

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

For HCRS use only  
received FEB 29 1980  
Date entered DEC 8 1980

**1. Name** West Paces Ferry Road Multiple Resource Area (Partial Inventory)

HISTORIC RESOURCES OF WEST PACES FERRY ROAD  
historic (partial inventory: architectural and historic resources)

and/or common

**2. Location**

street & number [See continuation sheet.] \_\_\_\_\_ not for publication

city, town Atlanta \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district 5th - Wyche Fowler

state Georgia code 013 county Fulton code 121

**3. Classification**

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> In process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

Multiple Resources

**4. Owner of Property**

name Multiple Ownership [see continuation sheet for property owners within districts]

street & number

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ state

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Superior Court

street & number Fulton County Courthouse

city, town Atlanta state Georgia

**6. Representation in Existing Surveys**

title [see continuation sheet] has this property been determined eligible?  yes  no

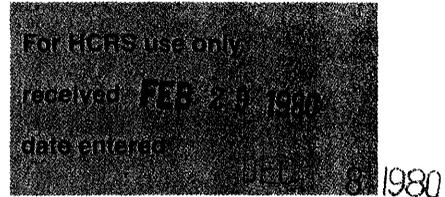
date \_\_\_\_\_ federal \_\_\_\_\_ state \_\_\_\_\_ county \_\_\_\_\_ local

depository for survey records

city, town \_\_\_\_\_ state

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Continuation sheet LOCATION (2) REPRESENTATION (6) Item number 2 & 6 Page 2

LOCATION (2)

Northwest quadrant of Atlanta, bounded by U.S. 41 (Northside Drive and Northside Parkway); Peachtree Creek; Peachtree Road, Roswell Road, Powers Ferry Road; and Nancy Creek

REPRESENTATION IN EXISTING SURVEYS (6)

1. Historic Structures Field Survey: Fulton County, Georgia  
1976 X-State  
Historic Preservation Section, Georgia Department of Natural Resources  
Atlanta Georgia
2. Category One List of Historic Sites, Structures and Districts  
1970s X-Local  
Atlanta Urban Design Commission, 10 Pryor Street  
Atlanta Georgia
3. The following properties already listed on the National Register of Historic Places are included within this nomination:
  - Tullie Smith House, 3099 Andrews Drive, 1970
  - Henry B. Tompkins House, 125 West Wesley Drive, N.W., 1976
  - Swan House, 3099 Andrews Drive, 1977
  - Stuart Witham House, 2922 Andrews Drive, 1978

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## 7. Description

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**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved      date \_\_\_\_\_

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**Describe the present and original (if known) physical appearance**

The multiple-resources area known as the Historic Resources of West Paces Ferry Road comprises about 1,500 acres in the northwest quadrant of Atlanta in an area referred to as Buckhead. It is located in the Piedmont region of Georgia and is characterized by a hilly topography with broad flood plains associated with Peachtree Creek in the south and Nancy Creek in the north. The area is heavily forested with mature hardwoods (hickory, beech, oak) and pine forests. The multiple-resources area contains four historic districts and nineteen individual properties.

The main artery traversing the multiple-resources area is West Paces Ferry Road. This heavily traveled road, which dates to 1814, has changed character greatly over the past 165 years. Until about 1905, West Paces Ferry Road was a rural transportation route between Buckhead and Pace's Ferry on the Chattahoochee River. The land lying around it was either timbered or cultivated. Around 1904-1907, the character began to change to that of a community of summer homes for the wealthy of Atlanta. Until 1920, only seven estates lined West Paces Ferry Road; however, the subdivision of various tracts of land to the north and south of this road had begun by 1911 and the character was evolving to that of a residential suburb. Once the area's popularity and prestige were established, continuing subdivisions have created its present character.

The natural terrain of the West Paces Ferry Road area certainly had an influence on the styles of the early-twentieth-century buildings that were built there. First, summer houses were set on large tracts of land from 75 to 250 acres; the structures were designed for good circulation. Entertaining was a frequent activity there. Sleeping porches were often a component of these houses that made maximum use of setting in the hills six miles north of downtown. In most cases, the natural vegetation, high ceilings and thick walls aided in the cooling of the houses.

