

**THE
HEART OF ATLANTA
HISTORIC STRUCTURES
SURVEY**

September 1984

To the Reader:

The Atlanta Urban Design Commission is pleased to present the Heart of Atlanta Historic Structures Survey. This study was made possible by a grant from the National Park Service and by funding from the City of Atlanta.

As the prospect of a revitalized Underground Atlanta moves closer to reality and as interest in the potential for other south CBD redevelopment grows, the Commission became concerned about the lack of a planning tool which could help guide development in a direction compatible with the very significant historic remnants of our city's origins. Therefore, we undertook this study which provides our consultant's opinions on the potential eligibility of structures in the south CBD ("Heart of Atlanta") for listing on the National Register of Historic Places.

This information can help to direct developers interested in taking advantage of the 25% investment tax credit available for buildings on the Register to those buildings we feel are eligible. With the data collected for this project, the application process for National Register listing can be easily undertaken. The study also identifies properties eligible for the lesser tax credits (15% for 30 year old buildings and 20% for 40 year old buildings not on the Register).

But perhaps most importantly, this study graphically illustrates how precious little remains of our city's earliest development. The very spot where Atlanta began is a virtual sea of parking lots and vacant sites. However, within that sea remain several structures illustrative of Atlanta's beginnings. Buildings such as the Mark-Connally, the Atlanta Fixtures, the Cottongim and several others tell a story that is told nowhere else.

We hope that the recognition of these few structural reminders of our past will encourage their preservation so that future generations will have something left to see of the true "Heart of Atlanta".

SCOPE AND PURPOSE

The Atlanta Urban Design Commission contracted with Darlene Roth & Associates, Inc., in December 1983, to conduct an historic structures survey of the South Central Business District in Atlanta, Georgia. The area, known as the Heart of Atlanta, includes the locally designated Urban Conservation and Development District known as "Terminus," the Underground Atlanta Historic District, which is listed on the National Register of Historic Places, and the "Peachtree/Mitchell Historic District," determined eligible for the National Register of Historic Places in 1974, but which is not actually listed on the Register. The purpose of the survey was to reassess all the buildings and structural (non-building) resources in the area for their current eligibility for listing in the National Register of Historic Places, taking into consideration recent fires and destruction in Underground and growing interests for urban development in the South Central Business area. The scope of work for the project included an inventory and classification of structures, background research, historical description of the development of the area by which to assess its preservation value, and the preparation of this survey report and documentation. The project was funded jointly by the City of Atlanta and the Historic Preservation Section of the Georgia Department of Natural Resources.

SURVEY AREA

The originally proposed survey area stretched south from Alabama Street, north from Memorial Drive, east from Spring Street, and west from Washington Street. The area was delineated in order to comprehend the historic districts currently present within it and all the streets proximate to those historic districts. Civic and religious buildings were excluded from survey consideration, which compacted the area on the east side, moving the eastern survey boundary from Washington Street to the west side of Central Avenue. Spring Street is constituted primarily of institutional structures which front on Forsyth, so the western border was moved to Forsyth. And to the south, the survey area stopped itself at Garnett Street because the stretch of vacant land there now serves naturally as a visual edge to the area.

The survey area falls entirely within Land Lot 77, District 14, of Fulton County, and further, within the area originally platted by Allen W. Pryor in 1846, known as the Pryor survey. This plat purportedly covered all of the property in Land Lot 77 from the Macon and Western Railroad lines to the southern, eastern, and western land lot lines. Pryor's survey, incorporated into the earliest extant map of Atlanta (1853) no longer exists in its original form, so its exact boundaries can only be surmised from general descriptions and local tradition. Land Lot 77 is shown on Figure 1, taken from the 1853 Atlanta map; on it the Pryor Survey grid is highly visible. It is tilted on a northeast-southwest axis south of the railroad tracks and contains much larger lot subdivisions than the tracts immediately to the north and east of it. Most of the lots shown are subdivided into equal quadrants with a criss-cross of interior alleyways. The blocks between Alabama and Hunter are broken into smaller pieces, probably because there was already some development there and a number of other land owners than Samuel Mitchell, who at the time of the 1846 Survey, owned most of Land Lot 77.

