

1204

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District

other names/site number Buckhead Forest

2. Location

street & number Roughly centered on Alberta Drive, Mathieson Drive, and West Shadowlawn Avenue

not for publication

city or town Atlanta

vicinity

state Georgia code GA county Fulton code 121 zip code 30305

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination ___ request for determination of eligibility 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
___ national ___ statewide X local

David C. Crass 5 DECEMBER 2014
Signature of certifying official/Title: Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date
Historic Preservation Division, Georgia Dept. of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.
Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:
___ entered in the National Register ___ determined eligible for the National Register
___ determined not eligible for the National Register ___ removed from the National Register
___ other (explain;) _____
John Edson H. Beall 1-27-15
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only one box.)

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

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
95	14	buildings
0	0	sites
0	0	structures
0	0	objects
95	14	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

- DOMESTIC: single dwelling
- DOMESTIC: multiple dwelling
-
-
-
-

Current Functions
 (Enter categories from instructions.)

- DOMESTIC: single dwelling
- DOMESTIC: multiple dwelling
-
-
-
-

7. Description

Architectural Classification
 (Enter categories from instructions.)

- LATE 19TH and 20TH CENTURY REVIVALS:
- Colonial Revival; Tudor Revival; French Renaissance
- LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
- OTHER: American Small House
- OTHER: Ranch House
- OTHER: Contemporary Style

Materials
 (Enter categories from instructions.)

- foundation: BRICK; STONE: Granite; CONCRETE
- walls: WOOD: weatherboard, shingle; BRICK; STONE: Granite; STUCCO
- roof: ASPHALT
- other:

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District is a small residential neighborhood located within the densely-developed triangle of land bounded by the busy thoroughfares of Peachtree, Piedmont, and Roswell roads, north of downtown in Atlanta's Buckhead community. Properties in the proposed district front the three streets for which the district is named. These streets run with the topography of the area, which is rolling. Sidewalks are present only along West Shadowlawn Avenue. Because the district is composed of four primary subdivisions developed in a piecemeal fashion between 1911 and 1945, with additional infill dating through 1965, setbacks and lot sizes vary greatly throughout the district. Extant houses in the district, which date to the 1920s and later, exemplify a broad range of types and styles popular during the early to mid-20th century. Houses are generally small, and overwhelmingly one-story. While a handful of high-style examples are present, the majority of the district's houses exhibit only elements of their relevant style. At least one house in the district has been attributed to celebrated Atlanta architect Leila Ross Wilburn. Most houses exhibit a mix of exterior materials: brick, stone, stucco, and wood are common. While some houses have contemporary additions, these are typically on the rear, and the majority of the district's houses retain their intact tightly-massed footprint. Many of the houses on the north side of Alberta Drive feature integrated garages. The district includes three multi-story mid-20th century apartment buildings, all located adjacent to one another on Mathieson Drive at the southern edge of the district.

Narrative Description

The following Narrative Description was written by Erica Danylchak, Consultant, as part of the March 5, 2013 Historic District Information Form on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia. The text was edited by Stephanie L. Cherry-Farmer, National Register and Survey Program Manager, Georgia Historic Preservation Division.

The Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District is a small residential neighborhood located in the Buckhead community, approximately 7 miles north of downtown Atlanta. The district consists of four primary subdivisions developed in a piecemeal fashion between 1911 and 1945: the Mathieson subdivision (platted 1911), the Shadow Lawn subdivision (platted 1922), the Lanatta Trading Company subdivision along Alberta Drive and part of Mathieson Drive (platted 1939), and the Moore subdivision along the eastern side of Mathieson Drive (platted 1945).

The district's varied characteristics are best described street-by-street, as the general era of development of each street resulted in both distinctive and shared characteristics among associated properties.

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A house's type, as identified in the statewide context, *Georgia's Living Places: Historic Houses in Their Landscaped Settings*, defines the overall form, plan, or layout plus the height. The style refers to decoration or ornament, as well as to the design of the overall form.

House types represented in the district were popular with the middle-class during the early to mid-20th century. They include bungalows, English Cottages, American Small Houses, and Ranch houses. Stylistic influences in the district include English Vernacular Revival, French Vernacular Revival, Craftsman, Colonial Revival, and Contemporary.

West Shadowlawn Avenue

The Shadow Lawn subdivision was developed by the Collins Development Company beginning in 1922. It consists of lots fronting West Shadowlawn Avenue from Peachtree Road north to Mathieson Drive, as well as lots with frontage on Mathieson Drive at the northwest portion of the subdivision. The district does not include those lots closest to Peachtree Road, which were historically part of the neighborhood but were redeveloped after the historic period.

Most of the lots fronting West Shadowlawn Avenue have frontage of 60 feet, with just a few lots deviating from this pattern. The lots at the corner of West Shadowlawn and Mathieson have differing frontages due to the position and curvature of the streets. West Shadowlawn Avenue has a curve in its northernmost section. Most of the lots along the eastern side of Shadowlawn have depths of 150 feet. The depths of the lots along the western side of Shadowlawn and along Mathieson vary widely—they range from about 125 feet deep to 300 feet deep.

Along West Shadowlawn Avenue, narrow concrete sidewalks and planting strips are a prominent landscape feature on both sides of the street (photographs 14 and 16). Grass and either shrubs or small shade trees are seen in the planting strips. Curbing is generally not visible, however, irregular stone blocks are occasionally observed. Resurfacing of West Shadowlawn has obscured much of the original curbing over time.

West Shadowlawn Avenue was cut in conjunction with the development of the Shadow Lawn subdivision; by 1924 a newspaper account mentions that the street had been paved by the development company. The road itself is wide enough to allow cars to park on the both sides. However, each parcel also has a driveway that is generally straight and prominent on the lot, positioned to one side of the house. Concrete sidewalks generally connect the driveway to the front stoop or porch. Some of the houses (i.e. 3218, 3248, and 3254 West Shadowlawn Avenue) have straight concrete sidewalks to the front entrance directly from the sidewalk. The other most prominent feature of the front yards here is a large expansive lawn. A variety of foundation plantings including shrubs and small shade trees add visual interest to this fairly simple pattern. The groupings of foundation plantings are generally informal and often incorporate a variety of shapes and textures.

A few of the lots along the eastern side of West Shadowlawn Avenue break from this pattern because of the topography of the land. The houses at 3221 and 3215 West Shadowlawn Avenue (photograph 17), for example, sit on top of a rise and the front yards incorporate English ivy to help prevent erosion. 3251 West Shadowlawn Avenue incorporates a granite retaining wall to help secure the sloping soil of the front yard—this, too, is an anomaly for the street.

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Houses along West Shadowlawn Avenue sit relatively close to the street. Setbacks vary slightly from one house to the next. On the eastern side of the street, they average 40 to 50 feet back from the road, while the properties along the western side of the street are more consistent and have setbacks of about 25 feet. The houses are quite dense in their arrangement. Each fills most of the width of its lot.

A concentration of the earliest historic residences in the district is located along West Shadowlawn Avenue. Of the 44 existing houses along the street, Fulton County tax assessors' records indicate that 23 were built in the 1920s; seven were built in the 1930s; 10 were built in the 1940s; and four were built relatively recently and are not contributing to the district. Historic house types and styles along the street represent popular middle class architectural taste from the 1920s through the 1940s.

House types are primarily tightly-massed, one-story types including the bungalow (i.e. 3239, 3215, 3245 West Shadowlawn Avenue) and English cottage (i.e. 3201, 3209, 3216, 3224, 3230 West Shadowlawn Avenue). The street includes a handful of two-story houses; particularly notable is the English Vernacular Revival style example at 3311 West Shadowlawn Avenue (photograph 12).

A few high-style examples of the Craftsman and English Vernacular Revival styles exist along the street. However, the popular styles of the period, including Craftsman, English Vernacular Revival, and Colonial Revival, were most often expressed with a few simple elements.

Craftsman style houses along West Shadowlawn Avenue include 3239 West Shadowlawn Avenue which was built in 1929; 3242 West Shadowlawn Avenue which was built in 1924 (photograph 16); 3287 West Shadowlawn Avenue which was built in 1928; and 3324 West Shadowlawn Avenue which was built in 1929. One of the best examples is 3239, which is a one-story, side-gabled building, with a prominent front-gabled, front porch that spans nearly the length of the house and is supported by two squat, brick columns. The gable is covered in wood shingles, which adds variety of material to the house, which is brick veneer. The front windows are six-over-one. There are also several examples of houses that simply contain elements of the style, including 3215 West Shadowlawn Avenue, which mimics the shape of the previous example but lacks its architectural details and craftsmanship. It was built in 1942, after the peak popularity of the style. An earlier example that contains elements of the style is 3245 West Shadowlawn Avenue, built in 1930, which has wide overhanging eaves with exposed rafters on the front façade. Both of these examples are brick veneer construction.

A few high-style examples of the English Vernacular Revival style exist along West Shadowlawn Avenue including 3216 West Shadowlawn Avenue (photograph 18), which was built in 1941, and 3317 West Shadowlawn Avenue, which was built in 1940. The latter is a fine example—it is asymmetrical with two prominent, fronting-facing gables, one larger than the other. Both gables have striking half-timbering set against light-colored stucco. The house also features a massive stone chimney on the front façade and diamond-shaped, multi-light casement windows, which are finely-crafted elements of the style. Other houses simply contain elements of the style, such as 3257 West Shadowlawn Avenue, which was built in 1940, and has two front-facing gables, one of which is the entranceway. It projects slightly and is constructed of stone, which contrasts sharply with the brick of the main façade. Mixed materials are also emphasized at 3276 West Shadowlawn Avenue (photograph 14), which was built in 1928, and features a massive stone chimney set against a brick façade and a rounded-arch entranceway framed with stone. Built in 1925, 3312 West

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Shadowlawn Avenue (photograph 11) clearly evokes medieval English architecture with multi-paned windows and prominent half-timbering in a steeply-pitched, front-facing gable.

A few houses along the street have elements of the Colonial Revival style including 3313 West Shadowlawn Avenue, built in 1930; 3321 West Shadowlawn Avenue (photograph 11) which was built in 1948; and 3218 West Shadowlawn Avenue (photograph 4), which was built in 1940 and has a porch emphasized by simple, fluted columns, sidelights (but no fanlight) around the central doorway, and six-over-six windows.

Alberta Drive

Lots along Alberta Drive and the western side of Mathieson Drive at its intersection with Alberta were platted in 1939. On the west, Alberta Drive empties into Roswell Road (Georgia State Route 9 and U.S. Route 19), a primary thoroughfare in the community. The district does not include lots fronting Roswell Road, which were historically part of the neighborhood but were redeveloped after the historic period.

At the entrance to the neighborhood from Roswell Road there is a small traffic island that is a contemporary addition to the streetscape. Two modern red brick pillars with plaques displaying the current popular name of the neighborhood also stand at the entrance (photograph 22).

