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NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

NATIONAL REGISTER, HISTORY

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 Adair Park Historic District
other names/site number N/A

2. Location

street & number Bounded by Metropolitan Parkway, Lexington Avenue, the Norfolk Southern Railroad, and Shelton Avenue.
city, town Atlanta (N/A) vicinity of
county Fulton code GA 121
state Georgia code GA zip code 30310

(N/A) not for publication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:	<u>Contributing</u>	<u>Noncontributing</u>
buildings	431	59
sites	1	0
structures	0	0
objects	0	0
total	432	59

Contributing resources previously listed in the National Register: 1

Name of previous listing: Stewart Avenue Methodist Episcopal Church South

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 C. Luce
Signature of certifying official

4-25-00
Date

W. Ray Luce, Division Director and
Deputy State Historic Preservation Officer
Georgia Historic Preservation Division

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

Robert H. Beall 6.2.00

() determined eligible for the National Register _____

() determined not eligible for the National Register _____

() removed from the National Register _____

() other, explain: _____

() see continuation sheet

[Signature]

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

DOMESTIC/single dwelling
DOMESTIC/multiple dwelling
COMMERCE/TRADE
EDUCATION/school
RELIGION/religious facility
LANDSCAPE/park

Current Functions:

DOMESTIC/single dwelling
DOMESTIC/multiple dwelling
COMMERCE/TRADE
EDUCATION/education-related
RELIGION/religious facility
LANDSCAPE/park

7. Description

Architectural Classification:

LATE VICTORIAN/Queen Anne
LATE 19TH AND 20TH CENTURY REVIVALS/Late Gothic Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Bungalow/Craftsman
OTHER: Folk Victorian
OTHER: English Vernacular Revival

Materials:

foundation BRICK, STONE
walls WOOD, BRICK, STONE
roof METAL, ASPHALT
other N/A

Description of present and historic physical appearance:

The Adair Park Historic District is a residential neighborhood located southwest of downtown Atlanta and adjacent to the Norfolk Southern Railroad (formerly Central of Georgia) tracks. The district includes the intact and contiguous historic residential, commercial, and community resources of Adair Park, a "bungalow suburb" which developed from the 1890s to the 1940s.

The Adair Park Historic District consists of approximately 19 blocks. The district is roughly bounded by Shelton Avenue to the north, the Norfolk Southern Railroad (formerly Central of Georgia) to the west, the rear property lines on the south side of Lexington Avenue to the south, and Metropolitan Parkway (formerly Stewart Avenue) to the east. Directly north of the district on the north side of

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Shelton Avenue is the large, historic Candler Warehouse complex. The area along the western boundary of the district is primarily railroad-related commercial buildings and the non-historic Adair Park II, a modern recreational facility. The rail line follows the district's western boundary and curves to the south, roughly following Lexington Avenue, before continuing further south of the district and crossing Metropolitan Parkway. To the east of Metropolitan Parkway (formerly Stewart Avenue), is the historic Pittsburgh neighborhood.

The overall layout of the district is an irregular gridiron plan. The district historically developed in two sections. The area north of Pearce Street developed first, and the streets are in a uniform grid pattern. The main north-south streets in this section are Tift, Oakhill, and Allene avenues and Metropolitan Parkway (formerly Stewart Avenue). Shelton, Gillette, and Lillian avenues and Pearce Street are the main east-west streets. The southern half of the district, south of Peace Street contains a uniform grid pattern with the exception of a curvilinear section at the southern end of the district. Mayland and Lexington avenues curve to connect Catherine Street to Metropolitan Parkway (formerly Stewart Avenue), and Elbert and Brookline streets curve to connect to Murphy Avenue. Main north-south streets include Allene and Mayland avenues and Metropolitan Parkway (formerly Stewart Avenue). Pearce, Elbert, Brookline, and Catherine streets are the main east-west streets in the southern portion of the district.

The lots throughout the district are generally equal in size, long, narrow, and situated perpendicular to the streets. Houses are located at the front-center of their lots, close to the street. Viewed along the streets, the houses form close, dense rows in a uniform pattern.

Front yards within the district are generally small due to narrow lots and houses placed close to the street. Landscaping within the Adair Park Historic District is informal with grassed yards, mature trees, and shrubs. There are some sidewalks, granite curbing, steps from the street to the yards, and retaining walls within the district.

The houses are mostly one-story, wood and brick houses reflecting Folk Victorian, Craftsman, and English Vernacular Revival influences. House types include the Queen Anne house, gabled-ell cottage, New South cottage, and bungalow.

The predominate house type within the neighborhood is the front-gable bungalow; however, there are also a number of side-gable and hipped-roof bungalows, with most of the bungalows having Craftsman detailing. One unusual plan found within the district is the hipped or front gabled bungalow with a double-gabled front portico. Identical front gable-bungalows were constructed in 1923 on the west side of Oakhill Avenue (photograph 5). Both houses feature paired windows and partial-width, front-gable porches with square posts on brick piers. Representative of the hipped-roof bungalows within the district, the house on the corner of Elbert Street and Mayland Avenue features

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simple Craftsman details such as knee braces on the front-gable porch and exposed rafters (photograph 18). An example of a front-gable bungalow with a double-gabled front portico is located on the 800 block of Brookline Street (photograph 41; third house from the left). This example features Craftsman details such as exposed rafters, wide eaves, knee braces, and square posts on brick piers. Within the Adair Park Historic District, it appears from city directories that the bungalows with double-gabled front porticos were constructed as duplexes.

