GEORGIA
DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
ACTING DIVISION DIRECTOR

ANNOUNCEMENT OF LISTING
IN THE NATIONAL REGISTER OF HISTORIC PLACES

Dave Crass, Acting Division Director and State Archeologist, is pleased to announce that the property identified below was listed in the National Register of Historic Places on the date indicated:

Kirkwood Historic District

DeKalb County

September 24, 2009

We hope that the recognition of the architectural and historical significance of this property, combined with the benefits of National Register listing, will assist in the preservation of the property. Additional information on preservation programs is available from our office.

Thank you for your interest in historic preservation.

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NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

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

1. Name of Property

historic name Kirkwood Historic District
other names/site number N/A

2. Location

street & number Roughly bounded by Memorial Dr., Montgomery St., Hosea Williams Dr., Rogers St., CSX RR line, and Decatur city limits.
city, town Atlanta ( ) **vicinity of**
county DeKalb **code** GA 089
state Georgia **code** GA **zip code** 30317

( ) **not for publication**

3. Classification

Ownership of Property:

(x) **private**
(x) **public-local**
(x) **public-state**
( ) **public-federal**

Category of Property:

( ) **building(s)**
(x) **district**
( ) **site**
( ) **structure**
( ) **object**

Number of Resources within Property:	Contributing	Noncontributing
buildings	1788	569
sites	3	1
structures	1	2
objects	0	0
total	1792	572

Contributing resources previously listed in the National Register: 4 buildings
Name of previous listing: Kirkwood School (listed 9/19/2002)
Name of related multiple property listing: N/A

4. State/Federal Agency Certification

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

Richard Cowan 8-5-09

Signature of certifying official Date

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

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

Signature of commenting or other official Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

( ) entered in the National Register

( ) determined eligible for the National Register

( ) determined not eligible for the National Register

( ) removed from the National Register

( ) other, explain:

( ) see continuation sheet

Keeper of the National Register Date

6. Function or Use

Historic Functions:

DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: restaurant
SOCIAL: meeting hall
GOVERNMENT: post office
EDUCATION: school
EDUCATION: library
RELIGION: religious facility
FUNERARY: cemetery
LANDSCAPE: park
INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
TRANSPORTATION: rail-related

Current Functions:

DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: restaurant
GOVERNMENT: fire station
GOVERNMENT: post office
EDUCATION: school
RELIGION: religious facility
FUNERARY: cemetery
LANDSCAPE: park
LANDSCAPE: sports facility
TRANSPORTATION: rail-related

7. Description

Architectural Classification:

LATE VICTORIAN: Queen Anne
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Classical Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Tudor Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Mission/Spanish Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
MODERN MOVEMENT: Moderne
OTHER: Folk Victorian
OTHER: Central Hallway
OTHER: Georgian Cottage

OTHER: Gabled Wing Cottage
OTHER: Queen Anne Cottage
OTHER: New South Cottage
OTHER: Pyramid Cottage
OTHER: English Cottage
OTHER: American Small House
OTHER: Ranch House
OTHER: I-House
OTHER: Georgian House
OTHER: Queen Anne House
OTHER: American Foursquare

Materials:

foundation	BRICK
	CONCRETE
walls	WOOD: weatherboard
	BRICK
	ASBESTOS
roof	ASPHALT
	METAL
other	N/A

Description of present and historic physical appearance:

SUMMARY DESCRIPTION

The Kirkwood Historic District is a large and diverse neighborhood of single-family homes, apartments, commercial buildings, schools, churches, gas stations, industrial buildings, and parks that lies on the eastern fringes of the city of Atlanta. Its historic resources reflect the evolution from rural area to independent city to Atlanta streetcar (and later automobile) suburb. Its terrain includes a combination of rolling hills and flat land with many mature trees. Most blocks are laid out in a north-south and east-west gridiron pattern, interrupted by the curving path of the former trolley line along Woodbine Avenue and Oakview Road. Another streetcar line followed the curve of the railroad on the north. Block sizes and lot sizes vary in different sections of the neighborhood, as do setbacks and road widths. Former industrial compounds, such as the Pratt-Pullman Yards (c.1906, 1926) and the Southern Ice and Fuel Company (c.1924), are located along the railroad. The primary commercial node is centered along Hosea Williams Drive (formerly Boulevard Drive) and Oakview Road, corresponding to the location of major through-streets and the former trolley line. Most commercial buildings are one or two stories in height with brick veneer, some attached and some detached. House types include examples of many forms and sizes popular in Georgia between the 1870s and 1960s. Bungalows from the 1920s and American Small Houses from the 1940s are two of the more prevalent types. Stylistic influences also vary widely, ranging from Queen Anne to Craftsman to English Vernacular (Tudor) Revival and many others. Community landmarks include