The Pryor Survey is important because it provides a conceptual basis for the present survey area. First, it recognized the geographic pre-eminence of the railroads by retaining street alignments with the railroad tracks, a pattern of street layout which was not followed to the north and south of Land Lot 77 (See Figure 1). Pryor apparently attempted to maintain the grid system "dictated" by orientations to the railroad while spreading it over a larger territory, which accounts for the tilt in the axis of the grid. Other street grid systems were rationalized on a straight north-south axis and "broke" with

EDWARD A. VINCENTS

OLD MAP

ATLANTA

SCALE 800 FEET TO ONE INCH.

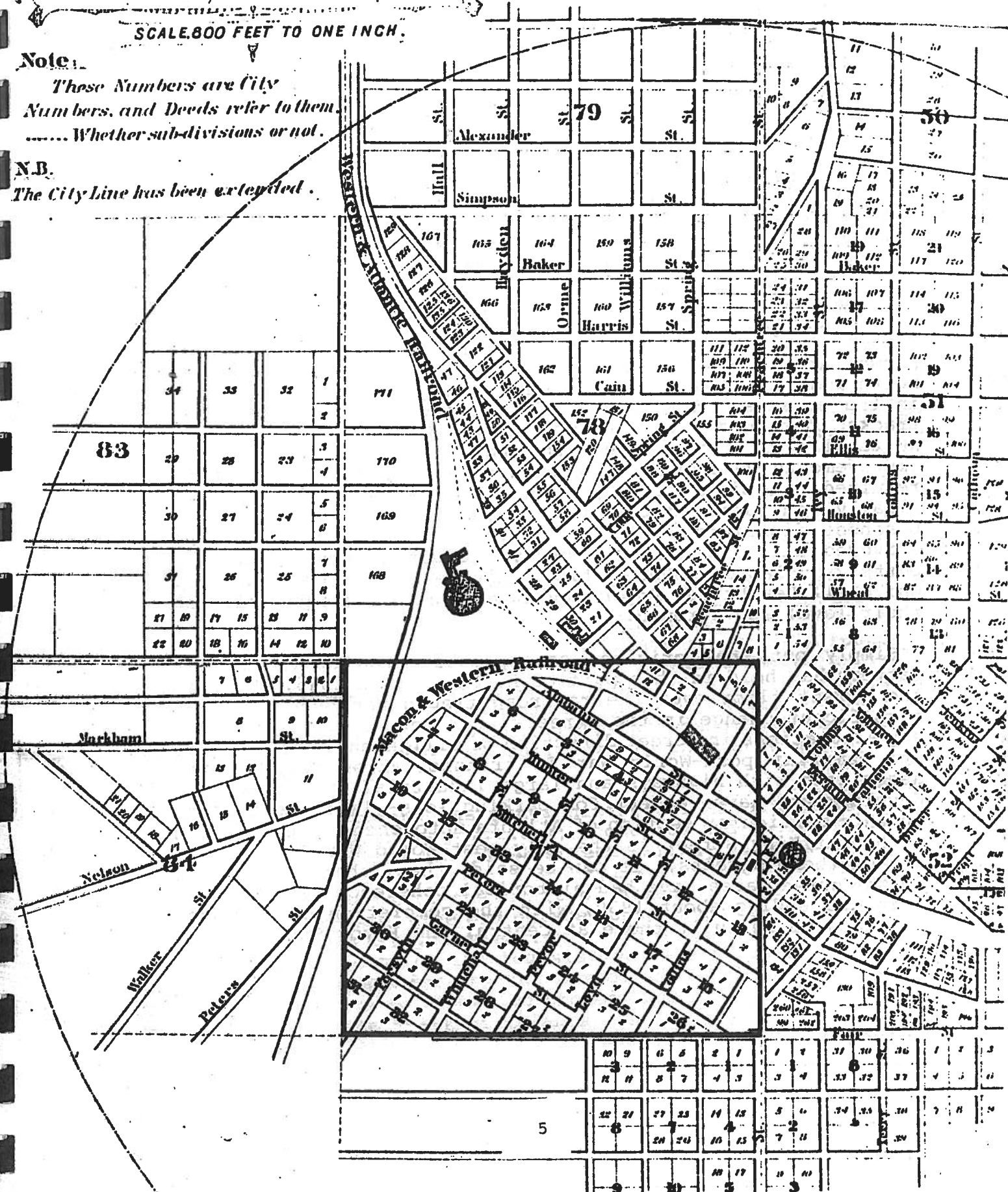
FIGURE 1: SURVEY AREA,
LAND LOT 77
in 1853

Note.

