reynoldstown, like elsewhere in Georgia, do not feature elements of an academic style and some examples feature Folk Victorian jigsawed decoration.

Craftsman-style houses and one-story bungalows are located throughout Reynoldstown with concentrations in the east section of the neighborhood. Influenced by the English Arts and Crafts movement and the wooden architecture of Japan, the Craftsman style represents a break from popular revivals of historical architectural styles. The Craftsman style produced carefully designed houses, which emphasized materials, especially woodwork, and the way materials were put together. Craftsman houses were built across the state in rural, small towns, and urban settings from the 1910s through the 1930s. Entire neighborhoods of Craftsman-style houses were commonly built. Reynoldstown features excellent examples of Craftsman-style bungalows.

Commercial and industrial buildings were built in Reynoldstown from the late 19<sup>th</sup> century through the 1950s. Late-19<sup>th</sup>-century commercial buildings on Wylie Street include extensive ornamental brickwork. Smaller commercial buildings are located throughout the historic district, especially Moreland Drive, Pearl Street, Kirkwood Avenue, and Stovall Streets. Typical of neighborhoods throughout Atlanta, these stores range in size from small one-room enterprises to larger brick corner stores.

The community landmark buildings in the historic district are mostly examples of the revivalist tradition in architecture. Churches, located throughout the district, were built in traditional forms with gable fronts and, in some cases, towers. Some churches were built in revival styles, such as the Colonial Revival style. The Romanesque Revival-style John F. Faith Grammar School, designed by William J. J. Chase in 1922, is among the most prominent community landmark buildings in the district. Numerous Romanesque Revival-style schools were built in Atlanta during the period of school reform and consolidation in the 1920s. Examples of Romanesque Revival-style schools include the Inman Park, Haygood-State, and Whitefoord schools.

The historic district includes several International Style buildings that were constructed after World War II. The Reynolds Elementary School, built in 1960, is an excellent example of modern architecture because its rectangular form, flat roof, large expanses of glass, and lack of ornament or references to past architectural styles are characteristics of the International Style. In the United States, the International Style was largely a post-World War II phenomenon. This is especially true for Southern states, such as Georgia, which remained devoted to classicism well into the 1950s.

By the late 1950s, International Style buildings had become more common in Georgia, both in major urban centers and in small towns in rural counties. Many builders embraced the style for its economical use modern materials, simple massing, and lack of ornament but neglected important lessons advocated the master's of the Modern Movement, such as craftsmanship, proportion, purity of form, and context. This is especially true for developers of small-scale buildings built in the state's rural areas. In many Georgia communities, the first modern building was often a public building, such as a post office, county building, or school. After World War II, new classroom buildings, gymnasiums, libraries, and annex buildings were built across the state because of federal assistance



**National Register of Historic Places Continuation Sheet**

**Section 8--Statement of Significance**

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for the construction of educational facilities and because Georgia consolidated its schools at the county level. This resulted in the construction of new school buildings that could accommodate increased numbers of students. These buildings were often built in the International Style with simple rectangular forms, brick walls, large banks of metal-framed windows, flat roofs, and no ornament of any kind.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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**National Register Criteria**

A -- Reynoldstown is significant in the area of social history and black ethnic heritage because it represents post-Civil War African-American settlement patterns and the mid-20<sup>th</sup>-century phenomenon of "white flight." The historic district is also significant in the area of community planning and development because its plan reflects its growth as a series of subdivisions.

C -- Reynoldstown is significant in the area of architecture because its houses, commercial, industrial, and community landmark buildings represent styles and types popular in Georgia from 1870 though 1960.

**Criteria Considerations (if applicable)**

The period of significance for the Reynoldstown Historic District extends to 1960. The district meets Criterion Consideration G because it continues to achieve significance into a period less than fifty years before the nomination. The nomination represents the phenomenon of "white flight" in Reynoldstown, which in the span of fifteen years went from a mostly white neighborhood at the end of World War II to an almost exclusively African American community in 1960. White flight is an extraordinary event that in the years after World War II dramatically changed the racial composition of individual neighborhoods and the overall racial landscape of the city. The period of significance also encompasses the International Style of architecture, which was popular in the United States after World War II.

**Period of significance (justification)**

The period of significance begins in 1870 when freed slaves moved to the area to work as laborers or in the railroad repair shops. By 1870, Chester Avenue and Selman, Kenyon, and Wylie streets were laid out. The period ends in 1960 to represent the period of white flight when Reynoldstown, which was mostly white at the end of World War II, had become predominantly African American. Reynoldstown is among the first neighborhoods in Atlanta to complete the process of racial transformation.