the Kirkwood School (1906, 1922), the Fleming General Store (c.1924), the former Masonic Lodge (c.1924), the former Kirkwood Branch Library (1925), the Pentecostal Church of God (1925), Turner Monumental AME Church (c.1930-1950), and the Eastwood Station Post Office (1963). The largest park, which has been partially altered with modern recreational facilities, is Bessie Branham Park. Some blocks in Kirkwood have seen recent new construction and alterations, but the overall integrity remains good.

DETAILED DESCRIPTION

The natural terrain of the Kirkwood Historic District includes a combination of rolling hills and flat land, typical of the Piedmont region of the Southeast. A steep ditch and stream run along the east side of Rocky Ford Road, behind the houses. Several factors contributed to the pattern of development within the district. First, the Georgia Railroad (now CSX) runs through the northern portion of the district, along DeKalb Avenue and College Avenue, which was once the primary stagecoach road from Atlanta to Decatur (photographs 123, 130, and 131). The curvilinear shape of the railroad's path impacts the street pattern and also largely divides the neighborhood from areas to the north. The area south of the railroad constitutes the Kirkwood Historic District, and the smaller area north of the tracks was once known as North Kirkwood and is now part of the Lake Claire neighborhood. The railroad also impacted the development of the neighborhood by encouraging industrial development along the railroad tracks. The Southern Ice and Fuel Company, later the Atlanta Ice & Coal Company, (photograph 98) and the Pratt-Pullman Yards (photographs 89, 99, and 100) were two major industrial companies that operated in Kirkwood because the area provided access to a major railroad line and to a large workforce.

The development pattern of Kirkwood is typical for streetcar suburbs. Kirkwood had two streetcar lines, with initial suburban development occurring around these corridors. The South Decatur line of the Metropolitan Street Railroad Company opened in 1891 and ran along Woodbine Avenue, Boulevard Drive (now Hosea Williams), and Oakview Road. The grassy medians and gently curving layout of these roads are a result of their role as streetcar lines (photographs 2 and 3). The second streetcar route, built in 1893, followed the Georgia Railroad and DeKalb Avenue to Decatur. This North Decatur line had three stops in Kirkwood, including the Hayes/Pullman Station near Rogers Street and the Pratt-Pullman Yard; the Kirkwood Station near the intersection of Howard Street and DeKalb Avenue; and the Sisson Station, north of Sisson and Leland Terrace.

The primary commercial node of the district is located along Hosea Williams (formerly Boulevard) Drive, near the intersection of Oakview Road, which historically carried a trolley line (photographs 39 through 45). Governmental and social buildings are also located in this area, such as the Kirkwood Fire Station (recently demolished) and the Zone 6 Precinct of the Atlanta Police Department (formerly the Masonic Lodge). Many of the oldest houses within the district are located between this commercial area and the railroad to the north. Houses built during the major period of development, the 1920s, expand outward from this core area on a grid plan, except where pre-existing curvilinear streets or land parcels created irregular subdivisions.

Finally, the pattern of development within the district also reflects that the area is the product of numerous small-scale developers. Inconsistencies in the lot size and pattern exist in the district. Although most residential lots are 50 feet by 100 feet, there are several areas where the lot sizes and shapes are irregular, in order to conform to curvilinear streets, such as Oakview Road (photographs 57 and 58) and Woodbine Avenue. Other irregular lots demonstrate the subdivision of pre-existing parcels. Similarly, houses have differing setbacks from street to street, and the roads have widely varying widths. Several prominent real estate developers participated in the suburbanization of Kirkwood, such as Forrest and George Adair, who were subdividing parcels in the area in 1907.

Although many of the streets in the neighborhood are wide, these roads tend to run north/south through the district, while the cross streets are often far narrower (with the exception of Hosea Williams Drive). The primary street that runs east/west and serves as the commercial nexus of the district is Hosea Williams Drive, formerly Boulevard Drive (photographs 40, 51, 86, 87, and 133). Other major connecting streets run north/south, reflecting that most traffic was running between the two trolley lines and commercial or industrial nodes located along Boulevard Drive or the Georgia Railroad/DeKalb Avenue corridor. Short cross-streets provide east/west access through the neighborhood.