Alberta Drive follows the natural terrain of the land (photograph 32), sloping down from Roswell Road, back upwards toward the middle of the street, and then back down again as it approaches Mathieson Drive. There are also gentle curves in the road. This road pattern creates varying lot sizes and shapes along the street. Rectilinear lots that respect the topography and vary in frontage front Alberta and Mathieson drives. Most have frontages between 70 and 80 feet. There is a marked curve in Alberta Drive which respects the terrain of the land; two lots adjacent to this curve have noticeably larger frontages: 180 and 198 feet. The depths of the lots in this subdivision vary considerably from 140 feet to over 400 feet deep.

Alberta Drive lacks sidewalks. Irregular, rough-cut pieces of granite create the street curbing (photograph 10). Some of the curbing has been obscured over time because of street resurfacing. According to oral history accounts passed down to current residents, the granite is from Stone Mountain and was installed by convict labor.

The houses are set back deeper on their lots—most sit between 60 to 70 feet away from the road—compared to those along West Shadowlawn Avenue. The lots along Alberta Drive are also broader than in the earlier subdivision. This pattern of broader, deeper lots encourages more complex landscaping in the front yards than in those lots along West Shadowlawn Avenue. Large areas of lawn are the primary landscape feature of the front yards here, but there are also often layers of trees and shrubs between the street and the houses. 200 (photograph 34), 256, and 257 Alberta Drive are good examples where informally planted "islands" of trees and shrubs break up the expanses of lawn. Most of the houses also have a variety of informal foundation plantings. Because the lots are broader and there is more space between houses along Alberta Drive, most of the lots incorporate a variety of plantings, including ivy, shrubs, and trees, between the houses.

Each house has a concrete driveway to one side of the house or the other. Most are fairly straight. Many access basement garages which were easily incorporated into the original design of the houses as a result of the rolling topography along the street. Overall, they are not as prominent a focal point of the front yards as

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they are along West Shadowlawn Avenue, simply because the lots are generally larger. Sloping terrain necessitates the use of retaining walls at 214, 222, and 228 Alberta Drive (photograph 32). These low fieldstone walls run alongside the driveways at each of these houses, are similarly patterned, and appear to be original to the subdivision.

White picket fences that stretch across the front yards of 195 Alberta Drive and 262 Alberta Drive. These are anomalies and are not part of the historic landscape pattern along the street.

According to Fulton County tax assessors' records, the majority of the contributing buildings along Alberta Drive were built between 1938 and 1945, with a few examples dating to the 1950s. House types along the street include English Cottages, American Small Houses, Ranch houses, and Georgian houses, as well as unidentified types. The houses along Alberta Drive are generally not high-style. However, many contain elements of styles popular during the period of development.

One of the small, tightly-massed house types present along Alberta Drive is the English Cottage, including 234 Alberta Drive, which was built in 1944. The side-gabled house has two slightly projecting front-facing gables, including one that marks the entrance. Although the chimney is not on the front of the house, which is typical of the type, it is positioned toward the front of the house in such a way that it is still a visible and prominent feature.

The most common house type along Alberta Drive is the American Small House. Examples include 242 and 280 Alberta Drive (photograph 7), both built in 1942; 291 Alberta Drive, built in 1940; and 281 and 277 Alberta Drive (photograph 6), both built in 1941. All are tightly-massed, side-gabled buildings. Porch extensions are seen on 242 and 280 Alberta Drive. Although they have modest detailing, all of these examples incorporate elements of the Colonial Revival style—the style most often associated with this house type. 242 Alberta Drive has multi-paned windows with shutters, a paneled door with a fanlight incorporated into the door itself, and pilasters around the doorway, which is located under a front-gabled roof that extends out only slightly from the main mass of the building. 280 Alberta Drive has a paneled door accentuated by pilasters, prominent dormers, and six-over-six windows on the main floor.

Some of the houses along Alberta Drive have a main mass similar in appearance to the houses described above, but have larger side extensions, providing more living space and stretching out along the lots. Overall they are not as tightly massed as those mentioned above and appear to be a transition to the longer form of the Ranch house. 195 Alberta Drive, which was built in 1946, is an example.

A few examples of the Ranch house also exist along Alberta Drive, including 201 Alberta Drive, which was built in 1941, and 299 Alberta Drive, which was built in 1944. The two brick houses at 201 and 299 Alberta Drive have longer, lower forms than the previously described house types. They exhibit a variety of windows, also common to the Ranch. The Ranch house at 206 Alberta Drive has a long, very low profile. Its main mass is side-gabled and it has two front-gabled projections with wide, overhanging eaves. It has a variety of windows, including one large picture window with flanking sash near the center of the house.

Built in 1955, the Ranch house at 215 Alberta Drive (photograph 21) is notable for its broad, front-gabled roof, with exposed rafters. It exhibits the stark, clean lines of the Eichleresque variant of the Contemporary style

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Ranch house. It also emphasizes geometric planes and lacks ornamentation. Built into the sloping terrain, it has an integrated carport below the main floor of the house.

Alberta Drive also includes two-story house types. Two Georgian houses (253 and 257) stand near the middle of Alberta Drive: 253, which was built in 1941, and 257, which was built in 1945. 253 Alberta Drive is a two-story, side-gabled house with Neoclassical Revival elements including a full-height entrance portico with simplified columns and a door flanked by sidelights and pilasters. 257 Alberta Drive is a two-story, side-gabled, brick house with Colonial Revival details including an entrance door flanked by pilasters and topped by a triangular pediment and six-over-six windows flanked by shutters.

One of the most unique houses along Alberta Drive is 261 (photograph 8), which was built in 1941, and incorporates elements of the French Vernacular Revival style. Its most distinctive feature is its steeply pitched mansard roof. Multi-paned upper windows extend slightly above the roof line. The masonry façade is asymmetrical with the entrance doorway off-center. Projecting wings on each side of the main mass have atypical flat roofs.

Mathieson Drive

The western side of Mathieson Drive from Peachtree Road north to the land lot line between Land Lots 61 and 62 was subdivided in 1911. Peachtree Road (Georgia State Route 141) was one of the primary transportation arteries for the Buckhead community at the time of the subdivision and remains one of the most important and heavily traveled roads in Atlanta today. The district does not include lots closest to Peachtree Road, which were historically part of the neighborhood but were redeveloped after the historic period. The lots along Mathieson Drive were platted with an average street frontage of 50 feet. Historically, the lots were deepest at the southern end of the street at 196 feet and got progressively less deep moving north, with the smallest lot at 100 feet deep. Some of these lots have been consolidated over time. For example, 3210 Mathieson Drive today has a frontage of 150 feet.

Mathieson Drive previously connected Peachtree and Piedmont roads. However, in 1992, the northern end of Mathieson Drive was turned into a cul-de-sac in an effort to curb cut-through traffic in the neighborhood. This cul-de-sac and adjacent property is outside of the proposed district. Mathieson Place was developed after Peachtree Road Methodist Church purchased that land in 1945.

Because much of what remains extant today along the street was not developed until the 1940s, Mathieson Drive generally reflects development trends common to neighborhoods of the mid-twentieth century. Like Alberta Drive, most of Mathieson Drive lacks sidewalks. Irregularly shaped fieldstone curbing is visible along most of the street.

The earliest extant houses along Mathieson Drive sit fairly close to the street, with about a 25 foot setback, and follow more similarly the landscape pattern along West Shadowlawn Avenue. The lawn and driveway share prominence on the shallow lots. A path connects the drive to the front porch and foundation plantings round out the small domestic landscape.

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The rectilinear lots on the eastern side of Mathieson Drive in Land Lot 61 were subdivided in 1945. They have consistent depths of 200 feet and range from 65 to 87 foot frontages. This later platting coincides with the construction of the majority of the houses on the street.

Those homes built in the post-WWII era generally sit farther back from the street (anywhere from 60 to more than 100 feet), which creates a larger expanse in front of the home for a lawn as well as mature trees, shrubs, and groundcovers. Some of these lots incorporate "islands" of ivy, liriopse, or pinestraw as well as trees and shrubs at various depths. The front yards tend to be much more varied in the houses developed later in the district.

The property at 3305 Mathieson Drive incorporates a white picket fence and wide, brick-lined pathway of pea gravel from the street to the front stoop into its landscape—both are anomalies for the district.

The majority of historic single-family residences along the west side of Mathieson Drive south of Alberta Drive were built in the 1940s. House types include American Small Houses at 3236 (photograph 20), 3240 (photograph 20), 3250 (photograph 20), and 3256 Mathieson Drive, all built in 1942. These are very small, tightly-massed houses—3236 Mathieson Drive is 1,092 square feet; 3240 Mathieson Drive is 1,191 square feet; 3250 Mathieson Drive is 860 square feet; and 3256 Mathieson Drive is 1,179 square feet. 3240 and 3250 Mathieson Drive are clad in asbestos shingles. Meanwhile, 3286 Mathieson Drive, which was also built in 1942, is an extended American Small House with a recessed wing that provides additional living space. 3296 Mathieson Drive, also built in 1942, is even larger and extends across its lot. With its longer profile, and its large, multi-paned windows on the main façade that connect the interior space to the outside, this house represents early transitioning to the ranch type. 3312 Mathieson Drive, which was built in 1948, has a lower profile and is more quintessentially Ranch, particularly with its variety of large picture windows dominating the façade.

Two early exceptions remain at 3226 and 3246 Mathieson Drive. Both are the Bungalow house type. Built in 1935, 3226 Mathieson Drive exhibits Craftsman stylistic details including a low-pitched, front gabled roof with widely overhanging eaves and exposed rafters. Two of the porch columns and two columns supporting the porte-cochère are set on heavy brick piers. Built in 1925, 3246 Mathieson Drive (photograph 20; third house from the left) has fewer Craftsman details, but the overhanging eaves and decorative brackets certainly reference the style.

Most of the houses along the east side of Mathieson Drive were constructed in the late 1940s and early 1950s. The prevalent type of residence here is the Ranch house, including 3241 Mathieson Drive (built in 1950), 3273 Mathieson Drive (built in 1949), 3295 Mathieson Drive (built in 1948), and 3311 Mathieson Drive (built in 1947). 3241 Mathieson Drive is a red brick rambling Ranch with a low profile. Most of the houses along Mathieson Drive lack stylistic detail, however, 3311 Mathieson Drive does incorporate intricate floral cast iron columns, which was typical of mid-century Ranch houses. Built in 1953 as part of the subdivision of the Lanatta Trading Co, 3360 Mathieson Drive is also a typical ranch with integrated carport and large windows of various configurations on the main façade.

Mathieson Drive includes three historic multi-family apartment properties developed in the 1960s. Although built at about the same time, they are starkly different complexes.

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The Mathieson House Apartments building at 3196 Mathieson Drive (photograph 1) was built in 1965 and exhibits the clean lines and stark geometry typical of mid-century modern buildings. The flat-roofed, three-story, rectilinear block has paired one-over-one windows set in the red brick façade. The center of the front façade is dominated by windows that stretch from the foundation almost to the roof line. A flat awning projects out over the first story window panes. This swath of windows reveals an interior cantilevered stairway that zig-zags from the ground floor upward, creating a contrast between the bold angled line of the stairway and the vertical and horizontal lines of the window element.