An example of a gabled-ell cottage in the district is located at 727 Bonnie Brae Avenue. The house features a simple full-width porch with square posts, wide cornice, and balustrade and a transom over the front door.

An example of a New South cottage with simple Folk Victorian detailing is located at 672 Shelton Avenue (photograph 1). Constructed in 1905, the house features decorative shinglework in the front gable and a partial-width front porch with square posts and a balustrade. Identical New South cottage-type houses are located on the west side of Tift Avenue between Shelton and Gillette avenues (photograph 2). Both houses were constructed c.1890 and feature full-width porches with square posts on brick piers.

A Queen Anne-type house with Queen Anne detailing, the Gillette Mansion (c.1892-1894), is a two-story house within the district (photograph 4). The two-story brick building has an irregular roof, corbelled chimney, and a projecting bay on the side (east) facade. The wrap-around porch has a turreted section and is detailed with spindlework frieze, brackets, turned posts, and turned balustrade. The house is located on the largest lot in the district and is surrounded by a stone and cast-iron fence and mature trees and plantings.

Popular in Georgia during the early 20th century, the English Vernacular Revival style is also represented in the district. An example of this style is located on the south side of Pearce Street (photograph 10). This brick house features half-timbering in the front gable of the enclosed porch, exposed rafters, and arched-screened windows and entryway.

There are a few apartment buildings within the district. The Mayland Avenue apartment building is a two-story brick building with a hipped roof and two-story hipped-roof front porticos (photograph 28).

A few historic commercial resources are located in the district, mainly along the north-south streets that make up the east and west boundary of the district (Allene Avenue and Metropolitan Parkway, respectively). The commercial buildings are generally one-story, free-standing or attached neighborhood stores. One example is located at 909 Metropolitan Parkway (formerly Stewart Avenue) (photograph 8). The one-story brick building features a parapet roof and simple brick panels above the storefront. It appears to have been part of a row of attached buildings but now is

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the only intact, contributing commercial resource along Metropolitan Parkway (formerly Stewart Avenue) within the district. Another example is the one-story brick building located at the corner of Lillian and Allene avenues (photograph 46). The Neoclassical Revival-style commercial block building features storefront bays divided by brick pilasters and has a stuccoed entablature.

Community landmark buildings include the George W. Adair School (1912), Stewart Avenue Methodist Episcopal Church South (1921), and Adair Park Baptist Church (1947). Also within the district is the historic Adair Park (1922).

Constructed in 1912, the George W. Adair School is a two-story, brick building with a raised basement (Attachment 1). It was designed by architect and native Atlantan Edward E. Dougherty in the Academic Gothic Revival style. The building is constructed of red brick laid in the Flemish bond pattern with glazed headers. The three-part plan has a recessed center block. It has a flat roof with an arched- and crenellated-parapet and ribbon windows with stone lintels, sills, and quions. The center block features Tudor-arched windows on the second floor. The projecting, pointed-arch entrance is heavily molded with a shouldered surround. Decorative detailing includes a terra-cotta panel with the school and ward name and terra-cotta shields. In 1928, an auditorium designed by architect G. Lloyd Preacher was added to the building. The one-story auditorium is also constructed of red brick laid in the Flemish bond pattern with glazed headers and features a simple stone band as a cornice.

Two historic churches are located within the Adair Park Historic District. Listed in the National Register on March 2, 1989, the Stewart Avenue Methodist Episcopal Church South (now Stewart Avenue United Methodist Church) is located on the corner of Metropolitan Parkway (formerly Stewart Avenue) and Lillian Avenue (photograph 7). The two-story, Beaux Arts-style, brick church was built in 1921. The design of the church is attributed to Reverend Charles M. Lipham (1880-1964), a Methodist minister who designed churches and parsonages. Located at 719 Pearce Street, the Adair Park Baptist Church was constructed in 1947 (photograph 11). The one-story brick building has a front gable roof with a cornice and gable returns. The pedimented-entrance has square, fluted pilasters. Decorative details include the Gothic-style lancet windows and paneled door. The Adair Park Baptist Church congregation moved out in 1974, and the church is currently the Greater Fortress Avenue Baptist Church.

Bounded by Catherine Street, Lexington Avenue, and Mayland Avenue, Adair Park was established in 1922 (photographs 30 and 31). The park comprises 20 lots originally designated for houses but not sold due to the sloped topography and swampy ground. The park is comprised of open recreation space with mature trees and historic walkways. A one-story, c.1930 brick bathhouse with a mansard roof is located at the northern end of the park.

8. Statement of Significance

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):

Architecture
Community Planning and Development

Period of Significance:

c.1892-1947

Significant Dates:

c.1892-construction of the Gillette Mansion begins
1902-streetcar arrives in Adair Park

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Reverend Charles Lipham
Edward E. Dougherty
G. Lloyd Preacher

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Section 8--Statement of Significance

Narrative statement of significance (areas of significance)

The Adair Park Historic District is significant in the areas of architecture and community planning and development as an intact and historic in-town Atlanta neighborhood which developed from the 1890s to the 1940s.