The landscape of Kirkwood reflects the late-19th- and early-20th-century development of the neighborhood. Most properties have small, grassy front yards with mature trees for shade and other informal plantings (photograph 8). Retaining walls are used on some properties (photographs 16 and 26), but the topography does not require their frequent use. Most retaining walls are constructed of concrete, but some brick or stone walls also exist. The streetscape varies in different parts of the neighborhood. Most streets have sidewalks, and the historic hexagonal pavers are sometimes still evident (photograph 97). However, some sections of the neighborhood, especially those further from the core area, do not have sidewalks. Many streets also have the granite curbing that is prevalent in early-20th -century Atlanta suburbs (photographs 18 and 84). Between Oakview Road and Hosea Williams Drive, several streets are curbed with a succession of small granite pieces, rather than long sections. Howard Street has a notable collection of large water oaks, maples, and red oaks along the roadway, and wide Hosea Williams Drive also has a collection of mature hardwoods.

Kirkwood includes three parks. The major park within the neighborhood is Bessie Branham Park (photographs 28 and 29). This park retains its historic use as a public recreational space, although much of the landscape has been covered with modern recreational facilities, such as a gymnasium, a playground, tennis courts, and basketball courts. Historic plantings and the historic stone gate remain, and the park remains a focal point within the neighborhood, as well as a gathering place. Gilliam Park is a small greenspace located on the north side of Wade Avenue (photograph 67). As the South Decatur trolley line, which ran along Woodbine Avenue and Oakview Road, turned towards the south at Wade Avenue, a slow bend was required to accommodate the trolley cars. Gilliam Park is located within the extra land required for this bend in the line. It contains large trees, and is a passive park with no recreational facilities. Coan Park is the one noncontributing park, due to its modern sports fields and lack of any historic features (photograph 79).

The Clay Family Cemetery (photograph 66) was established in the second half of the 19th century, or possibly earlier since it is associated with one of the first families to settle in the Kirkwood area. The site is located on the parcel just north of 30 Clifton Street between Wade Avenue and Hosea Williams Drive. The lot measures 184 by 113 feet and is on the western side of Clifton Street. The site features mature hardwoods with moderate understory and overgrown plant varieties (English ivy, yucca, etc.) often associated with historic cemeteries.

An inventory of visible grave markers, conducted in November of 2005, documented a total of 31 accessible tombstones. In addition to visible markers, there is potential for several graves that are either unmarked or are marked with an undressed fieldstone. The names cataloged in the 2005 survey are in the following table. Documentation from the 1930s and 1940s found in Franklin M. Garrett's Atlanta Necrology also lists graves for Jesse and Green Clay in the cemetery. The cemetery could potentially possess a total of 45 to 60 graves.

Name	Birth	Death
Jennie Hammond Clay	1/10/1862	4/20/1920
John W. Clay	5/4/1861	9/20/1928
Nannie Lou Clay (Howard)	1/19/1896	9/23/1921
Ernest Howard	Obscure	Obscure
Florine Clay	11/24/1878	3/16/1879
Alex Clay	10/9/1884	7/23/1886
Arthur Clay	Obscure	10/9/1883
Talmadge Clay	Obscure	7/4/1899
Little Powell Wesley Clay	7/11/1891	6/26/1892
John F. Hammond	3/28/1854	2/21/1915
Sallie T. Hammond	9/26/1873	2/8/1925
Ruth Hammond	5/15/1901	8/16/1916
Sadie Hammond	7/6/1897	12/25/1900
Matilda Hammond	Obscure	Obscure
Tom Hammond	?/?/1873	?/?/1894
Ester Hammond	Obscure	Obscure
Margaret Hammond (Dunn)	2/27/1854	8/8/1921
Jesse L. Dunn	?/?/1851	12/20/1901
Gertie Dunn	6/8/1878	1/3/1899
John Wesley Dunn	8/8/1883	2/11/1912
Ruth (Dunn)	Obscure	Obscure
J.T. Orr	?/?/1887	?/?/1915
Carl Thomas Orr	2/24/1906	4/11/1928
(Obscured) Marston	10/12/1904	7/27/1907

Name	Birth	Death
Lila Lee Marston	9/24/1904	5/29/1905
Florarinda Parker	5/2/1849	10/9/1909
Thomas Parker	4/30/1845	3/27/1921
Maggie Belle (Felton)	9/5/1887	1/24/1915
J.A. Felton	Unknown	Unknown
Claudia Elise Wood	8/8/1891	1/3/1915
Earnest Howard Wood	1/1/1915	1/1/1915

At the close of the Civil War, the Clay family possessed an expansive dairy farm that encompassed much of what would become the southwestern quadrant of Kirkwood. The Clay family, specifically Green Clay, was a noteworthy real estate speculator during Kirkwood's expansion in the first decades of the 20th century. The Clay Family Cemetery represents the last extant property associated with the family and the only remaining resource directly associated with individuals instrumental in the naissance of Kirkwood as it became a modern streetcar suburb.