The adjacent property to the north includes two buildings (3202 & 3206 Mathieson Drive; photograph 2) built in 1965 that are examples of shotgun style apartment buildings that were typical in the mid-20th century in central Buckhead, according to Layne Keith Porter's thesis, "From Bedroom Community to Suburban Business Center: A Geographical Analysis of the Buckhead Community in Atlanta, Georgia, 1920-1988." These two flat-roofed, two-story, wood-framed, brick-veneered, rectilinear buildings are set back about 30 feet from Mathieson Drive and stretch backward to the rear property line. The street-facing facades feature no fenestration; instead, windows and entrances face the parking area located between the two buildings.

Meanwhile, 3210 Mathieson Drive is a garden apartment complex. Constructed in phases in 1960 and 1965, the complex is U-shaped around a central courtyard, with apartment entrances facing the courtyard. Although hipped, the roofs are nearly flat. The buildings are wood-framed with brick veneer. They have aluminum window sashes.

Development pressure has resulted in new construction in the proposed district. However, infill and inappropriate alteration is limited, and the vast majority of the proposed district retains substantial integrity. Noncontributing properties are overwhelmingly contemporary houses that have been constructed since 2000. Representative examples include 3290 West Shadowlawn Avenue (photograph 13), 3227 West Shadowlawn Avenue (photograph 11), 3320 Mathieson Drive, and 3328 Mathieson Drive. Additional non-contributing properties are slightly older, but constructed after the period of significance for the district. Representative examples include 3346 Mathieson Drive (constructed in 1984) and 265 Alberta Drive (constructed in 1976). Additional non-contributing properties were constructed within the period of significance for the district, but have been altered to such a degree that they no longer retain sufficient integrity to contribute. Representative examples include 3293 West Shadowlawn Avenue and 274 Alberta Drive.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1911-1965

Significant Dates

1911- Mathieson subdivision platted

1922- Shadow Lawn subdivision platted

1939- Lanatta Trading Company subdivision
platted

1945- Moore subdivision platted

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Wilburn, Leila Ross; architect

Boggs-L'Engle; builders

Tainter, F.S.; engineer (ensure discussed in
narrative)

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Period of Significance (justification)

The period of significance, 1911-1965, encompasses the continuous historic period of development of this residential neighborhood. The streetscapes, development patterns, and house types and styles in the district are good representative examples of prevailing residential designs and development trends in Atlanta and Georgia, as well as throughout the country, during this time period. The period of significance ends in 1965, the end of the historic period.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

In 1907, the Georgia Railway and Electric Company extended its trolley line from downtown Atlanta along Peachtree Road, north to Buckhead and beyond into largely undeveloped land. This accessibility spurred a building boom of which the Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District is an extant remnant. The Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District is significant at the local level under Criterion A in the area of community planning and development as a good representative example of middle-class garden suburbs that were developed extensively in Atlanta during the early 20th century. Developed as four separate subdivisions between 1911 and 1945, the earliest development in the district reflects the characteristics of a streetcar suburb, while the later development reflects the influence of the automobile. With its rolling topography, curvilinear streets, and development pattern of sizable lots with homes set back from the street, the neighborhood still today articulates a "park-like setting," the key predominant national trend in early 20th century suburban development. The district also includes three mid-20th century apartment buildings, reflecting the evolution of the Buckhead community from largely undeveloped land to a high-density mixed-use area during the first half of the 20th century. The Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District is also significant at the local level under Criterion C in the area of architecture for its good intact collection of residential types and styles popular throughout Georgia from the 1910s through the 1960s, as identified in the statewide context *Georgia's Living Places: Historic Houses in Their Landscaped Settings*. House types represented in the district were popular for the middle-class during the early to mid-20th century. They include bungalows, English Cottages, American Small Houses, and Ranch houses. Stylistic influences in the district include English Vernacular Revival, French Vernacular Revival, Craftsman, Colonial Revival, and Contemporary. The design of at least one house in the neighborhood can be credited to the plan books of Leila Ross Wilburn, a pioneer female architect well-known for her residential work in Atlanta during the early 20th century.

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Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The following Narrative Statement of Significance was written by Erica Danylchak, Consultant, as part of the March 5, 2013 Historic District Information Form on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia. The text was edited by Stephanie L. Cherry-Farmer, National Register and Survey Program Manager, Georgia Historic Preservation Division.

The Alberta Drive-Mathieson Drive-West Shadowlawn Avenue district is significant at the local level under Criterion A in the area of community planning and development as a good representative example of middle-class garden suburbs that developed prolifically in Atlanta in the early 20th century. The earliest subdivisions of the neighborhood reflect streetcar suburb characteristics, while the subdivisions developed slightly later reflect the increasing influence of the automobile. The physical characteristics of these subdivisions, as well as the patchwork pattern by which they developed, exemplifies the national pattern of residential building that was affected by the economic prosperity, decline, and resurgence of the 1920s through the 1960s. The influences of transportation, national housing programs, and population patterns on how the lots in the neighborhood were laid out and what type of building stock was constructed remains evident today.

After the Industrial Revolution, cities in the United States became increasingly crowded, noisy, and polluted. Affluent citizens, those who once considered the heart of the city the most fashionable location, looked to escape the confines of the city center. America's first suburb—Llewellyn Park—was developed in the 1850s in New Jersey. According to Kenneth T. Jackson, America's suburban ideal actually found precedent in John Claudius Loudon's 1839 *Encyclopedia of Architecture* as "a country residence, with land attached a portion of which, surrounding the house, is laid out as a pleasure ground . . ." The original American suburb had several defining features: a naturalistic yard based on picturesque English landscapes, uniform lot placement of suburban cottages, and winding lanes throughout the community. According to Jackson, houses in the emerging suburbs often had uniform setback lines, with the house centered on the lot to create similarly sized side yards, to create "a homogenous statement that enabled residents to eradicate many vestiges of the heterogeneity that characterized the cities they had fled." Meanwhile, the gently curving road was first introduced into suburban areas in the 1850s as a design feature because, according to Jackson, "it was indicative of the pastoral and bucolic pace of the home rather than the busy and efficient system of the office or factory. Like the natural landscape, the curvilinear road was intended to be picturesque, because as practically every suburban developer would ultimately learn, the image of the bending road—not a short cut, not a thoroughfare, not a commercial strip, not a numbered street—was part and parcel of the suburban ideal. It offered the aesthetic order of unified design rather than the mechanistic order imposed by grid subdivision."

Initially, suburbs were only accessible to the country's most wealthy citizens. However, with the development of mass transportation options, middle class families were able to move to the suburbs as well. Kenneth T. Jackson argues in his influential study *Crabgrass Frontier: The Suburbanization of the United States* that no invention "had a greater impact on the American city between the Civil War and World War I than the visible and noisy streetcar and the tracks that snaked down the broad avenues into undeveloped land." The streetcar was faster and less expensive than earlier mass transit options and became a major spur to suburbanization.

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In Atlanta, the first planned suburb—Inman Park—was developed by Joel Hurt in the 1880s. The suburb was reached by Atlanta's first electric streetcar line, which was completed in 1889. According to Atlanta historian Franklin Garrett, Hurt's new streetcar line "gave great impetus to the growth of Inman Park and contiguous sections, while the building of other electric lines in various directions during the 1890s was to enable Atlanta's citizens to live conveniently at considerable distances from the central business district." Electric streetcar lines continued to be extended in the early 20th century. In 1907, the Georgia Railway and Electric Company extended its trolley line along Peachtree Road north to Buckhead and beyond into largely undeveloped land. This was a common pattern among streetcar companies across the country and it facilitated the outward movement of the city's population. In his study of suburbanization, Kenneth T. Jackson states, "The pattern was as follows. First, streetcar lines were built out to existing villages . . . These areas subsequently developed into large communities. Second, the tracks actually created residential neighborhoods where none had existed before." This is certainly the case with Buckhead, which had remained a small country crossroads community since its founding in 1838. A few large residential homes and farmhouses were located in the Buckhead area, but there were "no fully developed residential streets or neighborhoods at this time" (Porter). After the streetcar came through the village, the commercial node grew steadily. The Mathieson subdivision followed shortly thereafter in 1911 as did the Peachtree View subdivision, which is no longer extant (only one original house remains). Both of these subdivisions were developed adjacent to Peachtree Road within a couple blocks of the Buckhead village. The Shadow Lawn subdivision followed in 1922 and was contemporaneous with the Peachtree Highlands subdivision, which is part of a larger Peachtree Highlands-Peachtree Park Historic District listed on the National Register of Historic Places.

Advertisements for the sale of property in these suburban subdivisions emphasized having the best of both worlds—convenient access to downtown and the benefits of country living. Like most suburban subdivisions, Shadow Lawn also advertised the existence of "city amenities" like sewerage, water, street lighting, and sidewalks. Qualities of the American suburb were also emphasized including the park-like setting with the succession of velvet lawns and forested surroundings as well as the tasteful variety of housing stock.

The Great Depression brought building to an abrupt halt in the Buckhead area as it did around the country. Between 1928 and 1933, the construction of residential property dropped by 95 percent in the United States according to Jackson. In 1934, the Federal Housing Administration was created. It spurred housing construction again by insuring long-term mortgage loans made by private lenders. Previously, a homebuyer's options were limited to "short term loans ranging from 1 to 5 years in term. Borrowers had to put as much as 40 to 50 percent down on the property and pay off the entire loan balance by the end of the term. FHA revolutionized the mortgage industry at the time by offering the 30-year mortgage and made the possibility of home ownership available to Americans nationwide" (Atlanta Housing 1944 To 1965). Down-payments were substantially reduced for FHA-secured loans. Interest rates also fell for FHA-insured loans. And minimum standards for construction were adopted by the FHA. Jackson reports in *Crabgrass Frontier* that the FHA "increased the number of American families who could reasonably expect to purchase homes. Builders went back to work, and housing starts and sales began to accelerate rapidly in 1936. They rose to 332,000 in 1937, to 399,000 in 1938, to 458,000 in 1939, to 530,000 in 1940, and to 619,000 in 1941. This was a startling lift from the 93,000 starts in 1933. After World War II, the numbers became even larger, and by the end of 1972, FHA had helped nearly eleven million families to own houses and another twenty-two million families to improve their properties."

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In the district, building began again along West Shadowlawn Avenue in 1938. Eleven of the existing houses along West Shadowlawn Avenue were built between 1938 and 1942. In 1939, the subdivision of the Lanatta Trading Company was laid out. Fourteen of the existing homes along Alberta Drive were built during the same period. In general, Atlanta experienced a building boom during this period. According to a January 5, 1941 article in the *Atlanta Constitution*, the building construction value in Atlanta for 1940 was \$14,558,861, which exceeded the 1939 figure of \$10,007,831 by \$4,551,030. The all-time high had been in 1928 when \$27,589,541 was registered. The *Constitution* attributed the significant increase "for the most part to the low-cost housing developments being sponsored jointly by the Atlanta Housing Authority and the federal government."

The Federal Housing Administration attempted to standardize the "ideal" home it financed by setting up minimum requirements for lot size, setback from the street, and separation from adjacent structures. The FHA was also extraordinarily concerned with "inharmonious racial or nationality groups. It feared that an entire area could lose its investment value if rigid white-black separation was not maintained. Bluntly warning, 'If a neighborhood is to retain stability, it is necessary that properties shall continue to be occupied by the same social and racial classes,' the Underwriting Manual openly recommended 'subdivision regulations and suitable restrictive covenants' that would be 'superior to any mortgage.'" The Lanatta subdivision adopted deed restrictions that addressed all of the above FHA requirements. Deed restrictions for the 1945 George P. Moore subdivision along Mathieson Drive also addressed setbacks, side lines, and racial makeup of the neighborhood.