The Adair Park Historic District is significant in terms of architecture for its variety of house types and styles popular during the late 19th and early 20th centuries. The house types include Queen Anne house, gabled-ell cottage, New South cottage, and bungalow. Common styles found in the district include Queen Anne, Folk Victorian, Craftsman, and English Vernacular Revival. The most predominant house type and style within the district is the Craftsman bungalow. These types and styles have been recognized as important in the architectural history of the state in the historic context Georgia's Living Places: Historic Houses in Their Landscaped Setting.

The district is also significant for the architecture of its community landmark buildings including the school and two churches. The Beaux Arts-style Stewart Avenue Methodist Episcopal Church South is attributed to the architect and Methodist minister Reverend Charles M. Lipham (1880-1964). Lipham is known to have designed several churches and parsonages including two other Methodist churches similar in design to the Stewart Avenue Methodist Episcopal Church South. The church is a good example of the Beaux Arts style with its cream-colored brick veneer, pressed metal cornice, and monumental Corinthian columns. The church is distinctive in that it has no steeple or other religious identifying symbols. The George W. Adair School was designed by Edward Dougherty (1876-1943). Dougherty was a well-known Atlanta architect who designed five other facilities for the Atlanta school system during this time period including the 1911 Italian Renaissance-style Home Park School in the northwest Atlanta neighborhood of Home Park. G. Lloyd Preacher, a well-known and prolific regional architect, designed the 1928 auditorium addition to the school. Preacher was the architect for numerous hotels, schools, and apartment buildings in Atlanta, Savannah, Augusta, and other large cities in Georgia and nearby southern states. The Adair Park School is a good example of an Academic Gothic Revival-style school built in the early 20th century. The brick school features an arched- and crenellated-parapet, ribbon windows, a pointed-arch entrance, and Tudor-arched windows.

The Adair Park Historic District is significant for community planning and development as a "classic" example of a bungalow suburb with its mostly bungalow housing stock, grid-patterned streets, uniform lot sizes, and proximity to the now-gone streetcar line. Adair Park developed in two sections following the construction of the streetcar system in the West End neighborhood, which is located west of Adair Park across the existing rail-line. Subsequently in 1902, the streetcar line was extended south into the area which would become Adair Park. During this time period, another streetcar line running east of the district along Metropolitan Parkway (formerly Stewart Avenue) was

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completed. The northern portion of Adair Park developed slowly in a grid pattern by different developers with the majority of the houses being built from 1902 to 1911. The southern part of the district, south of Pearce Avenue, was developed by George W. Adair, Jr. and Forrest Adair, sons of George W. Adair who began the Atlanta Real Estate Company, a locally and nationally prominent real estate development company. Developed between 1910 and 1928, this portion of the district contains mostly bungalows with both grid-patterned and curving streets, uniform lot sizes, and Adair Park taking the space of 20 lots which were undesirable because the topography and a creek. Typical of its time in Atlanta, the neighborhood was developed by white developers for white residents. The district retains its historic development pattern including the park.

National Register Criteria

The Adair Park Historic District is eligible for the National Register of Historic Places under National Register Criteria A and C as a good and intact example of a "bungalow suburb" which developed from the late 1890s through the 1940s.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins with the construction of the Gillette Mansion in c.1892 and ends with the construction of the 1947 Adair Park Baptist Church.

Contributing/Noncontributing Resources (explanation, if necessary)

The contributing resources retain their historic integrity and were constructed between c.1892 and 1947. The noncontributing resources have either been drastically altered or were built after 1947 and therefore outside the period of significance. The one contributing site is the 1922 Adair Park.

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Developmental history/historic context (if appropriate)

NOTE: The following historical narrative was prepared by the Jaeger Company of Gainesville, Georgia for the Atlanta Urban Design Commission's Adair Park local district designation report.

The well-defined neighborhood of Adair Park dates its residential development to the late 19th and early 20th centuries-- a period that witnessed the successful transition of Atlanta from a "railroad town" to a true city. Following the Civil War, Atlanta's business center continued to be focused south of the railroad tracks around Whitehall and Alabama streets and was a far cry from the urban complexes of New York and Chicago that it hoped to emulate. While the expansion and growth of the railroads provided the impetus for the city's continued growth, Atlanta strove to develop a more sophisticated image that defined it as more than a "railroad town." By the turn-of-the-century, the city's core had begun to shift to the north away from the railroad corridor and was characterized by new commercial buildings which more closely reflected the city leaders' cosmopolitan aspirations. Vital to this expansion was the migration of residential neighborhoods to the periphery, in part due to the developing street railway system, so that residential areas in the new downtown zone could be converted to commercial use. Adair Park which developed from 1890 to 1925 was part of this transition which resulted in a true downtown surrounded by "trolley neighborhoods."

The history of ownership in the neighborhood can be traced to the early 1800s with significant links to the thriving West End community. Adair Park comprises almost the entire residential development of Land Lots 106 and 107. However, the history of the two land lots is distinctly different. Land Lot 107 remained largely intact from the time it was a land grant in 1823 to its subdivision in 1878 and then developed gradually from the late 1800s into the 1920s. Land Lot 106, however, underwent a series of divisions and transactions from the 1850s until it was acquired in whole in the early 1900s by the Atlanta Real Estate Company. Land Lot 107, along with that portion of Land Lot 106 north of Pearce Street, was developed earlier than the southern section of the neighborhood, and the histories are best dealt with separately.