The natural topography was also a factor in the development of street patterns in the subdivisions. The hilly terrain did not lend itself to the strict gridiron pattern that was enforced in other subdevelopments. Already in Atlanta, the trend toward curvilinear, picturesque suburban developments was well-established in neighborhoods such as Inman Park, Druid Hills and Ansley Park. Many of the residents of the West Paces Ferry Road area had previously lived in these subdivisions and this type of development was successfully entrenched.

Throughout the districts within the multiple-resources area, the treatment of the streetscape is consistent. The houses are set 50 to 200 feet from the street in most cases. The deep, narrow lots are landscaped in a natural or English manner, making use of the wide variety of indigenous planting materials -- among them rhododendron, azalea, mountain laurel, magnolia, and wild flowers

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DESCRIPTION

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of various species. In some areas, the estates blend into heavily wooded public parks. These parks occur in ravines and serve to protect the natural drainage patterns of the area. The divided roadway of Peachtree Battle is landscaped in the manner of a park, with the mingling of large shade trees, pleasant walkways, and streams.

Architectural styles exhibited in the multiple-resources area are eclectic, with large houses of English, French, Colonial or Mediterranean influence. The scale of the structures is large, for the most part, although well-proportioned. A variety of materials is utilized, including stucco, brick, ashlar, clapboard, half-timber, and shingle. Cohesiveness of such a diversity of styles is accomplished by successful landscape designs such as broad lawns, large shade trees, and informal clumpings of shrubs. In the two major subdivisions that began to the south and north of West Paces Ferry Road, the developers left large stands of forests untouched. The homes built in these developments blend in with the country estates on West Paces Ferry Road.

Generally, the West Paces Ferry Road area is characterized by continuity of natural terrain, landscape architecture, street layout, and site planning, and by consistency of scale among architecture, landscaping and streetscape.

#### BOUNDARIES

The boundaries for the multiple-resources area were developed by considering visual qualities, historical development patterns, and the distribution of significant features in the northwest quadrant of Atlanta.

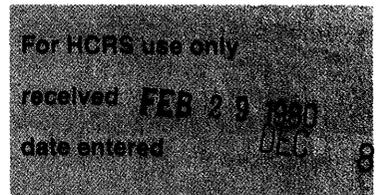
The western boundary of the area is U.S. 41, a four-lane highway that is called Northside Drive for about one-and-one-half miles from the southwesternmost point of the multiple-resources area until it becomes Northside Parkway, when it veers to the northwest. It is a significant historical and visual boundary because it is not only the westernmost edge of several land lots (the original land divisions in the area), but also a visual boundary since it parallels at its northernmost point Interstate Highway 75, which further separates this area from later development to the west.

The southern boundary is Peachtree Creek, which connects the western boundary formed by Northside Drive (U.S. 41) and Peachtree Road on the east. Wide flood plains associated with Peachtree Creek make this a functional, as well as historical boundary. The districts or subdivisions to the north had the creek as their southern boundary. The creek forms a visual boundary, due to the fact that immediately south of it is the Bobby Jones Golf Course and Atlanta Memorial Park, rather than residential areas.

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The eastern boundary of the area is composed of three heavily traveled streets: Peachtree Road, Roswell Road and Powers Ferry Road. Starting with Peachtree Road at its intersection with Peachtree Creek and moving north, the boundary is visual and historical. On the east side of Peachtree Road, and not included within the nominated area, are commercial structures, single-family dwellings and apartment houses -- all of which are separated visually and functionally from the nominated area. Further north on Peachtree Road, the Buckhead commercial area supplants any residential development, and at this juncture the Roswell Road portion of the boundary begins. Roswell Road is a historical and visual boundary as well. It is characterized by commercial development along the portion that forms the boundary of the area. The remainder of the eastern boundary of the area is formed by Powers Ferry Road. The original plan for Tuxedo Park called for linking West Paces Ferry Road with Power Ferry Road. East of Powers Ferry Road lies Chastain Memorial Park, another visual break with the residential character of the multiple-resources area and a historical break in the development of the area.

The northern boundary of the area is formed by Nancy Creek, which has broad flood plains that are extremely difficult to develop. The land south of the creek was well-established as a residential neighborhood prior to 1940. North of the creek and not included within the nominated area, the character of residential development changes abruptly since it was developed much later.