**Contributing/Noncontributing Resources (explanation, if necessary)**

Contributing resources in the historic district are those constructed between 1870 and 1960 that are significant for the themes of social history and black ethnic heritage, community planning and development, and architecture and which retain historic integrity. These are mostly residential buildings but also include some commercial, industrial, and community landmark buildings. The two contributing structures are the Seaboard rail line and the plan of streets with service lanes and house lots that convey that the historic district was laid out as a series of subdivisions. Chester Avenue, Selman, Kenyon, and Wylie streets were laid out by 1870 and are the oldest surviving resources in the historic district. The noncontributing buildings were built after 1960 or have lost sufficient

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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historic integrity so that they no longer convey their historic significance (photos 25, 27, center right, 30, 55). Vacant properties are counted as neither contributing nor noncontributing.

**Developmental history/historic context (if appropriate)**

After the Civil War, freed slaves formed communities at the outskirts of Atlanta, especially along the rail lines where they worked as laborers or in the repair shops. Reynoldstown formed at the T-shaped intersection of the east-to-west Central of Georgia Railroad and the north-to-south Atlanta and West Point Railroad. By 1870, African Americans first settled in Reynoldstown on Chester Avenue and Selman, Kenyon, and Wylie streets because of their proximity to the Central of Georgia roundhouse and yard. This area was known as Tin Cup Alley and later the Slide because of its muddy conditions. The area was called Reynoldstown as early as the 1870s and is believed to be named for Madison Reynolds, an ex-slave, grocer, and land owner. The area represented a new start for the black freedmen and women who settled in Reynoldstown because the railroad offered employment opportunities not available in the white sections of town. Most of the men worked for the railroad that had been destroyed by the war and the women worked as domestics in the nearby Inman Park neighborhood across the rail line to the north.

In the 1880s, the Atlanta Street Railroad Company extended a streetcar line through Reynoldstown on Wylie Street. In 1894, the route was changed to Fair Street, now called Memorial Drive. The streetcar line hastened the neighborhood's development as a white middle- and working-class suburb of Atlanta, and between 1905 and 1930 the district east of Flat Shoals developed as a series of white subdivisions. In October 1905, Asa G. Candler subdivided a tract in the center of the historic district. Bounded by Flat Shoals Road, Kirkwood Avenue, and Wylie and Walthall streets, the tract was divided into over one-hundred lots each measuring roughly 50 by 120 feet. Candler, the original Coca-Cola magnate, had extensive real estate dealings throughout Atlanta. In 1909, the Faith family subdivided several tracts south of the Candler subdivision. The Faiths were a prominent local family for whom the nearby Faith Elementary School is named. The John Faith House, located on a large lot at the corner of Flat Shoals Road and Wilbur Street, is among the largest houses in the historic district (photo 37). In 1909, the city of Atlanta annexed the Reynoldstown neighborhood.

Additional subdivisions were laid out in 1905, 1910, 1912, 1913, and 1916. These were purchased by whites who bought bungalows on small lots. Most of the houses that were built in the east section of Reynoldstown were one-story bungalows, which comprise over one-third of all historic houses in the neighborhood.

During this period from 1910 to 1930, the African-American community in Atlanta suffered a housing shortage. African Americans settled on Wylie Street and a new street, Kenyon Street, was established for African-American development. In the 1930s and 1940s, only 40 percent of African-Americans residents in Reynoldstown owned their homes, the remaining 60 percent rented. Black-owned businesses, such as cafes and barbershops, were located throughout the community. In 1930, ten grocery stores were located in Reynoldstown. Four of these were Jewish-owned stores with the owners living in the stores or nearby in the neighborhood.

**National Register of Historic Places Continuation Sheet**

**Section 8--Statement of Significance**

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Between 1894 to 1910, African Americans were again attracted to Reynoldstown as racial tension in the city increased. After the 1906 race riot, African Americans relocated their businesses east and west of downtown. Some moved east to Reynoldstown and settled Chester Avenue and Selman and Wylie streets. This black enclave near the railroad was surrounded by white-owned houses to the south, east, and west. African-American residents in Reynoldstown in the first decades of the 20<sup>th</sup> century were employed as laborers, cooks, domestic workers, painters, and railroad workers.