Northern Adair Park

In 1823 William Little received a land grant for Land Lot 107. The portion of this lot east of the railroad tracks remained in single ownership until 1859 when E.E. Rawson sold the 50 acres south of Shelton Avenue to William Solomon and Sidney Root, 25 acres each. Ten years later, Solomon and Root sold their properties to John H. James who had also acquired 25 acres in Land Lot 106 just south of Land Lot 107. At the same time, Anthony Murphy acquired the future Candler Warehouse property to the north, which his estate retained until 1915 when it was sold to Asa Candler. Later in 1870, James sold his 75 acres to Thomas A. Alexander of West End.

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During this period, the area now known as West End was undergoing the transformation from a mere crossroads, where an inn commonly known as White Hall was located, to an incorporated city. The arrival of the railroads in Atlanta (called Terminus at the time) diminished the importance of White Hall as a point of commerce. The completion in the late 1840s of the Macon and Western Railroad line (later Central of Georgia), which ran just east of the tavern, provided easy access to the "city" and thus increased the potential for growth around the White Hall area. Following completion of the railroad, speculators, notably George Washington Adair, John Thrasher and Thomas Alexander, bought lots surrounding the inn anticipating future growth. One in particular, George W. Adair, would play a large role in the development of West End and Adair Park, and Thomas Alexander would likewise be responsible for the initial platting of lots in Adair Park.

During the Civil War, Whitehall was important as the location of a troop garrison and a cartridge factory. After the war, the garrison was converted into McPherson's Barracks which housed federal troops. In 1868, West End was incorporated west of the railroad and south of the Barracks, purposefully excluding the federal enclave. At the time of incorporation, commuter passes were available on the Macon and Western Railroad with trains running into town once in the morning and evenings and back and forth for lunch at noon.

Although the railroad made it possible for West End to develop as a kind of commuter suburb, the real impetus to growth would be the promoters of the street railway system. George W. Adair was one of the incorporators of the Atlanta Street Railway Company in the early 1870s. Adair's involvement in the new commuter system was a way of increasing the value of his earlier land speculation. Fortunately for West End, Adair owned property and lived in West End. By the 1880s, two trolley lines into West End had been built, one as far south as Gordon Street.

Though the area known today as Adair Park was not developed until the 1890s, one crossroads, known as McCall's Crossing, was the host to much activity prior to this time. McCall's Crossing was the intersection of what is today Lillian Avenue and the railroad tracks. McCall's served as the primary access point to West End for people living south of Atlanta; there were no other railroad crossings in the area. In 1874, Anthony Murphy built his residence southwest of the crossing. Murphy is a significant figure in the history of Atlanta for his involvement in the development of Atlanta's waterworks and the Atlanta public school system. His claim to fame at the time, however, was an incident involving the "General" locomotive, which today is exhibited at the Cyclorama. Murphy was supervisor of the railroad, and the story goes that the locomotive was stolen by the "yankees" and recaptured by Murphy who brought it back to Atlanta. He became a true folk hero in Atlanta, and the proximity of his residence was used in the earliest advertisements of property in Adair Park as an added attraction to living in the neighborhood. The following is an example.

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From the April 8, 1892 auction of the Bonnie Brae Avenue lots:

... meaning 'beautiful wood slope' and it is now the name of seventy pretty, rolling, shaded lots on the east side of the Central Railroad, this side of Anthony Murphy's home....

From 1878 to 1884, a Methodist church, located on property owned by Thomas Alexander across the tracks from Murphy's residence, served residents from West End until the Park Street Methodist Church was built in West End in 1884. The Park Street Church later founded a seed church in Adair Park that eventually became the Stewart Avenue Methodist Episcopal Church South. South of the original church, near Anthony Murphy's residence, was a pond which was used by African-Americans for baptisms in the latter part of the century with services being held nearby. In 1885, northern architect Alexander Russell, who designed and supervised the construction of buildings at Fort McPherson, built his residence across the railroad tracks from Murphy's on land previously owned by Alexander; it was the first east of the railroad. His personal manuscript includes accounts of the Sunday gatherings of African-Americans in all their finery at the "pond of baptism."

As stated earlier, Thomas Alexander bought a significant amount of property in 1870 from John James east of the railroad tracks. When Alexander died in 1878, his estate in Adair Park was subdivided into two plats. Plat 20 consisted of the 75 acres bounded by Shelton, Murphy, and Allene avenues, Metropolitan Parkway (formerly Stewart Avenue), and Pearce Street. The plat was subdivided into six lots and divided among his various heirs. Alexander also owned property to the west of Allene Avenue, Plat 21; the southern portion of this property, located in Land Lot 106, was willed to his son T.A. Alexander, Jr. and will be discussed with the later development of Land Lot 106.