#### SURVEY METHODOLOGY

In surveying the entire West Paces Ferry Road area, the primary concern was to identify the resources of architectural, landscape architectural, and local historical importance. The National Register criteria were used to decide which were contributing properties and which were not.

The original impetus for seeking National Register designation for the area began in 1978 with the Historic Preservation Action Committee of the Georgia Trust for Historic Preservation. A member of this committee, Spencer Tunnell, began the survey and preparation for a nomination. Later, he became a research assistant with the Atlanta Urban Design Commission, the preservation agency for the City of Atlanta. Part of his duties with that agency was the completion of this nomination. Mr. Tunnell is a 1978 graduate of the University of Virginia, with a bachelor of sciences degree in landscape architecture.

From the start of the process, the surveyor consulted with the historian and architectural historian of the Historic Preservation Section, Georgia Department of Natural Resources. In the early stages of research and survey, it was believed that a single historic district could be drawn for the entire area.

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This approach was abandoned once preliminary research was completed. This research ascertained that part of the area had developed first as several large estates, while other parts began as a series of subdivisions whose large homes resembled those on the estates but were definitely part of later subdivision development. Even later, mini-subdivisions were created by the fragmentation of the large estates. Having identified several dozen significant individual properties, remnants of the large estates, and four historic districts, it was then determined that a multiple-resources nomination was in order.

Research was conducted at the Fulton County Courthouse, where deeds and plats revealed a wealth of information about the development of the area, including many original advertisement-plats that had once appeared in the newspapers. The files of the Atlanta Historical Society and the Atlanta Urban Design Commission were used also in gathering information concerning the architects and residents of the area. Building permits, Sanborn Insurance maps and city directories were extremely helpful in this process. Some residents were interviewed to supplement the knowledge gathered from other sources concerning the individual houses being nominated.

The surveyor is a resident of the area and was generally familiar with most of the streets and many residences of the area. With members of the Historic Preservation Section staff, he field-surveyed each property within the districts to determine which were contributing or non-contributing properties and to verify boundary lines.

A cut-off date of 1940 or the beginning of World War II was chosen, due to the overall cohesiveness of the area. The building patterns made a much more distinctive break at that point than at 1930 -- the normal fifty-year cut-off under the National Register criteria. Field inspection of the area confirmed this cut-off point as an absolute necessity, due to the continued building in the area well into the 1930s along the same lines as in previous decades.

#### INTRUSIONS

The identification of intrusions in the West Paces Ferry Road area is especially problematic because of the continuity of development from the early-twentieth century to the present time which characterizes the area. The usual fifty-year cut-off date is highly arbitrary when applied to a situation like this; in fact, any arbitrary cut-off date is somewhat inappropriate when dealing with an area where the overall character and appearance of an entire, continuously developed area is at stake. Identification of intrusions based solely on architectural style or period is likewise arbitrary where the architecture is but one part of an overall environment which manifests other salient

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features and warrants broader consideration. Therefore, the identification of intrusions in the West Paces Ferry Road area is based upon criteria that take into account the character and appearance of each district and each individual property in terms of not just date or style but also the pattern of land subdivision and lot layout, site planning, and landscaping. (These criteria were also used during the survey process to determine which properties and districts in the multiple-resources area would be selected for nomination.) Only those properties that stand out as distinctly intrusive in this overall environment have been identified as intrusions. They are rated on the property-owners list and marked with an "X" on the district maps.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify) local history
		<input type="checkbox"/> invention		

Specific dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_

**Statement of Significance (in one paragraph)**

SUMMARY STATEMENT OF SIGNIFICANCE

The West Paces Ferry Road area is significant in architecture, landscape architecture, community planning, and local history. Architecturally, the entire area incorporates a myriad of eclectic residential and commercial styles. Many of these structures are among the most elaborate and monumental in the state. Beginning in 1904, many were built as replicas of Italian villas or in the Colonial, Neo-Classical or Medieval styles. Many were designed by well-known architects like Philip T. Shutze (today the nation's foremost living classical architect), Neel Reid and P.T. Marye.

In landscape architecture, the grounds of the mansions were designed to reflect their cultural links: villa-like gardens for the villas and English gardens for those homes built in the English style. The overall landscaping throughout the area as well as the street patterns effectively tie the historical districts and individual properties together.