*These Numbers are City
Numbers, and Deeds refer to them.
..... Whether sub-divisions or not.*

N.B.

The City Line has been extended.



this earlier street alignment pattern, creating the series of triangular intersections so familiar along Peachtree, Marietta, Memorial, and elsewhere in downtown Atlanta.

Equally important, conceptually, is that the Pryor Survey suggests that the surveyed area under consideration belongs to a geographically coherent tract of developed land which dates to the first decade of Atlanta's existence, has survived relatively intact from its first mapping, and has suffered few significant changes in the street pattern. Those have occurred mostly at the edges. The most important internal change in the area was the addition of Broad Street in 1865 to run mid-block between Forsyth and Whitehall/Peachtree from Alabama to Mitchell, later extended to Peters/Trinity. Broad Street began life as an alley, became Bridge Street (because of the overpass at its head, crossing the railroad tracks), became Market Street thereafter, and was finally "broadened" after the War. Most of the other interior alleyways have disappeared, but a few remain--Ponders' and Kenny's in Underground, the most widely known. Around the edges of the surveyed area, especially to the north and west, other developments took place to make changes in the streets. The number of crossings over the Railroad tracks increased from the two original ones (at Broad and Whitehall) to include Forsyth and Pryor Streets. Street improvements were made along what is now Spring Street which resulted in a wider street, a more important trafficway, and, finally, an elevated connector between the south and north business districts. Along the northernmost section of the surveyed area, twentieth century viaducting touched all or parts of Alabama, Hunter/King, Mitchell, Spring, Forsyth, Whitehall/Peachtree, Pryor, and Loyd/Central Streets, raising their level aboveground.

Simply put, the original conceptualization of the street pattern has held in this part of Atlanta since 1846. Raising the street floor over the railroad tracks has been the most significant change in the streets, far more significant than any alterations in street direction or alignment. More recent and familiar post-World War II transportation developments associated with highways and large industrial and commercial developments have--except for parking lots--left the streets in this particular section of Atlanta untouched. The widening of Hunter/King Street is the only post-World War II event to change these streets. It can be said, then, that the streets in the survey area have had historical coherence beginning in 1846 and ending about 1930, with the completion of the last viaducts to be built there at Central and Pryor Streets.

HISTORICAL SIGNIFICANCE

The purpose here seemed less to be to establish the history of the survey area than to take what has been documented elsewhere about that history and interpret its relevance to the directions of development and preservation in the area.

The survey area, in fact all of Land Lot 77, bears exceedingly high local historical significance. The Heart of Atlanta developed as the center of commercial (trade, warehousing, retailing), civic, small factory, and railroad-related transportation activities from the years immediately following the Civil War until the mid-1920s. When people came to Atlanta in the nineteenth and early twentieth centuries--for whatever purpose--this was the Atlanta they saw.

The Heart of Atlanta's heyday lasted about fifty years before it began to fade; in the interim it witnessed many "firsts." Here was the first hotel district, built around the original Union Depot near Alabama and Pryor Streets (from which now nothing remains), and the second hotel district created at the turn of the century near the Terminal Station at Spring and Mitchell. An important cotton warehouse/brokerage section developed near the intersection of Trinity and Forsyth, close to where the Southern Railway buildings are located now. The retail center for the entire early city grew down Whitehall/Peachtree and Broad Streets, and the first department store arose in that same section. The center for all levels of government--local, state, and national--has always been found in the northeast corner of Land Lot 77. Besides these institutions and functions, small factories dotted the area, making everything from candy to false teeth, hats, overalls, saddles, and later, auto parts. Several Protestant denominations and the Catholic Church have had buildings in this area for more than a hundred years.