The subdivision of the property must certainly have contributed to its development, but the more important factor may have been the annexation by West End in 1885 of lots 5 and 6 and half of lot 4 in Plat 20. The earliest development took place on lots 2 and 6, which were 2 of the 3 western lots and the closest to the street railway. From 1891 to 1900, approximately 48 houses were built on Lowndes, Tift, Gillette, Lillian, Bonnie Brae, and Allene avenues and Lowndes, Gillette, and Pearce streets, primarily west of Tift Avenue. Lot 4 never had residential development; in 1905 it was purchased by the Willingham-Tift Lumber Company and by the 1911 Sanborn a Planing Mill and Factory had been built. Today, Adair Park II (a modern recreational park) occupies this site just outside the district boundaries.

The eastern lots were slower to develop with the majority of the development taking place from 1902 to 1911. By 1902, the electric street car line of the Atlanta Railway and Power Company had extended south on Lee Street past the site of McCall's Crossing. Another development, which may or may not have been a factor, was the completion of a line into the Pittsburgh neighborhood to the east. Development of the eastern lots took place as follows. Lot 1 was purchased in the 1880s by "Leak and Lyle"; the western half was successfully developed by Lyle's heirs in the early 1900s,

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while the eastern half of this lot was developed in the 1910s. The A. G. Gillette Mansion on Lot 3 was an exception as it was built c.1892-1894; the estate dominated the lot even after Gillette's death in 1903. The lot was subdivided in 1903 but not significantly developed until 1923. Lot 5 was first subdivided in the 1890s but was not successfully auctioned until 1904 when it was advertised by T. A. Shelton as Southside Grove.

The primary method for selling lots was by auctions which were advertised on posters. These posters, dating from the early 1890s and 1900s, describe a neighborhood rich in natural beauty and all the necessary amenities of a happy home. Following are some excerpts from these posters.

From the July 4, 1891 auction of Lyle's 10 lots:

These lots all front east, lie nicely, are level and covered with beautiful shade trees. The property is surrounded with the very best of neighbors, is beautiful, clean and desirable, with no objectionable features whatever, and is convenient to street cars, schools, churches, etc. It lies in the most beautiful part of Bonnie Brae, just across the chart road from West End, between McCall's Station, Stewart Avenue, and in one of the best home-owning neighborhoods.

From the April 7, 1890 auction of Lot 6:

16 MAGNIFICENT, UNSURPASSED WEST END LOTS The above property ... stands unrivaled as fine mansion property... this sale represents the rare opportunity of buying a most desirable, capacious and comfortable home.

From an 1891 auction of the east half of lot 6:

This property is just the thing for a man of moderate means to get a good home in a good community where many good families who do not have sufficient means to get on streets where property is so high.

These flattering depictions may not have always been successful in selling property, but they do provide an interesting insight into the business of real estate, if not the neighborhood itself.

Southern Adair Park

The southern part of Adair Park, south of Pearce Street, has a much different history. In 1830 Robert Murphy obtained a land grant for Land Lot 106. The property remained in single ownership until the late 1850s and early 1860s when the owner, J. B. Loftin, began to sell portions of the lot. It has already been noted that the portion north of Pearce Street was sold to Thomas A. Alexander in 1870. The remainder of the lot consisted primarily of four sections which underwent a series of transactions. The major property owners in the late 1800s were J. K. Warner, who owned property in the southwest corner; Edward White who owned 80 acres north of Warner's extending up to the land

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lot line -- this property was later sold off to Anthony Murphy (for his residence); and Thomas A. Alexander. Alexander's property was the aforementioned Plat 21 which in 1878 was willed to Thomas A. Alexander, Jr. Eventually the property was purchased by the Atlanta Real Estate Company and the L & N Railroad. H. B. Plant owned the largest portion of Land Lot 106-- 991/2 acres located south of Pearce Street and east of Allene Avenue and extending south to what was known as the Seely property. Plant was associated with the Atlanta Real Estate Company and eventually sold his property to the company. For a period of time during the late 1800s, Plant wanted to build a railroad across the northern boundary of his property. He purchased property from Alexander for the purpose, and some early plats show the route of the railroad which was never built. Pearce Street was built just north of the planned route and accordingly is slightly curved as the railroad would have been.

By 1905, the majority of these properties with the exception of that portion purchased for the L & N Railroad had been purchased by the Atlanta Real Estate Company, owned by George and Forrest Adair, sons of the company's founder, George Washington Adair. Adair's company was the largest developer of property in Atlanta and was active across the country. Adair first became associated with Adair Park in 1883 when he chartered the company and subsequently purchased Plant's 99 1/2 acres. He died in 1889 of a stroke, but his sons continued the company and went on to develop Adair Park.

West End was annexed into the city in 1894 and in 1910 the remainder of Adair Park was annexed. From 1910 to 1912, the Atlanta Real Estate Company designed the subdivision they named Adair Park and began the process of subdividing and selling lots in the neighborhood. Their first auction was early in 1910 and included the six block area bounded by Allene Avenue and Metropolitan parkway (formerly Stewart Avenue) and Catherine and Pearce streets. In September 1910, they subdivided the area south of Catherine Street bounded by Lexington Avenue and Metropolitan Parkway (formerly Stewart Avenue). The curving of the streets in this section was typical of the subdivisions the company was doing at the time. The plat of this second subdivision shows the location of four lots on the northeast corner of Catherine Street and Mayland Avenue donated by the Adair's for use as a public school. In addition, the plat shows 12 existing dwellings. In 1911, the triangular property bounded by the two railroad lines to the west and Allene Avenue on the east was subdivided.