In community planning, the area is significant in that, although today the area appears as a cohesive unit developed at one time, it is an excellent example of how private estates from the early-twentieth century were later subdivided into smaller lots.

In the history of Atlanta, the citizens who lived in this area in the first decades of this century and their successors have made this area the hub of the city's financial, political and social life. The area has retained, throughout the development, the same social and economic prominence.

ARCHITECTURE

The West Paces Ferry Road area contains some of the finest examples of early-twentieth-century period architecture in the Atlanta metropolitan area and the state of Georgia. These period houses range from mansions to bungalows, exhibiting a wide variety of eclectic and revivalistic styles, with the Georgian, Tudor, Jacobean, and Italian Renaissance represented in greatest numbers. Significant period materials include brick, tile, slate, half-timber, weatherboard, and shingle. Construction techniques are typically load-bearing masonry or wood frame with veneer. Although varied in design, the houses are related in terms of their period characteristics, setbacks and site landscaping.

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The architects associated with the evolution of the West Paces Ferry Road area are among the most notable in the nation. The firm of Hentz, Reid, Adler and Shutze designed the following homes on West Paces Ferry Road: the Nunnally-Hodgson House (A) at 1311 West Paces Ferry Road; Trygveson (F), the estate of Mr. and Mrs. Andrew Calhoun at 3418 Pinestream Road (originally fronting on West Paces Ferry Road); the estate of Mr. and Mrs. Joseph Rhodes at West Paces Ferry Road (though actually in Tuxedo Park); the home of Dr. and Mrs. Willis Jones (K) at 520 West Paces Ferry Road; the English-Chambers House (N) at 426 West Paces Ferry Road; the James L. Dickey estate, "Arden" (M), at 456 West Paces Ferry Road; and, lastly, the Regency mansion for Mr. and Mrs. Albert Thornton (P) at 105 West Paces Ferry Road.

Other notable firms to have commissions on West Paces Ferry Road include Pringle and Smith, who were primarily known for the design of commercial architecture in downtown Atlanta. This firm designed Villa Juanita at 509 West Paces Ferry Road (in Tuxedo Park). Walter T. Downing designed one of the six original estates on West Paces Ferry Road, "Craigellachie," home of John W. Grant, now the Cherokee Town and Country Club (Q) at 155 West Paces Ferry Road.

In Peachtree Heights Park, the works of Hentz, Reid and Adler, and later Hentz, Reid, Adler and Shutze, are well represented. Notable among these houses are the Tompkins House at 125 West Wesley Road and the Stuart Witham House at 2922 Andrews Drive, both of which are already listed on the National Register of Historic Places.

#### LANDSCAPE ARCHITECTURE

The West Paces Ferry Road area's significance in landscape architecture is derived from the effect of the landscaping treatment that ties together the variety of architectural styles within the estates and districts. This, in part, is due to the planning for Peachtree Heights Park, which was designed from 1911 to 1925 by the New York architectural firm of Carrere and Hastings and exhibits design characteristics showing clearly the influence of the premier landscape architect Frederick Law Olmsted. The Tuxedo Park and Valley Road Company also displayed a great deal of sensitivity to the landscape, although it is not known who designed the road layouts.

The West Andrews District is made up of several smaller land developments/subdivisions from the 1910s, but it appears today as a cohesive unit because of its landscaping, as do the larger subdivisions.

The general treatment of landscape architecture in the multiple-resources area can be termed English or naturalistic. The large houses of varying

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architectural styles are surrounded by lawns, large clumps of native shrubs, and shade trees. The appearance is that of a large public park.

The landscaping of private grounds around houses was designed in a variety of ways. Sometimes the architect suggested plans for landscaping. In other cases, the architect would subcontract with a landscape architect. In still other cases, independent landscape gardeners provided their services directly to the owners. Almost all landscaping led to the same end: informal "English" landscaping with an emphasis on broad, undulating lawns and casually disposed trees, shrubbery, flower gardens, and walks.