Between 1930 and 1960, the African-American community faced another housing shortage that forced blacks to explore new areas in which to live. African-American movement into traditionally white communities triggered a wave of "white flight" as the white middle class moved in large numbers to the suburbs. This departure of white residents opened up more properties for African-American residents. This trend is reflected in Reynoldstown, which in 1930, was still a predominantly white neighborhood. By 1960, the racial demographics of the neighborhood had changed to reflect an almost completely African-American community. Currently, Reynoldstown is mostly an African-American neighborhood with an active neighborhood association that in the last decade has worked to revitalize the community.

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## 9. Major Bibliographic References

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Newman, Gray, et al., National Register of Historic Places Registration Form. Reynoldstown Historic District. On file at the Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia, 1992.

"Original Subdivision of Jno. H. Wyly." Plat map. Atlanta History Center, Atlanta, Georgia, 1870.

Venator, Rolayne. African-American Residential Patterns in Atlanta, 1865-1960, A Historic Context. Draft. Atlanta, Georgia, 1992.

Venator, Rolayne and Carolyn Daugherty. Reynoldstown: A Short History. Prepared for the Atlanta Preservation Center and the Atlanta Urban Design Commission. Atlanta, Georgia, 1992.

**Previous documentation on file (NPS): (x) N/A**

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

**Primary location of additional data:**

- State historic preservation office**
- Other State Agency**
- Federal agency**
- Local government**
- University**
- Other, Specify Repository:**

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

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## 10. Geographical Data

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**Acreeage of Property**      Approximately 190 acres

### UTM References

A)	Zone 16	Easting 744350	Northing 3737170
B)	Zone 16	Easting 745530	Northing 3738580
C)	Zone 16	Easting 745550	Northing 3737120
D)	Zone 16	Easting 745000	Northing 3737000
E)	Zone 16	Easting 744330	Northing 3737460

### Verbal Boundary Description

The historic district boundary is indicated by a heavy black line on the attached map, which is drawn to scale.

### Boundary Justification

The Reynoldstown Historic District encompasses the intact and contiguous properties associated with the development of Reynoldstown. The historic district comprises the historic street plan and the residential, commercial, industrial, and community landmark buildings built before 1960. The district is bounded on the north by the CSX rail line and rail-to-truck transfer facility, Memorial Avenue to the south, Moreland Avenue and the Edgewood neighborhood to the east, and Pearl Street and the Cabbagetown neighborhood to the west. The historic district excludes areas that have lost historic integrity, such as portions of the industrial corridor along the Seaboard line near Memorial Drive and the rail-to-truck transfer facility that expanded onto land that had been house lots in Reynoldstown.

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**11. Form Prepared By**

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**State Historic Preservation Office**

**name/title** Steven H. Moffson, Architectural Historian  
**organization** Historic Preservation Division, Georgia Department of Natural Resources  
**mailing address** 156 Trinity Avenue, S.W., Suite 101  
**city or town** Atlanta **state** Georgia **zip code** 30303  
**telephone** (404) 656-2840 **date** September 11, 2002  
**e-mail** steven\_moffson@dnr.state.ga.us

**Consulting Services/Technical Assistance (if applicable)** ( ) not applicable

**name/title** Rolayne Venator  
**organization** Historic Preservation Division  
**mailing address** 2291 Burnt Creek Road  
**city or town** Decatur **state** GA **zip code** 30033  
**telephone** N/A  
**e-mail** N/A

- ( ) **property owner**  
(x) **consultant**  
( ) **regional development center preservation planner**  
( ) **other:**

**Property Owner or Contact Information**

**name (property owner or contact person)** Young T. Hughly, Jr.  
**organization (if applicable)** Reynoldstown Civic Improvement League  
**mailing address** P.O. Box 89092  
**city or town** Atlanta **state** GA **zip code** 30030  
**e-mail (optional)** N/A

National Register of Historic Places **Continuation Sheet**

Photographs

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**Name of Property:** Reynoldstown Historic District  
**City or Vicinity:** Atlanta  
**County:** Fulton  
**State:** Georgia  
**Photographer:** James R. Lockhart  
**Negative Filed:** Georgia Department of Natural Resources  
**Date Photographed:** March 2001

**Description of Photograph(s):**

Number of photographs: 68

1. Pearl Street, photographer facing northeast.
2. Apartment building, Pearl Street, photographer facing northeast.
3. Fulton Terrace, photographer facing northeast.
4. Fulton Terrace, photographer facing northwest.
5. Fulton Terrace, photographer facing east.
6. Harold Avenue, photographer facing south.
7. Harold Avenue, photographer facing northwest.
8. Kirkwood Avenue, photographer facing southeast.
9. Airgas Dry Ice building, Field Street, photographer facing northeast.
10. Double shotgun houses, Chester Avenue, photographer facing northwest.
11. Chester Avenue (lane), photographer facing north.
12. Chester Avenue, photographer facing southwest.
13. Church, Chester Avenue, photographer facing northeast.
14. Johnson Motor Lines, Wylie Street, photographer facing southwest.
15. Beardon Temple A.M.E. Church, Wylie Street, photographer facing southeast.