In the late 1930s, the model home became a popular marketing device throughout the country. According to Kenneth T. Jackson, every new suburban subdivision "seemed to include a full-scale ideal home, replete with the latest appliances and equipment." In 1939, the Lanatta subdivision featured the new Guildway model home, which was prominently featured in the *Atlanta Constitution*. The newspaper dedicated an entire page to the home with the headline, "Interested in Homes? See The New Guildway Model Home."

An accompanying advertisement also touted the "city conveniences" like sewerage that the Alberta Drive development offered. Like earlier ads for Shadow Lawn, it juxtaposed these urban amenities with the suburban ideal: "large lots in a beautiful wooded tract of land." The lots are larger along Alberta Drive than those in the Shadow Lawn and early Mathieson developments. This increase in lot size was typical in new developments serviced by the automobile as opposed to the streetcar. The Alberta Drive development also noticeably lacks sidewalks, which is characteristic of automobile suburbs. The development did, however, incorporate a gently curving road typical of earlier garden suburbs. A park-like setting was created by the retention of existing trees and the creation of large front lawns that continued from one house to another along the street.

The district saw an additional building spurt towards the end of WWII. Along Alberta Drive, 11 extant houses were built between 1944 and 1947. In 1945, George P. Moore subdivided property along the east side of Mathieson Drive for building lots. In general, after WWII there was a building boom across the country as once scarce supplies became available again. All food and material rationing ended in 1947. Home building was spurred by waves of GIs returning home in need of housing, by high marriage and birth rates, and by a growing middle class who could afford their own home. The federal government responded to the

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unprecedented demand for housing by underwriting a massive new construction program. In the ten years after the end of the war, Congress consistently approved billions of dollars worth of additional mortgage insurance for the FHA. In addition, in 1944, the Servicemen's Readjustment Act was passed that created a Veterans Administration mortgage program that allowed veterans to borrow the entire appraised value of a house with no down payment and a 30-year mortgage at about four percent. According to Kenneth T. Jackson, the "assurance of federal mortgage guarantees—at whatever price the builder set—stimulated an unprecedented building boom."

During and after WWII, Atlanta and the Buckhead community experienced rapid population growth that was, in part, spurred by an energized and expanding economy. During the war, Atlanta saw the development of war-related industries. After the war, new businesses and industries continued to migrate to Atlanta and the economy shifted from a pre-war distribution center to a postwar manufacturing center. New employment opportunities lured people to the city. In 1940, the population of metropolitan Atlanta had been 558,842. By 1950, it had soared to 671,797. According to historian Andy Ambrose, "Atlanta's civic and political leaders welcomed this growth and made efforts to support and sustain it through an aggressive annexation drive, urban renewal projects, and changes and improvements in the city's transportation systems, its water supply, and its government structure." On January 1, 1952, Buckhead and other relatively densely populated areas of unincorporated Fulton County were annexed into the city of Atlanta. It was part of Mayor William Hartsfield's Plan of Improvement, which tripled the size of the city to 118 square miles and added about 100,000 new citizens to the municipal population. Buckhead's annexation into the city of Atlanta spurred even more growth in the area.

With rapid population growth, Buckhead saw the increased construction of multi-family housing, particularly in the core of the community, including units along Mathieson Drive, East Paces Ferry Road, Grandview Avenue, and Buckhead Avenue. Multi-family dwelling units were not new to Buckhead. In the 1920s apartment complexes began to appear along Peachtree Road south of the commercial core. These units were generally the "big-house" type and aimed at middle- and upper-income families. After WWII, development of apartment buildings moved northward and many of the new apartments around the commercial core were courtyard apartments aimed at middle-class families or younger professionals, like 3210 Mathieson Drive, which in 1960 housed two engineers, an accountant, two sales representatives, a member of the U.S. Navy, an office secretary, and a manager at a pharmaceutical company. Shotgun type apartment buildings were also typical, particularly in the mid-1950s. This type of building allowed 10 to 12 units per building, which was constructed lengthwise on narrow lots originally designed for single-family residences. A 1960 Report by the City of Atlanta Planning Department on Buckhead described the rapid growth of multi-family housing in Buckhead's Core. It noted that "'Shot-gun' apartments—10, 12 or more dwelling units strung out from front to rear on single family lots—are springing up all over Buckhead." The apartments at 3202 and 3206 Mathieson Drive are typical of this type.

The Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District is also significant at the local level under Criterion C in the area of architecture for its intact collection of significant historic residential types and styles, as identified in *Georgia's Living Places: Historic Houses in Their Landscaped Settings*, a statewide context. The neighborhood includes a variety of popular types and styles typical of suburban settings in the

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early to mid-20th century.

The earliest extant houses in the district are bungalows and English Cottages, which are the most common types in the parts of the district that developed the earliest, including the Shadow Lawn development. The bungalow was popular throughout Georgia between 1900 and 1930. This long, low house form exhibits an irregular floor plan within an overall rectangular shape. Integral porches are common, as are low pitched roofs with wide overhangs. 3239 West Shadowlawn Avenue (1929), and 3245 West Shadowlawn Avenue (1930), are representative examples.

English Cottages, distinctive for their steeply-sloped rooflines, cross-gabled massing and prominent front chimney, were popular among middle-class families in the 1930s and 1940s in large cities and suburbs. 3201 West Shadowlawn Avenue (1928), 3224 West Shadowlawn Avenue (1929), 3216 West Shadowlawn Avenue (1941), and 234 Alberta Drive (1944) are representative examples.

The most common house type along Alberta Drive, however, is the American Small House, including 243 Alberta Drive (1938), and 242 and 280 Alberta Drive, both built in 1942. American Small Houses are also prevalent along the western side of Mathieson Drive. Examples include 3236, 3240, 3250, and 3256 Mathieson Drive, all built in 1942.

The American Small House was a popular residential building type that originated during the Great Depression, spanned WWII, and reached its zenith in the postwar years. American Small Houses developed during the severe economic downturn of the 1930s in response to the need for low-cost, but well-built, housing stock. Again during WWII, the Small House was a popular choice because of the shortages in construction materials and labor and the conflicting need for massive amounts of defense-related housing throughout the United States. The American Small House was a "quick and economical solution" to the immediate need for housing defense-industry workers during the war as well as the urgent need for additional housing in the postwar years.

The Ranch house type is also seen along Alberta Drive and the parts of Mathieson Drive developed in the 1940s and 1950s. Examples include 201 Alberta Drive (1941), 299 Alberta Drive (1944), 3241 Mathieson Drive (1950), and 3360 Mathieson (1953). The earliest Ranch houses in Georgia appeared in the 1930s. The ranch had recently revived its popularity in the west, gaining inspiration from existing examples of Spanish and Mexican haciendas from the previous century. Cliff May was a California designer who experimented with building ranch-inspired houses and his homes were featured in *Sunset* magazine and *The Architectural Digest*. The modern Ranch was transported across the country by various architects. But, it was developers who began to design and build economical versions of the Ranch for the average home-buyer that led to the ranch's prevalence. Mass produced versions adhered to basic building guidelines required for FHA-approved loans and they could be built quickly to meet the demands of the growing middle-class after WWII. In Georgia, the Ranch house became the most popular house type during the period from 1940 to 1960, when as many as 175,000 were built according to the context *Guidelines for Evaluation: The Ranch House in Georgia*. According to this study, a national housing report recommended as early as 1945 that "A California-styled house—like the ranch type—built in a carefully planned neighborhood or community with all the essentials for good living is your best bet for the post-war."

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Most of the houses in the district are not high-style; instead, they exhibit a moderate level of popular stylistic detail, as is typical to middle-class neighborhoods. Craftsman, English Vernacular Revival, and Colonial Revival elements are most common in houses along West Shadowlawn Avenue. According to *Georgia's Living Places: Historic Houses in their Landscaped Settings*, the Craftsman style was the most popular style in Georgia during the early 20th century, particularly from the 1910s through the 1930s. Examples along West Shadowlawn Avenue include 3242 West Shadowlawn Avenue (1924); 3287 West Shadowlawn Avenue (1928); and 3324 West Shadowlawn (1929).

English Vernacular Revival-style houses were particularly popular in Georgia's suburban neighborhoods during the early 20th century, especially during the 1920s and 1930s. High style examples in the district include 3216 West Shadowlawn Avenue (1941) and 3317 West Shadowlawn Avenue (1940). Earlier English Vernacular examples include 3312 West Shadowlawn Avenue (1925) (photograph 11); and 3276 West Shadowlawn Avenue (1928) (photograph 14), both of which are also English Cottage house types.

Elements of the Colonial Revival style can also be seen throughout the district on houses with wide-ranging construction dates. According to *Georgia's Living Places: Historic Houses in Their Landscaped Settings*, the Colonial Revival style was "very popular in Georgia for a long period, from the 1890s through the 1940s and beyond. It was often found in suburban neighborhoods next to many other revivals popular at the same time." Examples of the houses with Colonial Revival style elements include 3313 West Shadowlawn Avenue (1930), 3321 West Shadowlawn Avenue (1948); and 257 Alberta Drive (1945).

The district is also significant in the area of architecture for its examples of houses designed by Leila Ross Wilburn, an Atlanta architect well-known for her plan book designs aimed at middle-class families. Katy Bryant, the owner of 3242 West Shadowlawn Avenue, confirmed that Wilburn's plan no. 136 in her plan book *Brick and Colonial Homes* matches her home, including the layout of the dining room, living room, and sunroom across the front of the house. The original owner of the home told Ms. Bryant that "she liked this plan with large rooms across the front, opening with French doors, so she could 'spread out her bridge tables, could fit 10 across the front of the house.'" In fact, the plan book emphasizes this advantage in the layout stating: "The three front rooms can be turned into one by the connecting French doors." The downstairs bedrooms, kitchen, breakfast room, and sleeping porch also match the plan exactly. There was a tweak with a dormer bedroom and bath added upstairs with the stair configuration reworked. The original owner had confirmed this tweak to the original plan design. Bryant provided a few more details about her home in an email to the author on February 25, 2013:

"My house was started in 1923, and finished around February 1924. [It] has dates in the bricks which were made custom at the Chattahoochee Brick Company. The toilet tank top has the 1924 date in it as well. I found a chunk of coal in the basement from the old gravity coal burning furnace that was in here when I bought it..... still has the coal shoot to the outside and inside the hallway. [It] also still has the original gas burning heater, with thermal elements used upstairs . . . and all the ceiling fixtures and crystal door knobs, original brass switch and electric plates."

Bryant confirmed that other plans from *Brick and Colonial Homes* exist along West Shadowlawn Avenue,

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although a few have undergone modification over the years. Wilburn's plan no. 135-B from this book appears to match 3260 West Shadowlawn Avenue. Plan no. 63 appears to match 3281 West Shadowlawn Avenue. Bryant also confirmed that an example of Wilburn's plan no. 116 from *Brick and Colonial Homes* was formerly located on West Shadowlawn Avenue, but is no longer extant.