The individual estates exhibit a remarkable range of landscape talents. The gardens and general layout of the first estate on West Paces Ferry Road, Woodhaven, are still extant. It is even more notable that a professional landscape architect or gardener had little to do with their design. Where the bowl garden is located had been an extensive ravine. "Mrs. Maddox and a mule" are credited with the intricate design that was retained when the main house was razed to make way for the Governor's Mansion in the 1960s.

The landscape design of Philip Shutze's Swan House (listed on the National Register of Historic Places in 1977) is a fine complement to this important English Renaissance Revival mansion. There is no doubt that the effectiveness of the architectural design is closely tied to the landscape which presents to the passerby the spectacular garden facade. This approach to the entry sequence was repeated in concept at "Trygveson" (F) at 3418 Pinestream Road, also designed principally by Shutze but credited to the entire firm. Little of the landscape scheme was left after the subdivision of this estate, however.

The landscaping at the Case House at 2624 Habersham Road, within Peachtree Heights Park, is worthy of special mention. The facade of this house is derived from Tintinhull House in Somerset County, England. The Tintinhull House faces extensive gardens and terraces, while a service entrance is at the rear. This English estate is surrounded by a sixteen-foot-high wall that, except for the gates, isolates it from the neighboring village quite completely. The Hentz, Reid and Adler adaptation puts the garden facade only forty feet from a busy street. The wall in front of the house is similar to that of Tintinhull and the eagle ornaments are identical. Instead of gardens, a visitor is met by a large cobbled courtyard surrounded by lush English boxwoods shaded by large red oaks. This clever adaptation and use of paving is quite unusual in a suburban setting.

Most of the individually landscaped lots are related to the style of the house. The villas have more formal planting; the English Tudor houses have a naturalistic treatment. Of particular importance is the treatment of James

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Owens Southwell's "Mount Dismal" at 3028 Andrews Drive in the West Andrews Historic District. The siting of the house atop a steep cliff is quite unusual. The house is placed in the back corner of a pie-shaped lot. The drive brings one to the facade opposite the street. In suburban America, this is normally the rear of the house; at Mount Dismal, it is the front. The mixture of English boxwood and American boxwood give this house a feeling of age and atmosphere that is not equaled in Atlanta. Standing in this garden, one seems transported to Sussex County. The separation from any neighbors and from the street adds to this feeling of isolation. Much of this effect is due to the design and siting of this house.

#### COMMUNITY PLANNING AND DEVELOPMENT

The area is significant in community planning because it appears as a cohesive unit developed at one time, when in reality it is the accumulation of decades of development of different types united by landscaping and sensitive architectural efforts, blending the many parts into the whole. It is an excellent example of how private estates begun in the early-twentieth century were scattered by necessity along the axis road, West Paces Ferry. Then these estates were divided, giving birth to major subdivisions. The influence of the area's wealthy and influential citizens on their contemporaries brought more of their friends to the region. But rather than add stark contrasting development to the original settlement, they continued in a similar manner. By necessity of finances and building techniques, some things had to change, but they were still in keeping with the original development. An example of this is the transition from Peachtree Heights Park along Peachtree Battle Avenue, originally begun before 1920, into Haynes Manor, primarily done in the 1930s. Mr. Haynes had similar ideas of luring new residents to his development by advertising its exclusive nature along the same lines as the Peachtree Heights Park Company had done two decades earlier. As time has matured the landscaping and roadways, the distinctions between subdivisions go unnoticed to the untrained visitor.

#### LOCAL HISTORY

By 1920, West Paces Ferry Road had ceased to be an exclusively rural community. Along the main road were the homes of seven gentlemen and their families, who had previously lived only a few blocks from each other in what is now downtown Atlanta. These included Robert Maddox, James Dickey, Jr., Morris Brandon, William Bailey Lamar, John W. Grant, William Henry Kiser, and James W. Morrow.

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These seven men represented professions that were the backbone of Atlanta's commercial existence. Maddox had founded the Maddox-Rucker Banking Company, which became the First National Bank of Atlanta. James L. Dickey, Jr., was the president of the Dickey-Mangham Insurance Company, which still exists. Morris Brandon was a partner and founder of the law firm of Brandon and Hynds, which continues today under a different name. William Bailey Lamar (1853-1928) was an attorney who served as attorney general for the State of Florida 1889-1903, as well as a United States congressman from Florida, 1903-1909, before moving here. John W. Grant was in real estate; William Henry Kiser, in wholesale drygoods; and James W. Morrow, Jr., with the Morrow Transfer and Storage Company.