A 1977 article from the Atlanta Constitution entitled "Adair Park's Brookline Club Folds" provides some insight into the early days of the neighborhood. The Brookline Club was one of several neighborhood clubs, and the longest running, that was formed when the southern section of the neighborhood was settled. According to a Mrs. Agnew who was quoted in the article as the only remaining charter member, the neighborhood was "just a beautiful cow pasture in 1910 before the Adairs began developing it." The article summarizes Mrs. Agnew as saying that "the community developed so quickly there was a need for an organization... to develop a sense of community and to

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enable the mostly young couples who bought the homes to get acquainted." Mrs. Agnew also remembered that the early deeds restricted occupancy to whites only, but she continues by saying, "This was really very strange. When the Adairs began developing the area there was only one house there and it was occupied by a black man and his wife who had been slaves of the Adair family." According to Mrs. Agnew, the family remained in Adair Park and the streets Catherine and Elbert are named for them.

Another source of information regarding the early appearance of the neighborhood and its amenities is the poster advertising the Adair's 1921 sale of lots along the park. The poster states:

This street has water, gas, and sewer with a stub at the curb in front of each lot, so that it will not be necessary to cut the pavement in making these connections. The sidewalk, curbing and street pavement are all down and paid for, so that there will be no assessments against the lot owners for these improvements. The lots are convenient to churches, near one of the best schools in the city, and are right at an attractive little city park. Indeed, there is no subdivision in the City of Atlanta where lots for homes, surrounded by every convenience and attraction can be purchased on such favorable terms and prices.

The southern portion of Adair Park developed by the Adairs closely resembles the bungalow suburbs described by Timothy Crimmins in "Bungalow Suburbs East and West." Crimmins states that these neighborhoods were developed in the period after World War I. The Adair Park area experienced significant development prior to the war (79 houses were built on Elbert, Brookline, and Catherine streets from 1910 to 1915) and so may have been a precursor to the later bungalow suburbs. The southern portion of the neighborhood does have many of the characteristics of a "bungalow suburb." First and foremost is the predominance of one-story bungalows, placed on lots of uniform size, primarily with a 50' frontage. The 1932 Sanborn Maps show the majority of these houses to have a garage placed in the rear of the 200' deep lot thus demonstrating the dependence on the automobile by the 1930s. Crimmins also states that these neighborhoods were normally equipped with electrical and telephone lines and water, sewer, and gas mains. The excerpt from the 1921 poster quoted above lists several of these amenities.

Adair Park also featured a school, built in 1912, and a park, completed in 1922. In 1916, a Carnegie Library was built on the corner of Pearce Street and Metropolitan Parkway (formerly Stewart Avenue) (not extant). All these features are typical of the bungalow suburbs described by Crimmins as are the neighborhood clubs described by Mrs. Agnew in the excerpt from the Atlanta Constitution.

Neighborhood Development Since 1910

The 1911 Sanborn Fire Insurance map reveals the status of the northern section of the neighborhood at this time. From 1902 to 1910, approximately 74 houses were built in this area, and

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Section 8--Statement of Significance

by 1911 the majority of the area had been developed. The exceptions were the eastern half of Lot 1, Leak's Property, bounded by Lillian and Oak Hill avenues, Metropolitan Parkway (formerly Stewart Avenue), and Pearce Street, and the Gillette lot bounded by Lillian and Tift avenues, Metropolitan Parkway (formerly Stewart Avenue), and Gillette Street. The only two churches in the neighborhood were located on Gillette's lot; one, the Immanuel Congregational Church stood where the Stewart Avenue Methodist Episcopal Church South stands today, and two, the Bonnie Brae Methodist Episcopal Church was located on the northeast corner of Lillian and Tift avenues. The Bonnie Brae congregation later moved into a building on Metropolitan Parkway (formerly Stewart Avenue) which replaced the Immanuel Church building and became the Stewart Avenue Methodist Episcopal Church South.

The entire neighborhood grew rapidly in the 1910s and 1920s. Lots along the south side of Pearce Street and along Elbert and Brookline streets west to Allene Avenue all developed in the 1910s along with about half of those on Catherine Street. The George W. Adair Elementary School was built in 1912. The blocks in the northern section which had not developed earlier were soon back on the auction block. The eastern half of Lot 1 was developed by J. T. Kimbrough in the 1910s and much of Gillette's lot was sold off by Carl Dolvin in 1923. One area in the south which failed to develop in the 1910s was that south of Catherine Street. While some lots were bought, nothing was built. The main reason for this was probably the fact that a virtual swamp occupied much of the land where the park lies today. Early in the 1920s, plans were developed for draining the swamp and building a park on the land, once again donated by the Adairs. In November 1921, the Adair Realty & Trust Company (renamed in the 1910s) held an auction for lots on the south side of Lexington Avenue. The park was completed in 1922, and over the next five years this entire area, including Catherine Street, was developed. Also in 1924, Brookline and Elbert streets from Allene to Murphy avenues were re-subdivided and lots sold. A 1928 City of Atlanta USGS topographical map shows the entire neighborhood with residential development.