The Alberta Drive- Mathieson Drive-West Shadowlawn Avenue Historic District tells the story of community planning and development trends from the 1910s to the 1960s and features architectural types and styles popular during the period. Overall, the district retains integrity in terms of the design of the subdivisions including the street patterns, the building setbacks, and the lot shapes and sizes. Although some of the individual residences exhibit additions and alterations such as enclosed porches, the basic forms and styles of the houses have been retained. The materials and workmanship associated with particular house types and styles have generally been maintained as well. Particularly evident is the stone and half-timbering of the English Vernacular Revival style and the mixed use of stucco, brick and wood of the Craftsman style. The surrounding setting of the neighborhood has changed over time and modern commercial and institutional development is visible at the fringes of the neighborhood and behind some of the residences. However, upon entering the neighborhood, the historic residential character is distinctive and stable overall. It has the overwhelming feeling of an early to mid-20th century designed suburb, particularly in contrast to the modern development around it.

Developmental history/additional historic context information (if appropriate)

The following was written by Erica Danylichak, Consultant, as part of the March 5, 2013 Historic District Information Form on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia. The text was edited by Stephanie L. Cherry-Farmer, National Register and Survey Program Manager, Georgia Historic Preservation Division.

Prior to white settlement in the area of the proposed district, Creek Indians inhabited the region. Their lands were generally situated to the southeast of the Chattahoochee River. In 1821, the Creek Indians ceded a large tract of their land to the United States government for use by the state of Georgia via the Treaty of Indian Springs. The cession included land in the present Georgia counties of Butts, Clayton, Crawford, DeKalb, Dooly, Fayette, Fulton, Henry, Houston, Monroe, Pike, Spalding, Upson, and parts of Bibb, Coweta, Macon, Newton, Pulaski, Wilcox, and Worth. Originally, the Georgia legislature formed just five large counties from the cession: Dooley, Fayette, Henry, Houston, and Monroe. The land on which the proposed district would eventually develop was part of Henry County in 1821. However, the following year, portions of Henry (including the land involved in this nomination), Fayette, and Gwinnett counties were consolidated to form DeKalb County. In 1853, Fulton County was created out of the western half of DeKalb County, and the area of Buckhead, including the Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District, became part of Fulton County.

In 1821, the land ceded by the Creeks was divided up into land lots of 202.5 acres and distributed by a lottery system to those qualified to register. Every white male over the age of 18 who was a U.S. citizen for at least 3 years and a citizen of Georgia was entitled to a draw. Widows and orphans were also entitled to draws. Through the lottery, the land that is now Fulton County was distributed to about 600 people. The proposed

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district is comprised of Land Lots 61, 62, and 98 of District 17. Robert McGough of Jones County was the "fortunate drawer" of land lot 61; John Hickman was the "fortunate drawer" of land lot 62; and Nathaniel Smith drew land lot 98.

Land Lot 99, which is adjacent to the proposed district to the west and south, was originally drawn by an individual named Conrad Angley. He later sold the entire land lot to Daniel Johnson, who in turn sold it to Henry Irby (1807-1879) in 1838 for \$650. Irby established a general store on his property in the northwest angle of present day West Paces Ferry Road and Roswell Road, which intersects with Peachtree Road at this same intersection. Both Peachtree Road and West Paces Ferry Road were once part of the Peach Tree Trail, used by the Native Americans who inhabited the area. The Peach Tree Trail began in the northern part of the state near Toccoa, ran down the Peach Tree Ridge (along the current Peachtree Road) to the heart of today's Buckhead. There the trail split, with one branch forking to the right and heading to the Creek Indian village of Standing Peachtree, near today's Atlanta Water Works on the Chattahoochee River. This branch of the trail ran along part of today's West Paces Ferry Road. The other branch continued south along today's Peachtree Road/Street to present-day Five Points in downtown Atlanta.

The intersection of Peachtree, Roswell, and West Paces Ferry Roads, where Irby established his general store, became the center of a small cross-roads community. Irby's house stood behind the store along today's West Paces Ferry Road. In 1840, an Act of the Georgia Legislature established Irby's house "at the place known as Buck Head" as an election district. A year later, a post office was established near the intersection. The name Buck Head likely derives from an actual buck's head that was attached to a post across present West Paces Ferry Road from where Irby's house stood. Oral histories recount that regional residents would tell their friends and associates to meet them at the buck's head and the area became colloquially known as Buckhead.

About six miles to the south of this cross-roads community, the Western & Atlantic Railroad had established the southeastern terminus of its track and the new town and trading center of Terminus began to grow in the early 1840s. In 1843, the village was renamed Marthasville in honor of former Governor Wilson Lumpkin's daughter Martha. In 1845, the town changed its name again—this time adopting the name Atlanta, supposedly the feminine of Atlantic, as in Western & Atlantic Railroad. Linked together by Peachtree Road/Street, the then-towns of Atlanta and Buck Head would be linked throughout their histories.

In 1850, Buckhead was still a rural community comprised primarily of farmland. According to historian Susan Barnard, the population of the Buckhead District in 1850 was 408 people with 68 heads of households listed in the Federal Census, which included 56 farmers, 8 laborers, a lawyer, a doctor, a blacksmith, and a carpenter. Meanwhile, Atlanta's population was 2,569.

During the Civil War, Federal forces marched through Buckhead in the summer of 1864 on their way to the Union Army's prized possession: Atlanta. According to a Georgia Historical Marker just southeast of the proposed district, "Howard's 4th A.C. (Federal), marching from Power's Ferry, encamped at Buckhead, July 18." In January 2013, Katy Bryant, a long-time resident of the district, recollected seeing mini-balls embedded in a historic tree that was cut down to make way for development along the south side of Piedmont Road, just

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north of Mathieson Drive, in the 1980s. There was undoubtedly fighting in the area of the proposed district during the Civil War.

After the Civil War, in February 1867, Captain James L. Mathieson (1829-1895) bought land lot 61, which included a farm along Peachtree Road, for \$2700.00 (Deed Book K, page 399). In 1948, Mathieson's son, Chief George Mathieson, was interviewed for an article in the *The North Side News*. This article provides the most extensive and vivid account of James L. Mathieson's life and how he arrived in Buckhead:

[Captain James L. Mathieson] was born in Scotland, and as he used to say, 'just happened to be living north of the line when the War Between the States broke out'. He became a captain in the 93rd Iowa cavalry. He was mustered out in Atlanta, and made supervisor of the Freedmen's Bureau, handling the rations for the war-torn, hungry people. He was a broad-minded, tolerant man, and got along with all sides. About this time, he met a young Atlanta woman, Frances Ward. The captain had suffered a great tragedy during the war. His wife had been burned to death following a kerosene explosion back in Iowa, and his two children were with the grandmother. After falling in love with Miss Ward and convincing her that Yankee soldiers could be good husbands, they were married and he made his one trip back to Iowa to get his children. In the meantime, he had bought a farm, sight unseen, out on Peachtree road.

Captain Mathieson's son George was born in 1878 in the house on the property, which was built of logs. In the 1948 article, George recalled that he often heard his mother recall the first trip she and Captain Mathieson made to the farm before they moved into the existing house there. According to her accounts, the doors of the house "had been removed and placed between saw horses, and were deeply stained with blood. The house had been a part of Sherman's quarters and the doors were removed to make operating tables during the Battle of Atlanta."

The Mathieson house that had been used by Union troops was the first of three Mathieson houses on the property, which continued to be a working farm until at least 1899. The 1880 Agricultural Census reports that James L. Mathieson (of the Buck Head District of Fulton County) owned 110 acres that were tilled (including fallow and grass in rotation); 8 acres of permanent meadows, pastures, orchards, or vineyards; and 92 acres of forested land. The total value of his farm, including land, fences, and buildings, was \$2025, which was substantial for the Buckhead district. He owned 2 pigs, 3 cows, and 40 chickens. His farm had 20 acres dedicated to corn, 12 acres to oats, and 40 acres to cotton.

An 1893 map of Fulton County (Kenan Research Center, Atlanta History Center) shows that J. L. Mathieson owned all of Land Lot 61 at the time. After J. L. Mathieson died, his land in Land Lot 61 north of Peachtree Road between the western lot line, the northern lot line, and Piedmont Road was eventually divided into seven lots and distributed among his heirs in 1911: Mrs. Fannie Mathieson, his wife; Elihu Mathieson and Elizabeth Walker, his children by his first wife; and George Mathieson, Mrs. Nellie Walters, Mrs. Annie L. Peavy, and Mrs. Daisy Hammett, his children by Fannie Mathieson (see plat book 3, page 99 and Deed Book 309, pages 64-70).

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In 1911, directly south of the proposed district, the second phase of the Peachtree View subdivision was ready for sale, just one year after the first phase was developed. According to an auction poster for the property, it consisted of 53 "shaded lots" fronting Peachtree Avenue, Lexie Street (now N. Fulton Drive), Grand View Avenue, and Lookout Place. The auction poster relates, "In all the Buckhead section this is your only opportunity to buy a lot of this size, as all the other property in this locality is cut into large lots and the price is beyond the reach of the average buyer. . . . When you get a chance to buy a lot within a stone's throw of land selling at \$75.00 per front foot and accessible to the best car service and the finest highway in the country, with huge sums of money being spent all around you for development of the very best kind, what is the answer? There is only one answer possible, and that is Buy—Buy—Buy all you can afford." This subdivision advertised the following benefits:

- It is only six miles from the center of Atlanta.
- It is only two miles from the city limits.
- It is only 1,200 feet from Peachtree Road where frontage is selling at from \$50.00 to \$75.00 per foot.
- It is only twenty-five minutes ride on the Buckhead car line from the center of Atlanta.
- It is two miles nearer to Broad and Marietta Streets than College Park.
- It is entirely out of reach of any contamination by sewerage.

The auction poster continues its sales pitch: "With Peachtree Road practically sold out to the County Line (9 miles), development must and is spreading out on each side." And, indeed, the Mathieson property, directly to the north, on the other side of Peachtree Road was developing at the same time. It was also directed at the "average buyer," unlike the contemporary subdivisions of Peachtree Heights Park (located along Peachtree Road to the south) and Brookhaven (located along Peachtree Road to the north), which were aimed at more affluent buyers.

The subdivision of property adjacent to Peachtree Road c.1910 was spurred, in part, by the extension of the trolley line along Peachtree Road to Buckhead in 1907 as well as the burgeoning mass production of the automobile around the same time. The trolley line was part of the Georgia Railway and Electric Company. The availability of convenient and efficient transportation made Buckhead, located 6 miles from downtown Atlanta, accessible to both upper and middle-class families. New Buckhead area residents were able to escape the confines, noise, and pollution of the city yet easily commute into Atlanta for employment. The transportation options made the pristine environment of Buckhead quite alluring.