The Heart of Atlanta has other historical associations in addition to the numerous political, economic, and social functions just mentioned. The first street railway in Atlanta ran through this section in 1871. The first streets to be paved in Atlanta were streets in the Heart of Atlanta, and the first sewers were laid here. The old parade route wound through these streets, citizens staged election rallies in the area, and politicians, in town for the legislative season, used several of the area's corners for cracker-barrel and soapbox sessions. Visiting VIPs spoke to assembled crowds from the upper stories of buildings in the Heart of Atlanta, as did Grover Cleveland from an erstwhile balcony of the Bowers Furniture Company building located on Mitchell.

Contrary to popular opinion, large parts of this area were left standing during the Civil War. The Heart of Atlanta was severely damaged, but not annihilated. Lots immediately adjacent to the Catholic Church, for example, were spared because of the actions of Father O'Reilly, the Rector. Whitehall/Peachtree was not burned south of Mitchell Street. On Pryor Street, everything was left standing from Alabama south to Rawson except three houses; Hunter/King, the same, and the business houses on Alabama between Pryor and Loyd/Central were left standing. Sections near the railroads west of Forsyth were not spared, nor were buildings along the tracks.

The standing structures, became the nucleus for rebuilding, and the Heart of Atlanta was the vital center of post-War reconstruction. By 1880, the area was completely rebuilt.

Still more historical associations inhere in the original street names, taken from early Atlanta pioneers: Ambrose B. Forsyth, the city's first cotton merchant; James Loyd and James Collins, brothers-in-law and shopkeepers on Loyd Street; Richard Peters, engineer and superintendent of the Georgia Railroad, owner of a sizeable mill, and a land developer; William H. Brotherton, shopkeeper, councilman, and longtime police commissioner; Dr. Joseph T. Thompson, who owned the Atlanta Hotel, and Samuel Mitchell and Allen Pryor, already noted. Old wagon routes were commemorated in the naming of Alabama and Whitehall Streets, which routes led, respectively, west and south.

The commercial district south of the railroad tracks was at its highest point of development in the last three decades of the nineteenth century, a period of vitality which lasted into the first three decades of the twentieth century. For a while everything seemed to happen in the Heart of Atlanta, and then, gradually development occurred elsewhere, and to such an extent, that the heart of Atlanta itself shifted; by 1930 the "Heart of Atlanta" was no longer the center of town.

No single event marks the turning point for the reduction in the area's economic and social strength, but a number of forces acted together to build toward its decreased importance. When Davison's Department Store moved from its old location (where Kessler's is) to its current location at Peachtree and International Boulevard in 1925, it signalled a changed point of retail preference from south-of-the-tracks to north-of-the-tracks. Yet, a whole series of economic patterns and already been in effect, which changed the scale, direction, and character of development in Atlanta and left the south business district behind. These developments included, to mention the most important, changing scales of economy and technology which led to the construction of "skyscraper" commercial buildings, which took up more land than was available in the old Land Lot. The Heart of Atlanta, which had been residential from Trinity south throughout the nineteenth century, began to lose its

residential character to its own expansion and then to the attraction of newer residential subdivisions on Peachtree (north) and at the end of several trolley lines (West End, Inman Park). The rise of the automobile as the major form of transportation put pressures on the foot/horse/trolley-sized passages in the Heart of Atlanta; the area could not tolerate unlimited numbers of vehicles. The removal of important local institutions (such as Davison's, but also hotels, theaters, even the Chamber of Commerce) to locations in the new Central Business District around Five Points followed the trends already created. With the completion of the system of viaducts in 1929, the last two over Pryor and Central, the Heart of Atlanta appeared to contain no new development potential. Except for the department stores, what buildings were built there in the late 1910s and 1920s were replacement structures for older buildings which retained the footprints, scale, materials, and often even general features of the earlier structures.