City directories sampled for the years 1915, 1921-1922, and 1925-1926 show that the residents of the southern portion of the neighborhoods were primarily middle-class whites with high-level blue collar and low-level white collar jobs. For instance, a sampling from 1915 and 1921-1922 of residents living on Brookline Street show the most common occupations to be salesmen, contractors, store clerks and managers (many in stores downtown), bookkeepers, company managers and officers, police and firemen, and railroad employees, most often engineers. A 1925 sampling of residents on Lexington Avenue reveals a similar distribution of occupations. Samplings from the northern part of the neighborhood over the same time period show a shift toward more blue collar jobs such as mechanics and machinists with fewer clerks, managers, and salesmen. Railroad jobs are also well-represented.

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Over the years, Adair Park has experienced a shift in the make-up of its population from primarily white to an ethnic mix. Much of this change has occurred over the last two decades. City directories from the early 1980s show a large number of retired persons and significantly more domestic workers. The West End MARTA Station and city bus service have replaced the street railway as the major forms of public transportation.

During the 1960s, Adair Park was part of Atlanta's Model Cities Area, a federal urban redevelopment program, but little was accomplished according to longtime residents. The entire area is still primarily residential with a few industrial and commercial intrusions on the edges. The northern area has suffered far more than the area to the south. Approximately 29% of the original dwellings in the area north of Pearce Street have been replaced or their lots stand vacant. A potentially positive influence in this area is the redevelopment of the Candler Warehouse space directly to the north. The upscale development could lead to some needed reinvestment in the area. A recent positive change has been the conversion of the lumber company lot from industrial use to recreational, Adair Park II.

9. Major Bibliographic References

Adair, James Barnett, M.D. "Adair History and Genealogy." 1924.

"Adair Plats." File at Atlanta Historical Society Library.

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The Atlanta Historical Journal. XXVI (Summer/Fall 1982).

Atlanta Journal-Constitution. 1884, 1904, 1957, 1977, and 1991.

"A Century of Growing with Atlanta: An Account of the Firm Adair in Real Estate and Loans, 1865-1965." Atlanta Historical Society Library.

Crimmins, Timothy. "Bungalow Suburbs East and West." (n.d.; unpublished).

Fulton County Courthouse. Deed and plat books.

Fulton County Probate Court. Minutes, Appraisements and Inventories.

Georgia Department of Natural Resources, Historic Preservation Division. Georgia's Living Places: Historic Houses in Their Landscaped Settings. 1991.
Historic maps of Atlanta and Fulton County.

Jaeger Company. "Adair Park." Local District Designation Report. 1994. On file at the Atlanta Urban Design Commission, Atlanta, Georgia.

Martin, Thomas H. Atlanta and Its Builders. Vol. 2 Atlanta: 1902.

"Mitchell and Mitchell Land Title Abstracts." Atlanta Historical Society Library.

Sanborn Map Company. Fire Insurance Maps, 1911, 1926, 1932, and 1956.

Topographic Atlas of Atlanta. 1928. Atlanta Historical Society Library.

"West End." File at Atlanta Historical Society Library.

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**National Register of Historic Places
Continuation Sheet**

Section 9--Major Bibliographic References

Previous documentation on file (NPS): () 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; Stewart Avenue Methodist Episcopal Church
South, 1989**
- 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

10. Geographical Data

Acreeage of Property Approximately 136 acres.

UTM References

A)	Zone 16	Easting 739550 ⁶³⁰	Northing 3735480 ³⁴⁰
B)	Zone 16	Easting 740020 ³⁸⁸⁰	Northing 3735840 ⁷⁰⁵
C)	Zone 16	Easting 740100 ³⁰	Northing 3734640 ⁵⁷¹⁰
D)	Zone 16	Easting 793960 ⁷⁴⁰¹⁸⁵	Northing 3735060 ⁴³⁶⁰
E	16	740340	3734950

Verbal Boundary Description

The Adair Park is bounded by Metropolitan Parkway (formerly Stewart Avenue) on the east, the property lines south of Lexington Avenue on the south, the Norfolk Southern Railroad (formerly Central of Georgia) on the west, and Shelton Avenue on the north and is indicated on the attached map with a heavy black line, drawn to scale.

Boundary Justification

The Adair Park Historic District includes the intact and contiguous boundaries of the historic neighborhood of Adair Park as it developed from c.1892 through the 1940s.

11. Form Prepared By

State Historic Preservation Office

name/title Gretchen B. Kinnard/National Register Coordinator
organization Historic Preservation Division, Georgia Department of Natural Resources
street & number 500 The Healey Building, 57 Forsyth Street
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** April 13, 2000

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

name/title Jeannie Mills, property owner
organization Adair Park Today, Inc.
street and number 765 Catherine Street
city or town Atlanta **state** GA **zip code** 30310
telephone 404-753-6265

() **consultant**
() **regional development center preservation planner**
(X) **other:** Property owner and neighborhood historian

(HPD form version 02-24-97)

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Photographs

Name of Property: Adair Park Historic District
City or Vicinity: Atlanta
County: Fulton
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: August 1998

Description of Photograph(s):