George Mathieson acquired lot number 4 of his father's former property as part of his inheritance and purchased, with partners David W. Williams and Miss Ida Williams, lot 7 from his half-brother, Elihu Mathieson (book 331, page, 532). In 1911, George subdivided lot number 7, the part of the property between Mathieson Drive and the western lot line, into residential building lots. The plat (Book 6, pages 50-51) entitled Subdivision of Property of Mr. Geo. Mathison, indicates that the property was laid out by F. S. Tainter and Co., Engrs. F. S. Tainter was a renowned engineer with a practice based in Far Hills, N.J. and New York. He was also a partner in the engineering firm E.A. Stevens & Co. with Edwin Augustus Stevens. One of his most important

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works was the supervision of the development of Blairsden, a 550-acre site surrounding a home designed by Carrère and Hastings in Bernardsville, N.J. for C. Ledyard Blair. In 1910, Tainter was commissioned to survey the former Collier estate for the development of the Peachtree Heights Park neighborhood. This neighborhood is less than a mile south of the George Mathieson property he laid out along Mathieson Drive in 1911.

A deed record (book 326, page 231) indicates that in 1912, a new street (Mathieson Drive) was "dedicated to the use of the abutting property owners thereon and to the public as a highway and street which said street hereby dedicated runs from Peachtree Road to the north line of said land lot." Two large lots fronted Peachtree Road and twenty-six lots faced Mathieson Drive. A 1931 Sanborn Fire Insurance Map shows single-family dwellings lining the western side of Mathieson Drive north of the Peachtree Road Presbyterian Church, which had been built in 1926. They were primarily one-story, wood-framed houses; only one is shown as having 2 stories.

Although developed earlier, Mathieson Drive appears in the street and avenue guide of the Atlanta City Directory for the first time in 1920 (this is not unusual; most Buckhead area streets did not begin to appear in the directory until the 1920s). The residents listed included a meat cutter, salesman, machinist, barber, mechanic, teacher, and the captain of the county police (W.H. Cheshire). By 1930, the following professions were listed: reverend, salesman, auditor, cashier, superintendent, gardener, plumber, carpenter, clerk, contractor, and sales manager. In the 1925 directory, there is a listing for E. J. Grennor at 46 Mathieson. Grennor was a "pioneer landscape gardener" who had been in charge of the landscaping for Brookwood and "many of the larger and beautiful homes in and near this city," according to his obituary. Grennor's house is no longer extant—it would have been approximately where the Mathieson Exchange Lofts are today, which is just outside of the proposed district.

An 1872 map of Fulton County shows the County Alms House property encompassing all of Land Lot 62. The city's first almshouse was near the current site of Westview Cemetery in the western part of Atlanta, but it was destroyed during the Civil War. In 1869, the almshouse moved to what was then a rural site to the northeast of the intersection of today's Peachtree and Piedmont roads. All of Land Lot 62 had been acquired by Daniel Pittman, Ordinary of Fulton County, GA for "poor house purposes" (Deed Book M, page 435). There were just a handful of duplex buildings there at first and farmland where the inmates grew corn and vegetables. In 1885, the prominent architectural firm of Bruce and Morgan designed a new 2-story brick almshouse building for the site. It was located in the eastern half of land lot 62, on the eastern side of Piedmont Road (then known as Plasters Bridge Road), just outside of the proposed district. An 1893 map of Fulton County reveals that the almshouse property by that time not only consisted of all of land lot 62, but also the northeast quadrant of land lot 98. In 1900, the Buckhead District was still a sparsely populated area with only 236 heads of families, who worked primarily as farmers, farm laborers, blacksmiths, carpenters, and potters. Development along Peachtree Road in the Buckhead area just after the turn of the century, however, brought pressure to re-locate the almshouse further away from populated areas and in 1909, Fulton County built two new almshouses, one for whites and one for blacks, on what became West Wieuca Road in today's Chastain Park.

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A 1911 auction poster shows the former almshouse property in Land Lots 62 and 98 divided into building lots, including lot no. 26, which is part of the proposed district. The language on the auction poster for this land reveals the development attitude during the period when the proposed district first saw the subdivision of residential building lots (the George Mathieson property referred to above was also subdivided in 1911). The poster announces: "The lots are well elevated and from each of them there is a beautiful outlook over the surrounding country. Buckhead, a rapidly growing suburban village, is but half a mile away; the new Brookhaven Club is just to the North; all around it there have been or are being built the handsomest of Atlanta's homes. No residence section has had a more rapid growth; nowhere have property values advanced more rapidly. Within easy reach of the new [trolley] car line, these lots offer the most attractive building sites to be found anywhere around suburban Atlanta." (For clarification, at the time the name "Buckhead" referred specifically to the commercial node around the intersection of Peachtree, Roswell and West Paces Ferry roads.)

With increasing population, the Buckhead area saw the building of new businesses to serve area residents. The small commercial node at the intersection of Peachtree, Roswell, and West Paces Ferry roads began to expand. In 1917, Jacob's Drugstore, which became a famed gathering place for the community, opened at the apex of Peachtree and Roswell roads. In 1921, George P. Murray opened the first hardware store in Buckhead on the eastern side of Peachtree Road, just north of East Paces Ferry Road. According to a thesis written by Layne Keith Porter, by 1925, 24 retail establishments were located in Buckhead including 7 food/grocery stores, 3 drug stores, 5 automotive supply/service stations, 2 hardware/building material stores, 1 general store, 3 restaurants, and 3 undefined "other" establishments.

During this period of rapid growth, an *Atlanta Constitution* article from November 12, 1922 announced that the Collins Development Company had purchased three tracts of land totaling 17 acres on the northwest side of Peachtree Road. The two tracts in Land Lot 61 were purchased from Chief George Mathieson and the Mathieson estate. The tract in Land Lot 62 was purchased from Mr. F. E. Brownell, who had acquired the property from Fulton County in 1913 (Deed Book 364, page 315). The parcel acquired by Collins in 1922 was just part of lot no. 26 of the former almshouse property. Brownell sold additional portions of lot no. 26 on the eastern side of Mathieson Drive to Collins in 1923 and 1924.

According to the *Atlanta Constitution*, the Collins Development Company had purchased the 17 acres of land for \$50,000 and intended to expend \$15,000 on improvements, including "paved street, sidewalk, lights, water and sewerage." This development was an extension of the company's Shadow Lawn subdivision south of Peachtree Road to East Paces Ferry Road, which was purchased and laid out earlier in the year into 41 building lots. By November, 20 of these were already sold. The newspaper reported that the rapid sale of these lots made the purchase of the land north of Peachtree Road for the extension of the Shadow Lawn subdivision necessary.

In an October 26, 1924 *Atlanta Constitution* article, a Collins Development Company representative was quoted as saying, "We are planning to build upon the remaining lots in Shadow Lawn a series of houses, each of the same general type, but every one varying from its neighbor sufficiently to establish and preserve their individuality and relieve a sameness that would not be in accord with good taste." The representative further stated that the new house type planned by the company was "known as the English stucco house." He also

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noted each house would be designed with "gardens, out-houses, garages, foliage and shrubbery included, which will present opportunities for the architects to develop each home with individuality and distinctiveness of design." An advertisement in the *City Builder* informed potential buyers that lots ranged in price from \$1650 to \$6000. And homes already constructed ranged in price from \$10,000 to \$12,000 for a two-story brick home or \$5,000 to \$7,500 for brick or frame bungalows. An *Atlanta Constitution* article noted that the development company had signed a deal with the Georgia Railway and Power Company to install electric ranges, a new modern convenience, in each of the homes in the development. The low-end housing prices were on par with the contemporaneous Peachtree Highlands subdivision only .2 miles northeast of West Shadowlawn Avenue, nestled between Peachtree and Piedmont roads (see Peachtree Highlands-Peachtree Park Historic District nomination form). The average house there was constructed for about \$7,000. These neighborhoods offered much more economical housing prices than the exclusive Peachtree Heights Park neighborhood, just over a mile south on Peachtree Road. According to Lane Keith Porter's thesis, many of the estate homes in Peachtree Heights Park and along West Paces Ferry Road contained "well over 8,000 square feet and were originally constructed as costs upwards of \$70,000."

The West Shadowlawn Avenue subdivision was aimed primarily at middle class families. The 1930 city directory lists residents with the following professions: salesman; engraver; clerk; foreman; accountant; department manager; engineer; cashier; assistant postmaster; steelworker; treasurer; manager; teacher; mattress maker; and manufacturing agent. There are only a few residents with much more impressive positions: Clyde H. Wolf, the Vice President-Treasurer of Bayne Gibson Mortgage Company (3209 West Shadowlawn Avenue) and William C. Coart, President, Investment Sales Corporation (3221 West Shadowlawn Avenue).

The Collins Development Company imposed deed restrictions on the properties in the subdivision. It was reported in an *Atlanta Constitution* article from 1925 that the building restrictions required "that only the finest type of homes be erected and those purchasing sites in this subdivision are forever assured that nothing but the most elegant homes will be erected in that neighborhood." While some lots were purchased by buyers who then chose the home they wanted to build, spec homes were also built along West Shadowlawn Avenue by the development company. In the same article mentioned above, the head of the development company stated that one brick bungalow in the neighborhood had recently been sold, while another was being considered by a prospective buyer.

The subdivision used many characteristics of new suburban developments of the time period to attract residents away from the city center. An *Atlanta Constitution* article from May 17, 1925 conveyed the remarks of a Collins sales representative: "Shadow Lawn, as its name implies, has a great abundance of cool, grateful shade, its lawns are like velvet and every delight to be found in the country is to be enjoyed, combined with all the advantages of the most modern and luxurious city home." An *Atlanta Constitution* article from October 26, 1924 shows grainy photographs of the developing subdivision. One is dominated by the broad avenue of West Shadowlawn Avenue, flanked on each side by sidewalks and heavily forested land on each side. Another shows two modest houses with a screen of trees behind them and the retention of several trees in the front yards.

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The 1931 Sanborn map showing West Shadowlawn Avenue (AHC, vol. 6, page 675) shows that the street was nearly built out by this time. Most are houses are noted as "veneered," but a few are simply indicated as wood-framed buildings. All but one have detached auto garages at the rear of the properties. Only three of the building lots facing Peachtree Road and two of the lots facing West Shadowlawn Avenue are not developed. It should be noted, however, that the Sanborn map does not show the northernmost lots along the street, those in land lot 62. Fulton County tax assessor records indicate that five of the extant houses on West Shadowlawn Avenue were built in 1930. Then, home building halted abruptly because of the effects of the Depression. It would be eight years before there was a noticeable growth spurt; 11 of the extant houses along West Shadowlawn Avenue were built between 1938 and 1942. By the time the Sanborn map had been updated to 1941, two of the elongated lots fronting Peachtree Road had two-story apartment buildings on them.