With the beginning of "Sunbelt" development after World War II, the Heart of Atlanta again became a center for development, but of a different kind. The major focus now was on expanded government and other public functions (such as MARTA). The Heart of Atlanta has never fallen into total disuse; it has evolved over time and simply settled into some reduced levels of activity for some of its earlier functions and expanded levels of later functions. But for more than a half-century, the Heart of Atlanta truly was the heart of Atlanta, and what remnants of its heyday still portray the sense of that early essence are identified in this survey.

ARCHITECTURE

Between the end of the Civil War, when the first buildup of the Heart of Atlanta occurred, until 1930, when the area was clearly superseded as the primary locus of urban commercial activities, a number of architectural styles appeared. Dr. Elizabeth Lyon's study of commercial architecture in Atlanta identified four distinct building periods between 1866 and 1930, buildings from which all appeared in the survey area, but not to the same extent. For one thing, the earlier styles, especially Victorian Picturesque Eclecticism, predominated, since that was the period of the area's development; as newer developments took place, the focus of their architectural expression lay outside the Heart of Atlanta. This focus shifted in the 1890s with the appearance of the first true skyscrapers in Atlanta. The Heart of Atlanta never saw, historically, the concentration of skyscraper construction the area around Five Points has seen.

The primary building stock in the Heart of Atlanta arose in the latter decades of the nineteenth century; later buildings consisted of replacement structures and some infill, constrained by earlier patterns of lot size, street orientation, and the density of structures already present in the area. The result was that the scale of buildings stayed the same even in to the twentieth century, the two exceptions to this being the department stores and government buildings whose expanded size is a twentieth century phenomenon post-dating the period of historical significance for the commercial parts of the Heart of Atlanta.

Rather than reiterate the qualities of the architectural styles, which would cover Victorian Eclectic, early Commercial, Beaux Arts Classicism, it seemed more useful to pull out from them common themes and a generalized pattern of building characteristics which might be used to describe the most representative buildings to be found in the survey area, either ideally or actually. In other words, if there were homogeneity and/or compatibility of design quality in buildings representing an historical period between 1865 (the beginning of the buildup) and 1930 (the endpoint of significance), what would the characteristics of that homogeneity be?

If the commercial character of the Heart of Atlanta evolved between 1865 and 1930, its architectural base would reflect both the foundations and changes of the commercial usage during that period, and stylistically the architectural base would consist of many common elements. Buildings would appear in pre-

skyscraper sizes and shapes; rectangular boxes one- to five-stories tall. They would be constructed of brick--whatever color or size, the most prevalent permanent building material before steel and concrete. They might cross several architectural styles, but they would all contain these features: decorated facades (ranging from very ornate to rather simple); complex or articulated roof lines, and textural variety on the building surfaces--either through patterning in brick or mixed materials such as brick with stone, terra cotta, and tile. Within this general framework buildings might echo any number of earlier architectural styles--Gothic, Romanesque, Classical--with motifs, window treatments, details, and other ornamentation. Replacement buildings, if made in concrete or other non-brick materials would still honor the traditions of the architectural base in scale and general design (i.e., ornamented facade, articulated roof line, etc.).

Buildings which revealed this composite of characteristics would be said to be representative of the architecture of the period of historical significance in the survey area. Buildings which were particularly good reflections of the composite and/or of any special features or styles within it would be considered the best representations of the historical period.

The earlier the building, the closer it would be to the ideal and the original development which was complete by 1880. Although the survey area was historically important before 1880, and the architectural base was laid then, there is only one building in the Heart of Atlanta which predates the 1880s, the Georgia Railway Depot, and it is no longer in its original form. The foundations of commercial activity in the Heart of Atlanta as revealed through architectural form, therefore, have been lost. What remains actually are pieces of the area's evolution and change during the latter part of its heyday and its subsequent decline.