Others soon joined these men and built their mansions along West Paces Ferry Road within the districts. Among these were the Nunnallys, who founded the J.H. Nunnally Candy Company, original owners of the Nunnally-Hodgson House (A) at 1311 West Paces Ferry Road. The Rhodes family, who built the villa at 541 West Paces Ferry Road (in Tuxedo Park), were the owners of the A.G. Rhodes Furniture Company. The Havertys, at 15 Cherokee Road (in Peachtree Heights Park), founded the Haverty Furniture Company.

Conkey Whitehead, who built the Villa Juanita at 509 West Paces Ferry Road (in Tuxedo Park), was a son of the original bottler of Coca-Cola in Atlanta and established himself in his own right in that corporation. Harry L. English, owner of the Chattahoochee Brick Company, built the English-Chambers House (N) at 426 West Paces Ferry Road.

This is to name but a few of the influential Atlantans who built and lived here. Most of them had already been neighbors in downtown Atlanta and thus followed each other to this new area.

Many had previously migrated from downtown to Inman Park, Druid Hills and Ansley Park, all of which preceded the development of this area. The Governor's Mansion itself was once downtown and later in Ansley Park. In 1967, a new mansion was built on the site of the old Maddox estate, "Woodhaven," affirming the prominence of the area. The Maddox house was razed for this purpose, although the gardens and outbuildings were saved.

#### HISTORICAL NARRATIVE

The multiple-resources area's earliest importance was its function as a trade route between Buckhead (then Irbyville) and the Standing Peachtree. Irbyville began in 1838 when Henry Irby (1807-1879), a pioneer in the region, bought Land Lot 99 (then in DeKalb County and now in Fulton County) from Daniel

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Johnson for \$650. Irby established a tavern and grocery store at what is now the corner of West Paces Ferry Road and Roswell Road. By 1840, the tavern and surrounding area were called Buckhead. In 1841, a post office was established and designated Irbyville, but Buckhead is the name that has remained.

The Standing Peachtree was a Creek Indian village at the confluence of Peachtree Creek and the Chattahoochee River. This village was extant during the Revolutionary War. In 1814, a fort was built at the Standing Peachtree called Fort Peachtree or Fort Gilmer. The first Peachtree Road was built at this time to connect Fort Peachtree with Fort Daniel in Gwinnett County, which had been constructed the year before. The old Peachtree Road followed a path that roughly corresponds to present-day Moore's Mill Road, West Paces Ferry Road and Peachtree Road.

In the 1820s, Hardy Pace (1785-1864) came to the area and built a house on Land Lot 158. He established a ferry ca. 1830 at the Chattahoochee River five miles from his house. The road leading from Buckhead to the site of Mr. Pace's ferry became known as Pace's Ferry Road. Later, the portion included within multiple-resources area became designated Pace's Ferry Road West. It was not until the 1950s that the portion within the area became officially known as West Paces Ferry Road. The part of the original road continuing west past U.S. 41 on to the Chattahoochee River is still called Paces Ferry Road.

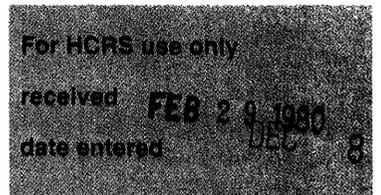
From the 1820s until the early part of this century, the land between Buckhead and the ferry at the Chattahoochee River was farmland with a few log or weather-boarded houses. Beginning in 1903, this rural area began to change from farmland to a summer-home area and, still later, to a heavily settled residential neighborhood. The ferry itself closed in 1904 when an iron bridge was erected to connect Fulton and Cobb counties. Ironically, this came just as the Paces Ferry Road area itself was changing from farmland to residential.