Land Lot 98 had been conveyed by the State of Georgia after the 1821 land lottery to Nathaniel Smith. In 1831, Smith sold the land to John Merritt who held onto the land until his death. Henry Irby, the man who is considered the founder of Buckhead, acquired the land lot in its entirety for \$300 in 1859 from Merritt's estate. In 1877, Irby conveyed about 50 acres in the southeast corner of Land Lot 98 to his son-in-law Rial B. Hicks (the Alberta subdivision includes much of this land). Just two years later, Hicks conveyed the land to his mother-in-law, Sardis Irby, the widow of Henry Irby. In 1886, she conveyed 40 of those acres to F. M. Hutcheson. The 1893 Map of Fulton County indicates that "Hutchison" owned the southeast corner of Land Lot 98 at the time. He later sold the property to Frances E. Brownell in August of 1902 (Deed Book 14, p. 210). In 1904, there was a slight change in the boundary between his land and that of Fulton County to the north. The title of the plat (Deed Book 179, page 516) reveals the use of the land: "Plat showing change in boundary line between Fulton County Alms House Farm and F. E. Brownell farm." Brownell died in 1930 at his home fronting Rowell Road. His obituary stated that he was a "prominent retired real estate man" who had come from New England 25 years earlier to "invest in what he regarded the prosperous future of the south." In 1938, the Lanatta Trading Company, a corporation of the State of Florida, purchased 26 1/2 acres of property from the estate of Brownell's wife, Florence Haile Brownell, for development, including land in Land Lot 98 and Land Lot 62. Among the restrictions (effective through 1962) imposed by the deed and subsequent amendments were the following:

- (a) All lots in the tract shall be known, described and used solely as residential lots and no structure shall be erected on any residential building lot other than one detached single family dwelling not to exceed two stories in height and a one or two car garage.
- (b) No building shall be erected on any residential building lot nearer than 50 feet nor farther than 75 feet from the front line, nor nearer than 10 feet to any side lot line. The side line restriction shall not apply to a garage located on the rear one-quarter of a lot. . .
- (c) No residential lot shall be resubdivided into building plots having less than 12,300 square feet of area or a width of less than 62.7 feet each, nor shall any building be erected on any residential building plot having an area of less than 12,300 feet.
- (d) All lots in described tract are intended to be used solely by the white race, and no race or nationality other than those from whom the premises are intended, shall use or occupy any building on any lot, except that this

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covenant shall not prevent occupancy by domestic servants of a different race or nationality employed by an owner or tenant.

(g) No building shall be erected on any lot until the design and location thereof have been approved in writing by the Developer, or his/or their, successor in title, or committee elected by the majority of record owners of lots therein. In the event that said Developer or successor, or elected Committee, fails to approve or disapprove such design or location within 30 days after submission of written request, then such an approval will not be required provided the design and location are in harmony with existing structures and locations in the tract and do not violate any restrictive covenants. In any case either with or without the approval of the Developer no dwelling costing less than \$5,000 shall be permitted on any lot in the tract, and the ground floor square foot area thereof shall not be less than 1200 square feet in the case of a one story structure nor less than 1,000 square feet in the case of a one and one-half or two-story structure.

In 1939, the land along Alberta Drive, the western side of Mathieson in Land Lot 62, and land along the eastern side of Roswell Road in Land Lot 98, was subdivided by the Lanatta Trading Company into 44 lots by C. R. Roberts & Co., Engineers. Forrest and Frank Adair were named as the exclusive real estate agents for the subdivision. Frank Adair was the President of the Lanatta Trading Company. This land subdivision was contemporaneous with the beginning of renewed home building along West Shadowlawn Avenue.

In 1939, an advertisement in the Atlanta Constitution announced that the development "has all city conveniences including sewerage. The Buckhead trading center is less than a half mile away, and the development is surrounded by churches and schools all within walking distance. Served by a bus line on Alberta Drive, as well as the Peachtree Road street car lines." (AC, October 22, 1939)

In 1939, a new Guildway model home was designed and constructed by Boggs-L'Engle, local home builders, at 86 Alberta Drive (now 262 Alberta Drive; photograph 27). It was touted at the time as featuring the "Johns-Mansville principals of triple insulation" that would offer "a new standard of value for moderately priced homes here." (AC, October 22, 1939) In a Guildway home, modern materials and construction methods would combine to "resist the ravages of time and weather; would protect against destruction by fire; and would stand as a barrier to the passage of heat and cold." The following three characteristics of the Guildway model home were listed in the Atlanta Constitution:

1. Asbestos shingles on the roof and Steeltex-reinforced brick walls provide for fireproof exterior.
2. Rock Wool Home Insulation in walls and attic protects against winter cold and summer heat, and gives added protection against fire.
3. J. M. Steeltex Plaster Base retards the spread of inside fires and reduces plaster upkeep expense.

A January 5, 1941 listing of recent sales by Forrest Adair, Jr. reported homes on Alberta Drive selling for \$8750 and \$8500. By 1941, a Sanborn map of the street showed that seventeen homes, both wood-framed and veneered, had been built. By 1951, the Sanborn map shows only 8 vacant lots in the Alberta Drive subdivision. The 1950 Atlanta city directory provides an occupational profile of the residents along Alberta Drive: salesman; manager; distribution manager; account executive; watchmaker; office manager; contractor; photographer; account executive; an army serviceman; and an assistant construction engineer with the State

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Highway Department. The street also attracted seemingly more affluent residents: Cecil D. Adair, the Vice President of Irvindale Farms; Horace S. Collinsworth, Jr., the Vice President of Gramling & Collinsworth; C. Burcham Budd, an attorney with the Internal Revenue Service; and Robert C. Mathews, Jr., Assistant Vice-President of the Trust Company of Georgia.

A 1955 image from the Lane Brothers Collection at Georgia State University shows the streetscape of Alberta with broad lawns and mature trees. It is obvious from the photograph that effort was made to retain existing trees when the lots were developed. The lawns in front of each house link the lots together and the variety of trees growing at irregular intervals helped create a park-like setting along the street.

In 1945, heirs of the estate of J.L. Mathieson (George Mathieson, Mrs. Mildred Mathieson Timmons, Mrs. Annie L. Peavy and Mrs. Daisy Hammett) sold land on the east side of Mathieson Drive in Land Lot 61 to George P. Moore ([1884]-1953), who is identified in the 1940 Federal Census as a real estate broker. Deed Book 1572, page 111 describes the following restrictions, applicable for 30 years, to be used in the deeds to the George P. Moore Subdivision:

1. All lots in the tract shall be known as residential lots, and are to be used solely for residential purposes, and shall not be used for the purpose of a sanatorium, infirmary, hospital, or rest home, no apartment shall be erected thereon, and said lots shall not be used for the purpose of boarding or raising of dogs or other domestic pets.
2. Said lots shall not be subdivided, sold or leased in parcels, and not more than one residence shall be erected thereon.
3. All lots described in said tract are intended to be used solely by the white race, and no race or nationality other than the white race, shall use or occupy any of the lots or houses erected thereon. This does not apply to domestic servants while employed by owner or tenant.
4. No house shall be erected nearer to the street than that shown on the plat as the building line, which is sixty (60) feet. Nor nearer to the side lines than that provided by law.
5. No house to be erected on any of said lots to cost less than six thousand (\$6000.00) Dollars.

By 1951, the Sanborn Fire Insurance Maps also showed dramatic changes along Peachtree Road just outside the district. In 1945, Mathieson Place had been cut from Mathieson Drive to West Shadowlawn Avenue. The Peachtree Road United Methodist Church had been built fronting Peachtree Road. New commercial development is also evident fronting Peachtree Road, including a one-story strip shopping center, which still exists, just east of its intersection with Mathieson Drive. Just to the north, along the east side of Mathieson Drive, seven two-story apartment buildings had been built (these no longer exist—they were demolished for surface parking by Peachtree Road United Methodist Church).

During the 1950s, multi-family housing started to replace existing single-family building stock along the west side of Mathieson Drive. According to a 1958 building permit, the first phase of the 3210 Mathieson Drive apartment complex was owned by Ed Swims and built by day labor. According to a 1959 building permit, the apartment building at 3202 Mathieson Drive was developed by L. G. Boggs, Inc. Meanwhile, the 1959 building

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permit for the 3206 Mathieson Drive apartment building lists Marett Investment Company as the owner. The builder for both is listed simply as day labor.

The Mathieson House Apartments (3196 Mathieson Drive) was developed by Marett Investment Company. The building permit lists Sam Hodges, Sr. as the builder and Jack B. Brown as the architect. In 1965, noted landscape architect Edward L. Daugherty designed the front courtyard of the building. Sketches and a planting plan are on file at the Cherokee Garden Library at the Atlanta History Center. A concrete walk cuts directly from the sidewalk to the front entrance creating two areas of roughly the same size on each side. To the right, a small lawn was bordered by wintercreeper euonymous at the foundation of the building and on the northern border as well as a dogwood and red maples. To the left, a small lawn area was bordered on three sides by brick edging and then to the outside of that by lirioppe, zabel laurel, and Fraser's photinia, as well as an existing sweet gum tree. Unfortunately, the walkway configuration has been changed and little appears to remain of Daugherty's original plan.

Just outside the district, the 1965 Sanborn map for Mathieson Drive also shows a complex of multiple apartment buildings just north of what was once the Peachtree Road Presbyterian Church (then labeled the Mid-City Baptist Church). The modern Mathieson Exchange Lofts now stand in their place. By 1965, the Buckhead Plaza Apartments had been built upon the Roswell Road-facing lots of the Alberta Drive subdivision. The interior of the neighborhood, however, was stable during this period.

A 1960 Report by the City of Atlanta Planning Department on Buckhead called for the development of a new Buckhead Loop to solve traffic congestion on the major arteries of Peachtree, Piedmont, and Roswell roads. The new roadway would have sliced the Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District in half, basically cutting West Shadowlawn Avenue and the southern half of Mathieson Drive off from Alberta Drive and the northern half of Mathieson Drive. The Buckhead Loop proposal was bitterly opposed for years by neighborhood groups and never came to fruition.

In 2000, an *Atlanta Journal-Constitution* article reported that in the 1980s "the neighborhood was called the Buckhead Triangle, and its potential for commercial development was driven by the plan for the Buckhead Loop to cut through it." In 1984, the Peachtree-Piedmont shopping center was planned for a six-acre site to the east of West Shadowlawn Avenue and the city of Atlanta approved a site plan amendment for the new development that reduced the buffer strip behind the residences on West Shadowlawn from 70 feet to 45 feet. In a 1994 *Atlanta Journal-Constitution* article, the neighborhood association's president, Katy Bryant, recalled that also in 1984 a real estate speculator razed twelve houses at the northern end of Mathieson Drive. It was about ten years before new houses began to replace those that were torn down and then in 2000, townhomes were planned for part of the site to act as a buffer between the neighborhood and the Piedmont Road corridor.

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Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 36
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates
Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. **Latitude:** 33.842201

Longitude: -84.377781

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2. **Latitude:** 33.843046 **Longitude:** -84.374204
3. **Latitude:** 33.847040 **Longitude:** -84.376957
4. **Latitude:** 33.847320 **Longitude:** -84.382078

UTM References

(Place additional UTM references on a continuation sheet.)

1	_____	_____	_____	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the proposed district are delineated on the accompanying map. The boundaries include the extant historic resources of the 1911 Mathieson subdivision as well as multi-family residential redevelopment within the subdivision during the 1960s, the 1922 Collins Development Company subdivision, the 1939 Lanatta Trading Company subdivision, and the 1945 subdivision of George P. Moore.