The construction dates of the extant buildings (as near as they could be ascertained), though they constitute an imperfect statistic, reiterate the evolution of the area. The majority of the standing structures in the Heart of Atlanta pre-date 1930; their dates cluster in the decades between 1890 and 1930. Though the decade of the 1890s shows the greatest number of standing structures of any decade between 1880 and 1980, almost half of all the buildings in the area, still standing, were built between 1900 and 1930. There are as many structures dating after 1930 as before 1900. All this suggests that the remaining building stock, according to dates of erection, is a very mixed-era collection, weighted toward the end of the area's heyday and its early twentieth century decline. Consequently the architectural "model" to follow in evaluating the standing structures would appear to be exactly as proposed, the historical ideal of Victorian commercial composites with compatible replacement structures, but the sample, actually, is predominantly post-Victorian.

FORSYTH STREET

Rich's Department Store occupies both sides of Forsyth Street between Alabama and M L King. Rich's is described under Broad Street.

Between Martin Luther King and Mitchell Street, several buildings are notable. The Federal Annex at 77 Forsyth, known more popularly as the old main Post Office, is--according to judgments here--eligible for listing in the National Register. The long low building at 80-90 Forsyth fits the characteristics of the historical qualities of the area, which would make it eligible for the National Register, but both ends of the building are sheathed in aluminum, and all but one of the entry bays of this one-story building have been severely altered, rendering it a marginal building at best for individual listing.

Between Mitchell and Trinity Streets, Forsyth is lined with parking lots. Parking lots also interrupt the architectural line of the street all the way down to its intersection with Spring and Memorial.

At the corner of Forsyth and Trinity, on a triangular lot are two buildings which are good representations of the development of the area, numbers 149 and 155 Forsyth. Both are 1910s buildings with ornamented facades, articulated roof lines, brick with tile bands with triangular features piercing the tops of the pilasters within which windows are grouped in threes. Number 149 is particularly strong visually occupying the corner triangle.

Two other buildings on Forsyth deserve notice. The Bell Laundry building at 235 and the Toshiba Business Machines Building at 236-242 are both representative commercial structures from the early twentieth century--the Bell Building from the turn of the century and Toshiba from the 1910s. The Bell Building lacks distinguishing architectural details, but the Toshiba Building is judged to meet the criteria for listing in the National Register as an individual structure.

BROAD

Between Alabama and Martin Luther King, Broad Street has been severely altered in its appearance by MARTA construction. There are only two remaining facades on the east side of the street--the rear entrances to McCrory's and Kessler's. The west side of the street is entirely occupied by Rich's Department Store.

Rich's has been located in the Heart of Atlanta since its inception in the 1860s. The present structure on Broad street was built in the 1920s and has expanded back toward Spring Street in a complex of additions. The original was designed by the local firm of Hentz, Reid, and Adler with ornamentation to recall the Renaissance, using a combination of limestone and brick on the exterior. The nondescript upper floors are a later addition which was accompanied by the removal of the once elaborate overhanging cornice. The building has lost its integrity and in size and scale does not fit the historical architectural composite as defined here, certainly not as well as Rich's earlier building on Peachtree does.

The west side of Broad Street between Martin Luther King Drive and Mitchell Street shows a good collection of buildings representative of the early commercial architecture of the historic period for the Heart of Atlanta. Several of the facades appear to be relatively new (Capital City Foods and F & F Market) but they retain the scale and materials of the originals; otherwise, there is only one recent intrusion on the block--it too in appropriate scale--a replacement for the Herald Building, once located where now the Miller Rexall Drugs stands. The remaining buildings were all constructed originally between 1885 and 1926 and have been minimally altered; of these the Cotton Gim Seed Company is the most notable.

The Cotton Gim Seed Company building occupies the center of the block, dominant with its tall three stories and narrow silhouette. The narrow windows are set in recessed panels between piers banded in rusticated stone. The entryway is set back from the street with wide window spaces. The lower portion of the facade and an upper band are decorated with medallions and shell motifs. At each end of Broad Street is another notable anchor. At 79-81 is a former two-story dental laboratory with intact upper floor. The narrow arched windows are

surrounded by raised work and exaggerated keystones. The building's roof carries a double corniced effect with dental molding between a molded overhang and a pediment "supported" by a series of capped pilaster. At the other corner (Mitchell Street) stands a tall building of relative simplicity. Its details consist of barely arched windows with raised molding around them, horizontal brick banding between the floors, and a roof line marked by fake chimneys.