- 1 of 46: South side of Shelton Avenue between Tift Avenue and Metropolitan Parkway (formerly Stewart Avenue); photographer facing southwest.
- 2 of 46: West side of Tift Avenue between Hugh Street and Gillette Avenue; photographer facing northwest.
- 3 of 46: North side of Gillette Avenue; photographer facing northwest.
- 4 of 46: Gillette House, 630 Gillette Avenue; photographer facing southwest.
- 5 of 46: West side of Oakhill Avenue between Gillette and Lillian avenues; photographer facing northwest.
- 6 of 46: Southwest corner of Tift and Lillian avenues; photographer facing southwest.
- 7 of 46: Stewart Avenue Methodist Episcopal Church South, 867 Metropolitan Parkway (formerly Stewart Avenue); photographer facing northwest.
- 8 of 46: Northwest side of Metropolitan Parkway (formerly Stewart Avenue) between Lillian Avenue and Pearce Street; photographer facing northwest.
- 9 of 46: Oakhill Avenue between Lillian Avenue and Pearce Street; photographer facing south.
- 10 of 46: South side of Pearce Street between Allene and Mayland avenues; photographer facing southwest.

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Photographs

- 11 of 46: Adair Park Baptist Church (now Greater Fortress Avenue Baptist Church), 714 Pearce Street; photographer facing northwest.
- 12 of 46: South side of Pearce Street between Mayland and Metropolitan Parkway (formerly Stewart Avenue); photographer facing southwest.
- 13 of 46: West corner of Pearce Street and Tift Avenue; photographer facing northwest.
- 14 of 46: West corner of Pearce Street and Oakhill Avenue; photographer facing northwest.
- 15 of 46: South side of Pearce Street between Oakhill and Metropolitan Parkway (formerly Stewart Avenue); photographer facing southwest.
- 16 of 46: Mayland Avenue between Pearce and Elbert streets; photographer facing north.
- 17 of 46: South side of Elbert Street between Allene and Mayland avenues; photographer facing southwest.
- 18 of 46: South side of Elbert Street between Allene and Mayland avenues; photographer facing southwest.
- 19 of 46: South side of Elbert Street between Mayland and Metropolitan Parkway (formerly Stewart Avenue); photographer facing southwest.
- 20 of 46: South side of Elbert Street between Mayland and Metropolitan Parkway (formerly Stewart Avenue); photographer facing southwest.
- 21 of 46: West side of Metropolitan Parkway (formerly Stewart Avenue) between Elbert and Brookline streets; photographer facing northwest.
- 22 of 46: South side of Brookline Street between Allene and Mayland avenues; photographer facing southwest.
- 23 of 46: Southwest corner of Brookline Street and Mayland Avenue; photographer facing southwest.
- 24 of 46: South side of Brookline Street between Mayland Avenue and Metropolitan Parkway (formerly Stewart Avenue); photographer facing southwest.

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Photographs

- 25 of 46: North side of Brookline Street between Mayland Avenue and Metropolitan Parkway (formerly Stewart Avenue); photographer facing northwest.
- 26 of 46: West side of Metropolitan Parkway (formerly Stewart Avenue) between Brookline and Catherine streets; photographer facing northwest.
- 27 of 46: Catherine Street between Allene and Mayland avenues; photographer facing west.
- 28 of 46: Northwest corner of Catherine Street and Mayland Avenue; photographer facing northwest.
- 29 of 46: South side of Catherine Street between Mayland Avenue and Metropolitan Parkway (formerly Stewart Avenue); photographer facing southwest.
- 30 of 46: Adair Park, detail of sidewalk along Mayland Avenue; photographer facing northwest.
- 31 of 46: Adair Park; photographer facing west.
- 32 of 46: South side of Mayland Avenue; photographer facing southwest.
- 33 of 46: South side of Mayland Avenue; photographer facing southwest.
- 34 of 46: West side of Metropolitan Parkway (formerly Stewart Avenue) between Catherine Street and Mayland Avenue; photographer facing northwest.
- 35 of 46: West side of Metropolitan Parkway (formerly Stewart Avenue) between Mayland and Lexington avenues; photographer facing northwest.
- 36 of 46: Lexington Avenue; photographer facing west.
- 37 of 46: Lexington Avenue; photographer facing northwest.
- 38 of 46: Lexington Avenue; photographer facing southwest.
- 39 of 46: West side of Allene Avenue between Brookline and Catherine streets; photographer facing northwest.
- 40 of 46: Northwest corner of Allene Avenue and Brookline Street; photographer facing northwest.

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Photographs

- 41 of 46: South side of Brookline Street between Murphy and Allene avenues; photographer facing southwest.**
- 42 of 46: Corner of Brookline and Elbert streets; photographer facing northwest.**
- 43 of 46: North side of Elbert Street; photographer facing northwest.**
- 44 of 46: Northwest corner of Elbert Street and Allene Avenue; photographer facing northwest.**
- 45 of 46: East side of Allene Avenue between Bonnie Brae Avenue and Pearce Street; photographer facing southeast.**
- 46 of 46: Corner of Allene and Lillian avenues; photographer facing southeast.**

ATTACHMENT 1
Adair Park Historic District
Atlanta, Fulton County, Georgia
Digital Photograph of the Adair Park School
April 12, 2000