On November 24, 1903, James L. Dickey, Sr., purchased 400 acres from F.M. Powers for \$6,000, or \$15 per acre. This included the present-day frontage along West Paces Ferry Road between Northside Drive on the west and Woodhaven Road on the northeast. At the time, Dickey lived at 381 Peachtree Street in downtown Atlanta. On May 18, 1904, Robert Foster Maddox bought seventy-three acres of land from Dickey for \$6,578. In 1911, Maddox built the first structure that could be considered a country estate. His "Woodhaven" was a large, rambling, English Tudor mansion surrounded by old oak trees and beautiful gardens. It replaced an earlier house he began in 1904. Maddox was a wealthy banker and mayor of Atlanta from 1910 to 1911. Maddox's social position attracted other wealthy Atlantans to the West Paces Ferry area, mostly neighbors from his neighborhood downtown.

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After the initial settlement of the area by Dickey, Maddox and others, the residential development continued in several stages. First, the building of large estates along West Paces Ferry Road itself continued well into the 1940s. This was due to the further development westward of suitable lots, as well as the division of the original estates into smaller lots, which still fronted on the main road. Secondly, subdivision development of large tracts of land began in 1911.

The first subdivision in the area came about in 1911 with the Tuxedo Park Company, headed by Charles Black. After James L. Dickey, Sr.'s death in 1910, the company bought the remainder of his estate, which adjoined the homeplace of Robert F. Maddox and encircled it on the north. The initial plan of the subdivision was to connect West Paces Ferry Road and Powers Ferry Road. The first phase of development included only the southwest portion of Land Lot 141, roughly the area today between Northside Drive on the west and the present Governor's Mansion (on the site of Woodhaven) on the east along West Paces Ferry Road. The lots were large and the houses were comparable to those existing on West Paces Ferry Road.

Contemporary with Tuxedo Park was the development of the Wesley Gray Collier estate (who died in 1906), further south in Land Lots 111, 112 and 113. The Peachtree Heights Park Company was organized for this purpose, and in 1911 it hired the New York architectural firm of Carrere and Hastings to plan the subdivision. Originally, the idea was to connect West Paces Ferry Road with Battle Avenue, laid out along the existing Franklin Avenue, originally a public road across the Collier estate connecting Peachtree Road and Howell Mill Road. The name was changed to Peachtree Battle Avenue as an added incentive to draw more people to the area. Peachtree Heights Park is in the southeast portion of the nominated area bordering Peachtree Road on the east and Peachtree Creek on the south.

The West Andrews Historic District encompasses several smaller subdivisions in the area between the Collier estate (Peachtree Heights Park) and the Dickey estate (Tuxedo Park and several private homes). At least eight different developments, starting in 1912, produced this district which, nevertheless, has a continuity of style and landscaping. The area continued to attract wealthy and prominent citizens. The streets are curvilinear, and the lots are large, narrow and deep. The houses exhibit a variety of eclectic and revivalistic styles.

In 1926, Eugene V. Haynes began the area he called Haynes Manor, west of Peachtree Heights Park. It continued north and south of Peachtree Battle Avenue, which was not extended as a divided roadway in this subdivision.

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By the 1930s, Tuxedo Park's Charles Black had formed the Valley Road Company, which continued the Tuxedo Park subdivision. This development surrounded the Maddox estate on three sides. The continuation of this subdivision produced roads which are generally easier to travel and conform more closely to the natural topography.

Coincident with the planning of these subdivisions came much publicity. The West Paces Ferry Road area was changing from a quiet, country road to a fashionable residential suburb. Owners of large tracts and other land developers were quick to cash in on this new popularity.

Shortly after World War I and in the early 1920s, the eastern portion of the nominated area saw the erection of several garden apartments. These were located on the western side of Peachtree Road and just east of Andrews Drive. An interesting contrast exists with the continued building of estates along West Paces Ferry Road and smaller but equally impressive structures along Andrews Drive simultaneous with the building of these apartment buildings.

After World War II, Robert F. Maddox proved himself again to be the pacesetter. In 1946, he began subdividing his estate, "Woodhaven," by selling two-thirds of his land. This action, nevertheless, left him with a sizable twenty-five-acre tract.

During the 1950s, several of his neighbors followed suit. William Howell Kiser did so in 1952 with the subdivision of "Knollwood," which includes the street of the same name. It is important to note that in this subdivision and that of Woodhaven, great care was taken to blend the development with the existing residential area. The new residents were also of the same economic and social level as the early builders.