The architecture of Broad Street is the most intact section of the old market area, but the setting itself has been altered with modern street improvements which, while energetic are not as authentic historically as they might be. The granite block pavement is brought up on to the sidewalk, blue wrought iron benches and drinking fountains sit where once none were, and antique appearing lamp posts are dwarfed by angular flag poles lining the streets. Nonetheless, this block appears to meet the criteria for the National Register as a district, and could include number 186 Mitchell Street at the foot of Broad.

The buildings across the street on the east side are of similar character as those on the west, but the block has lost its integrity from intrusions: i.e., the rear of the Green's building, number 100 Broad Street which is out of character, and the parking lot which occupies nearly half the block.

Below Mitchell, Broad Street has no remaining structures.

PEACHTREE

Peachtree Street, SW, has been in continuous use from the earliest days of Atlanta commerce. Almost as long as there has been an Atlanta, there have been buildings on Whitehall/Peachtree, and the present street now contains some of the oldest extant pre-skyscraper commercial buildings in the city.

Between Alabama and Martin Luther King, the block does not appear to meet district criteria for listing on the National Register for several reasons: The number of altered buildings exceeds the number of unaltered buildings; many of the old buildings are sheathed and appear as ineligible modern intrusions. In addition, there is no clear endpoint for the historic period of significance represented by the street: several of the good twentieth century architectural examples (e.g., Kress, McCrory's, and Lerner's) actually post-date the period of significance for Whitehall (1865-1930), and other facades (e.g., Green's and Kessler's) are from even later decades.

There are four individual buildings on Peachtree between Alabama and Martin Luther King, however, which appear to meet the criteria for listing on the National Register as individual structures with both strong historical associations and recognizable architectural integrity. On the east side of the street these include the Mark Building at the corner of Alabama and Peachtree, the Bookhammer/Mirror Building at number 76, and the Grant/Rich's Building at 82-86; and on the west side of the street, the first Bass Department Store Building at 83-85. These four structures are recognizable in historic photographs; they reflect not only eclectic Victorian and early twentieth century architectural styles but some good examples by local architects between 1880 and 1930.

The Bass building is the closest thing to Victorian Picturesque Eclectic architecture left on the street. Designed in 1899 by Willis F. Denny, its five stories show vertical lines interspersed with intricately molded terra cotta panels. These panels, now the most unusual feature of the building are replete with florals and grotesque faces. The Grant/Rich's building shows the influence of the Chicago commercial style on architecture, but retains some appeal to ornamentation in its iron filagree work around the window sills. This 1907 building by Morgan and Dillon, local architects, gives a more horizontal appearance than the vertical sense of earlier structures, but its materials and its elaborate cornice keep it in the thematic style. Of all the buildings in the Heart of Atlanta, the Mark

Building at the corner of Peachtree and Alabama is the most elaborate, the south side's answer to the Candler Building on the north side. The building was designed by W. L. Stoddard and erected in 1915; its tiled surfaces on the upper stories reveal a considerable amount of controlled, formalistic details with monogrammed shields (bearing a C for E. J. Connally, the building's first owner), winged torches, oak leafed panels, medallions and raised and molded surfaces. The fourth building, the Bookhammer/Mirror building, is another richly ornamented facade. Its outer bays show windows surrounded by every variety of decoration, oak leaf brackets, a broken pediment, flower filled cornucopias, ribbons, and escutcheons. A balustrade across the center bay roof and decorated brackets under an overhanging cornice atop an inscribed band make this an excellent representative building for the area's history.

Below King, Peachtree is lined with a parking lot to the east and a series of severely altered structures to the west. H. L. Green's is unaltered, but post-dates the historical period and has to be considered an intrusion. However, it is a good representative of its own period and may have some potential at a later date for the Register. In the same block at the intersection with Mitchell Street, are the four buildings already determined eligible for the National Register as the Mitchell/Peachtree Historic District, numbers 127-135.