**National Register of Historic Places Continuation Sheet**

**Photographs**

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16. Wylie Street, photographer facing northwest.
17. Commercial building, Wylie Street, photographer facing west.
18. Kenyon Street, photographer facing southeast.
19. Wylie Street, photographer facing southeast.
20. Wylie Street, photographer facing northwest.
21. Wylie Street, photographer facing south.
22. Stein Steel, Flat Shoals Avenue, photographer facing southwest.
23. Reynolds Elementary School, Flat Shoals Avenue, photographer facing northeast.
24. Church, Flat Shoals Avenue, photographer facing northwest.
25. Gibson Street, photographer facing northwest.
26. Gibson Street, photographer facing northwest.
27. Commercial building, Stovall Street, photographer facing northeast.
28. Commercial building, Mauldin Street, photographer facing northwest.
29. Stovall Street, photographer facing northeast.
30. Stovall Street, photographer facing northwest.
31. Stovall Street, photographer facing northwest.
32. Stovall Street, photographer facing southwest.
33. John F. Faith Grammar School, Memorial Drive, photographer facing southeast.
34. Faith Grammar School, photographer facing southwest.
35. Church, Memorial Drive, photographer facing southwest.
36. Wilbur Avenue, photographer facing southeast.
37. John Faith House, Flat Shoals Avenue, photographer facing south.

**National Register of Historic Places Continuation Sheet**

**Photographs**

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38. Flat Shoals Avenue, photographer facing northwest.
39. Cleveland Street, photographer facing northwest.
40. Commercial buildings, Moreland Avenue, photographer facing northwest. (Not in historic district.)
41. Community Bible Chapel, Moreland Avenue, photographer facing northwest.
42. Moreland Avenue, photographer facing northwest.
43. Moreland Avenue, photographer facing northwest.
44. Moreland Avenue, photographer facing northwest.
45. Kirkwood Avenue, photographer facing southwest.
46. Cleveland Street, photographer facing northwest.
47. Cleveland Street, photographer facing northwest.
48. Kirkwood Avenue, photographer facing southeast.
49. Kirkwood Avenue, photographer facing northwest.
50. Manigault Street, photographer facing northeast.
51. Wylie Street, photographer facing northwest.
52. Walthall Street, photographer facing northwest.
53. Wylie Street, photographer facing northwest.
54. Cleveland Street, photographer facing northeast.
55. Commercial buildings, Moreland Avenue, photographer facing southwest.
56. Moreland Avenue, photographer facing northwest.
57. Boulevard Drive, photographer facing west.
58. Hawthorne Street, photographer facing northeast.
59. Hawthorne Street, photographer facing west.

**National Register of Historic Places Continuation Sheet**

**Photographs**

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- 60. Moreland Avenue, photographer facing northwest.
- 61. Hardee Street, photographer facing southwest.
- 62. Hardee Street, photographer facing northwest.
- 63. Hardee Street, photographer facing northwest.
- 64. Kensington Street, photographer facing northeast.
- 65. Wade Street, photographer facing northwest.
- 66. Holliday Street, photographer facing northeast.
- 67. Holliday Street, photographer facing northwest.
- 68. Stein Steel, Kirkwood Avenue, photographer facing east.

(HPD WORD form version 11-03-01)

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Reynoldstown  
Historic  
District,  
Fulton Co,  
Atlanta,  
Ga. Ref:

A) 16/744350/  
3737170

B) 16/744350/  
3738650

Fulton Co  
Atlanta  
Ga. Ref:

C) 16/745550/  
3737120

D) 16/745000/  
3737000

E) 16/744330/  
3737460

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REYNOLDSTOWN HISTORIC DISTRICT  
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REYNOLDSTOWN HISTORIC DISTRICT  
FULTON COUNTY, GEORGIA

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Reynoldstown Historic District  
Fulton County, Georgia

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Fulton County, Georgia

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REYNOLDSTOWN HISTORIC DISTRICT  
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