The proposed district follows the rear property lines of the lots along the western side of Mathieson Drive from 3196 Mathieson Drive north to the properties along Alberta Drive, where the boundary line follows the rear property lines of those parcels west to Roswell Road. The boundary line runs along the western property lines of 191 and 190 Alberta Drive and then follows the rear property lines of those lots along the northern side of Alberta Drive east to Alberta Terrace. The boundary then follows the western side of Alberta Terrace south to Alberta Drive, and then runs east to the rear property line of 3340 Mathieson Drive. It follows the rear property lines of the parcels along the western side of Mathieson Drive north to 3360 Mathieson Drive and runs along the northern side of this lot to Mathieson Drive. The boundary line crosses Mathieson Drive and runs along the rear lot line of the parcels along the eastern side of West Shadowlawn Avenue south to the church parking lot. The boundary line crosses West Shadowlawn Avenue and runs along the southern lot line of 3210 West Shadowlawn Avenue. It then follows the rear lot lines of the properties along the western side of the street north to 3254 West Shadowlawn Avenue, and runs west along this parcel's southern line to 3251 Mathieson Drive. The boundary line then continues south along the rear of the lots fronting Mathieson Drive to 3233 Mathieson Drive, then along the southern side of this property and across Mathieson Drive to connect with the boundary line along the southern lot line of 3196 Mathieson Drive.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the proposed district include the extant historic resources platted as the 1911 Mathieson subdivision, the 1922 Collins Development Company subdivision, the 1939 Lanatta Trading Company subdivision, and the 1945 subdivision of George P. Moore. This includes property along Alberta Drive, Mathieson Drive, and West Shadowlawn Avenue. Contiguous parcels along the south end of the 1911

Alberta Drive-Mathieson Drive-West
Shadowlawn Avenue Historic District
Name of Property

Fulton County, Georgia
County and State

Mathieson subdivision that were redeveloped within the period of significance are also included in the proposed district.

The proposed residential district is bordered by new commercial and institutional development and associated parking lots along Peachtree and Roswell roads as well as at the rear of the properties along the eastern side of West Shadowlawn Avenue. Largely new residential construction borders the proposed district at the north end of Mathieson Drive and along Alberta Terrace. The northern part of Mathieson Drive was originally part of a 1924 subdivision named Northwood Hills. The neighborhood has been almost entirely redeveloped- today, only two of the original 21 houses of Northwood Hills remain (3363 Mathieson Drive (built in 1938) and 3365 Mathieson Drive (built in 1940)). These have not been included in the district boundaries because only one of the two presently retains sufficient architectural integrity to be considered contributing to a historic district, and the historic subdivision with which these two parcels were associated retains no integrity.

11. Form Prepared By

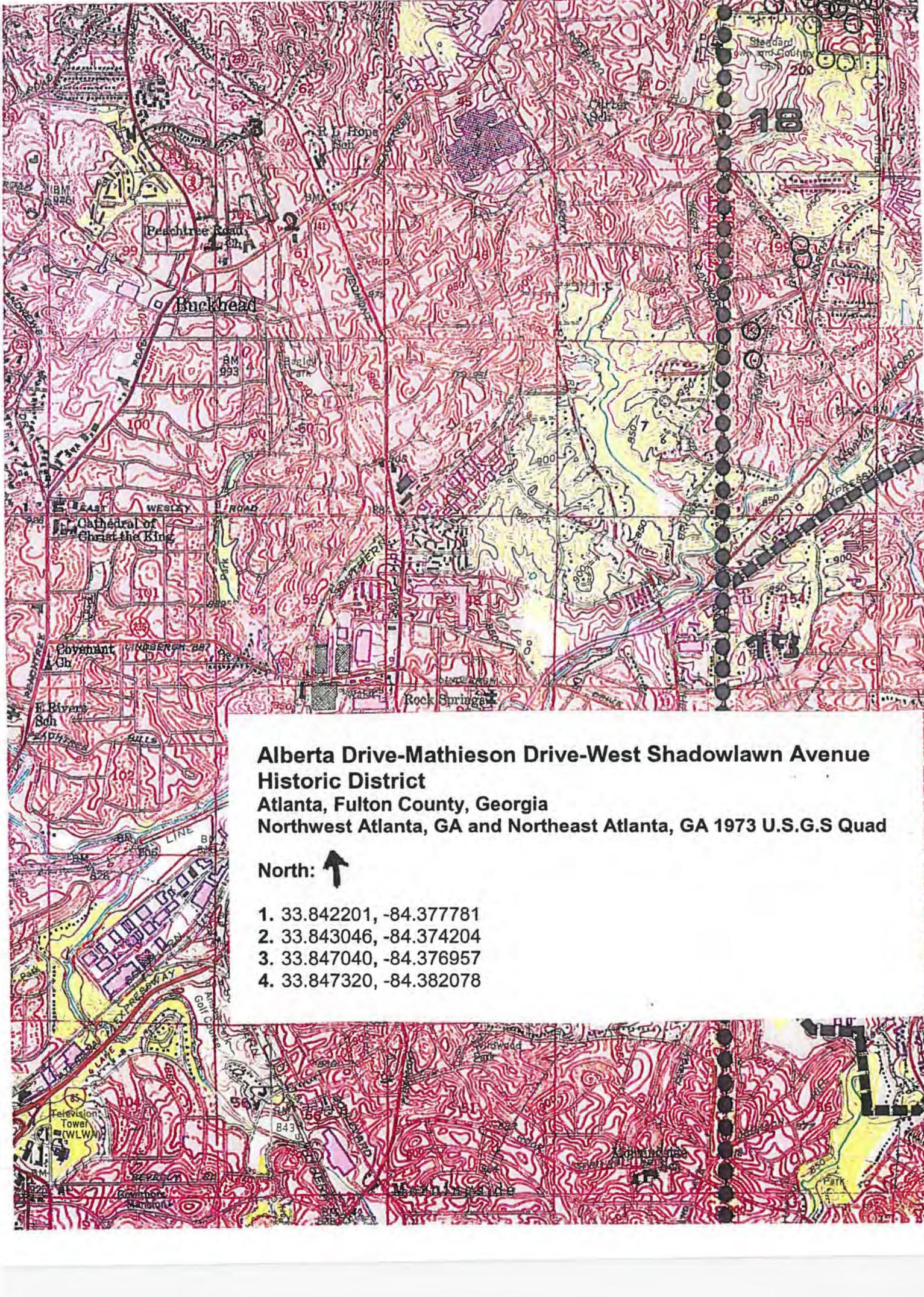
name/title Stephanie L. Cherry- Farmer, Survey and National Register Program Manager
organization Historic Preservation Division, GA Dept. of Natural Resources date October 2014
street & number 254 Washington Street, Ground Level telephone (404) 656-2840
city or town Atlanta state GA zip code 30334
e-mail stephanie.cherry-farmer@dnr.state.ga.us

name/title Erica Danylchak, consultant
organization N/A date March 2013
street & number 198 Ponce de Leon Avenue, Unit A-6 telephone (404) 429-1605
city or town Atlanta state GA zip code 30308
e-mail edanylchak@yahoo.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



**Alberta Drive-Mathieson Drive-West Shadowlawn Avenue
Historic District
Atlanta, Fulton County, Georgia
Northwest Atlanta, GA and Northeast Atlanta, GA 1973 U.S.G.S Quad**

North: ↑

1. 33.842201, -84.377781
2. 33.843046, -84.374204
3. 33.847040, -84.376957
4. 33.847320, -84.382078

BUCKHEAD FOREST

North Buckhead

Buckhead Forest

Buckhead

Alberta Drive-Mathieson Drive-West Shadowlawn Avenue
Historic District
Atlanta, Fulton County, Georgia
National Register Map
National Register Boundary:
Scale: 1 inch=200 feet
Contributing property: ●
Noncontributing property: ⊗
Historically vacant property: ⊕
Photograph/Direction of view: #

0 200 400 Feet



Author: Alex Wilkerson, 2011
City of Atlanta
Department of Planning and Community Development



Alberta Drive-Mathieson Drive-West
Shadowlawn Avenue Historic District
Name of Property

Fulton County, Georgia
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District

City or Vicinity: Atlanta

County: Fulton

State: Georgia

Photographer: Charlie Miller, Historic Preservation Division, Georgia Dept. of Natural Resources

Date Photographed: October 29, 2013

Description of Photograph(s) and number:

- 1 of 22: 3196 Mathieson Drive; photographer facing west
- 2 of 22: 3202-3206 Mathieson Drive; photographer facing northwest
- 3 of 22: 3340-3356 Mathieson Drive; photographer facing north
- 4 of 22: 277-291 Alberta Drive; photographer facing southwest
- 5 of 22: 291 Alberta Drive; photographer facing south
- 6 of 22: 277-291 Alberta Drive; photographer facing south
- 7 of 22: 274-280 Alberta Drive; photographer facing north
- 8 of 22: 261 Alberta Drive; photographer facing south
- 9 of 22: 262 Alberta Drive; photographer facing north
- 10 of 22: 214-234 Alberta Drive; photographer facing northwest
- 11 of 22: 3312 West Shadowlawn Avenue; photographer facing west
- 12 of 22: 3311 West Shadowlawn Avenue; photographer facing northeast
- 13 of 22: 3290 West Shadowlawn Avenue; photographer facing west
- 14 of 22: 3276 West Shadowlawn Avenue; photographer facing west
- 15 of 22: 3272-3276 West Shadowlawn Avenue; photographer facing northwest
- 16 of 22: West side of West Shadowlawn Avenue south of 3242; photographer facing southwest
- 17 of 22: 3221-3227 West Shadowlawn Avenue; photographer facing east
- 18 of 22: 3216 West Shadowlawn Avenue; photographer facing west
- 19 of 22: 3210-3222 West Shadowlawn Avenue; photographer facing northwest
- 20 of 22: 3236-3250 Mathieson Drive; photographer facing northwest
- 21 of 22: 215 Alberta Drive; photographer facing southeast
- 22 of 22: Median and entrance to district, Alberta Drive at Roswell Road; photographer facing east

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.









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FOREST

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Alberta Drive--Mathieson Drive--West Shadowlawn Avenue Histo
NAME: ric District

MULTIPLE
NAME:

STATE & COUNTY: GEORGIA, Fulton

DATE RECEIVED: 12/12/14 DATE OF PENDING LIST: 1/21/15
DATE OF 16TH DAY: 2/05/15 DATE OF 45TH DAY: 1/27/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001208

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 1-27-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

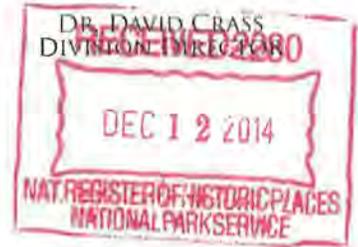


HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

December 9, 2014

J. Paul Loether
National Park Service
National Register of Historic Places
1201 "I" (Eye) Street, N.W. 8th floor
Washington, D.C. 20005



Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the **Alberta Drive-Mathieson Drive-West Shadowlawn Avenue Historic District, Fulton County, Georgia** to the National Register of Historic Places.

- Disk of National Register of Historic Places nomination form and maps as a pdf
- Disk with digital photo images
- Physical signature page
- Original USGS topographic map(s)
- Sketch map(s)/attachment(s)
- Correspondence
- Other:

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do _____ do not _____ constitute a majority of property owners.
- Special considerations:

Sincerely,

Lynn Speno
National Register Specialist

Enclosures