Thus, the trend of dividing the large estates into smaller, individual lots and mini-subdivisions, a development in keeping with the manner in which the original development began, continued into the last three decades. This has been due, in part, to the expense of maintaining the large houses and grounds, as well as to the monetary values of the land.

In 1956, John W. Grant's home, Craigellachie, became the Cherokee Town and Country Club (Q), and the rest of the estate was sold to a church, a Y.M.C.A., a condominium project, and a residential developer. 1955 saw Hugh Inman Richardson's "Broadlands" (J) divided, and in 1958, Sanders McDaniel's estate (H), formerly the Lamar home, became Kingswood, the largest post-war subdivision within the multiple-resources area. At the same time, the Gately home and grounds (B) was subdivided into Paces Forrest Road and Drive.

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The Andrew Calhoun estate, "Trygveson" (F), divided in 1961, is an example of what can happen to a once-grand estate. The allee is now Pinestream Road, the amphitheater was replaced by a house, and some of the grand terraces are also gone. The mansion has lost all visual connection with West Paces Ferry Road, from which one can see only the gates and not the landscaped vista and grand home.

The 1970s witnessed one more division of the Dickey estate with the construction in 1970 of Glen Arden Drive and ten houses along it. They were built in various styles on lots as small as one-fourth acre. The Nunnally-Hodgson House (A), a mansion at the westernmost fringe of the nominated area, has recently been sold to developers who are converting it into condominiums. The once-grand, landscaped grounds have already been lost.

Although the main houses usually remain, almost like ancient manor houses, their relationship to the land and to West Paces Ferry Road itself has often been severely compromised.

#### PRESERVATION ACTIVITIES

This nomination arose from the desire of residents in the area to help forestall any further commercial development of this neighborhood. They wanted to recognize its significance as a historical, architectural and landscaped area, as well as its role in the development of Atlanta. Some restoration has taken place in the area, primarily at the Atlanta Historical Society, where the Swan House and the Tullie Smith House (which was moved to that site). Both are on the National Register of Historic Places and are open to the public. Two other homes listed on the National Register have been listed individually.

# 9. Major Bibliographical References

[See continuation sheet.]

# 10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property N/A

ACREAGE NOT VERIFIED

Quadrangle name Northwest Atlanta, Ga.

Quadrangle scale 1:24,000

UMT References [see individual forms and district continuation sheets]

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	Zone	Easting	Northing
C	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
D	<input type="text"/>	<input type="text"/>	<input type="text"/>
F	<input type="text"/>	<input type="text"/>	<input type="text"/>
H	<input type="text"/>	<input type="text"/>	<input type="text"/>

## Verbal boundary description and justification

[See continuation sheet.]

## List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

# 11. Form Prepared By

name/title a) Spencer Tunnell, research assistant  
b) Contact: Kenneth H. Thomas, Jr., Historic Preservation Section, Ga. D.N.R.

organization a) Atlanta Urban Design Commission  
b) Historic Preservation Sec., Ga. D.N.R. date February 29, 1980

street & number a) 10 Pryor Street a) 404/658-6093  
270 Washington Street, S.W. telephone b) 404/656-2840

city or town Atlanta state Georgia

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Elizabeth A. Lyon  
 Elizabeth A. Lyon  
 title Acting State Historic Preservation Officer date 2/27/80

For HCRS use only  
 I hereby certify that this property is included in the National Register  
W. Ray Luce (see below) date 12/8/80  
 Keeper of the National Register  
 Attest: Carl Dubie date 12/8/80  
 Chief of Registration: Peachtree Heights Park

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Continuation sheet BIBLIOGRAPHY &  
VERBAL BOUNDARY DESCRIPTION Item number 9 & 10

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Garrett, Franklin M. Atlanta and Environs. A Chronicle of Its People and Events. Athens, Ga.: University of Georgia Press, 1952.

Cooney, Lorraine M. Garden History of Georgia 1733-1933. Atlanta, Ga.: The Peachtree Garden Club, 1933; reprinted by Kennickell Printing Co., Savannah, Ga., 1976.

## VERBAL BOUNDARY DESCRIPTION (10)

As marked on the enclosed U.S.G.S. map.

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Villa Lamar (West Paces Ferry Road MRA)  
Fulton County, Georgia

RESUBMISSION

Keeper

Gary Schlager 5/8/88