The Arcade Building at 127 appears to have been refaced, but it retains its character with simple brick banding and a barely crenelated roof line. The two Abe furniture buildings are more elaborate though the facades have been painted out, and the entry ways have been changed. The brick detailing at 133 is especially delicate, and 129 shows possible ironwork banding between the window levels under a delicately finished arch across the entire facade. Number 135 repeats the architectural themes with a bricked overhang, molded arched windows with oversized capstones, and the only chimney pots in downtown Atlanta.

From Mitchell Street to Garnett Peachtree is a mass of parking lots, severely altered buildings, sheathed facades, and contemporary intrusions. Number 172 Peachtree is a building of exceptional merit, which has been recently rehabilitated. The glass block installations on the first story may be contemporaneous with the building's one-time major tenant, the Ridley-Yates Company, which occupied the building between 1933 and 1955, but it is not a finish which is consonant with the building's period of construction.

MARTIN LUTHER KING/HUNTER

Martin Luther King, Jr., Drive is now a major interior east-west artery through the survey area. Not many buildings have fronted on King Drive historically, except in the middle of the blocks, though many buildings facing the intersecting streets have had side entrances on King. Today this street reflects not only the continuing absence of frontage along it, but other more contemporary influences. Parking lots are numerous. The structures standing mid-block between Pryor and Peachtree on the north side of the street are completely sheathed in concrete and metallic materials. The Gulf station at the corner of Central and King carries the distinction of being an intrusion on the historic character of the area in which it is situated and a quality design which at some future date may have potential eligibility for listing on the Register. Number 162-66 Martin Luther King Drive, which fronts on Broad Street, is judged to be a contributing structure to the proposed Broad Street Historic District.

MITCHELL STREET

Mitchell Street is not without intrusions and interruptions, but it contains an assortment of good-to-excellent representations of historic buildings. Structures of significant age between Pryor Street and Forsyth include the following: numbers 130, 140, 142-50, 162-64, 166, 168-70, 186, 165-67 (which fronts on Peachtree), 169, 185, and 187-89. Of these number 187-89 has been altered the most, and 140 (cafe restaurant) is the newest. The best of these constitute a non-continuous collection of nineteenth century buildings, which in two cases (the Bass Building and Henderson's Furniture) have additions from the 1920s built to complement the earlier styles. These buildings have tall silhouettes with vertical window lines and horizontal banding at the roof lines and/or between floors. They have decorated cornices and shallow-to-full arches at the windows. All are constructed of brick with brick ornamentation giving texture to the facades. The Citizens Jewelry Building at 195-99 Mitchell might have potential for eligibility in the National Register, but its contemporary sheathing renders it presently ineligible. The upper story shows the original egg and fleur-de-lis molding around the undereaves. The building was designed by the firm of Hentz, Adler, and Schutze in 1930, and might reveal additional architectural elements for which this local firm was famous, if the sheathing were removed.

Between Forsyth Street and Spring, the north side of Mitchell Street contains an exceptional collection of homogeneous structures representing not only the architectural characteristics of the period of historic significance for this area, but a contiguous segment of the second hotel district in Atlanta's history which developed in the early decade of the twentieth century around the Terminal Station (located where now the Richard B. Russell federal office building stands). "Hotel Row", proposed as an historic district, also contains Concordia Hall, a remnant of Victorian eclectic architecture, the earlier brick construction and elaborate detailing of which blend with the more formal architectural styles of the hotel buildings. The hotel buildings at 211, 223, 227, and 233 are all of brick construction with extruding vertical accents--mostly simple capped pilasters--surrounding grouped windows. The bays carry banded spandrels between the windows of each story. The overhanging cornices contain similar but not identical molding, giving a continuous line across the top of the buildings. Concordia Hall, once much more elaborate than it appears now, has been toned down by the removal of its earlier romanescque turrets and multi-gabled roof line. It now

appears more in character with the rest of Hotel Row than it once did, but it has lost its most picturesque qualities. Hotel Row does not quite run to the end of the block at Spring; number 237 Mitchell Street is a later addition to the street which replaced the earlier Terminal Hotel on that site and does not contribute to the district. The C & S buildings on the south side of the street are also not contributors to the historic qualities of the street.