The vast majority of the district was developed during the early 20th century, but some distinct areas show evidence that they remained undeveloped during this initial building boom. Areas such as Watson Circle (photograph 14) in the southeastern section of the district, and Alder Court (photograph 81) in the southwestern section, consist almost entirely of American Small Houses, indicating that the areas did not develop until after World War II. The placement of post-war houses in the district indicates that Kirkwood continued to grow outward from its core area, gradually connecting to other nearby districts, such as Edgewood and East Lake. After this early post-war construction, Kirkwood experienced little new construction since most of the neighborhood was already developed. Recent construction either fills in vacant lots or develops areas that were previously too steep or difficult to build upon.

Most contributing properties in the district are residential. Kirkwood includes numerous representative examples of house types and styles that were popular in Georgia from the late 19th to the mid-20th centuries. As documented in *Georgia's Living Places: Historic Houses in Their Landscaped Settings*, a house "type" refers to the overall form (the outline or "envelope") of the main or original part of the house and the general layout of the interior rooms. This includes the floor plan and the height. In contrast, a "style" relates primarily to the external ornament or decoration of a house and also to the aesthetic qualities of its overall form. Houses belonging to the same type may exhibit different styles, and the same architectural style may appear on different house types. Many houses in Georgia have little or no architectural style and are characterized only by their type.

The neighborhood of Kirkwood has a diverse housing stock representative of the various periods of growth that occurred during its period of significance. Extant buildings remain from Kirkwood's early period, both before and during its incorporation as a city at the turn of the 20th century. However, the most common house types within the historic district are Bungalows and American Small Houses from the early to mid-20th century. Ranch houses begin to appear around 1950. Others that are

represented from earlier periods include the I-House, Central Hallway, Georgian Cottage, Georgian House, Gabled Wing Cottage, Folk Victorian, Queen Anne Cottage, Queen Anne House, New South Cottage, Pyramid Cottage, English Cottage, and American Foursquare. Residential styles represented in the district include Queen Anne, Colonial Revival, Neoclassical Revival, Craftsman, English Vernacular (Tudor) Revival, and Spanish Colonial Revival (relatively rare).

The earliest extant buildings, dating to the late 19th century, can be found in the blocks between Warren Street and Norwood Avenue adjacent to the railroad. Early house types in Kirkwood include the I-House, which is one room deep and two stories tall with two rooms on each floor. Roofs can be hipped or gabled. I-Houses are usually wood-framed buildings with weatherboard siding. Windows are usually sash types, symmetrically placed across the front façade. An 1870s example of this house type can be found on the north end of Howard Street.

Also prevalent during the late 19th century were the two-story Queen Anne House and the one-story Queen Anne Cottage. Both are comprised of a central-mass building with gabled projections on the front and side. Homes of the Queen Anne type are asymmetrical in arrangement, and no central hallway is present. They were most popular as middle-class housing in both urban and rural areas in the 1880s and 1890s. Roofs are generally hipped or pyramidal, and chimneys are generally placed within the roofline. Queen Anne houses in the neighborhood feature wood detailing, and while most still have their wood siding, others have been recently clad in newer synthetic siding. One-story and two-story examples can be seen in photographs 74 and 36.

The Georgian Cottage was one of the most popular and long-lived house types between 1850 and 1890 and also well into the 20th century. The plan of this type of cottage is rectangular with a central hallway with two rooms on either side. The roof can be gabled or hipped, with chimneys located on the exterior or interior between each pair of rooms. There are only a few examples in Kirkwood. Typically less numerous than the one-story Georgian Cottage, the two-story Georgian House was nevertheless a popular house type in Georgia. It was typically built in more affluent neighborhoods. An example is seen in photograph 57.

The Central Hallway Cottage is one story, and features a symmetrical plan that is only one room deep. This house type was popular throughout Georgia in the 19th century and into the early 20th century. It was sometimes expanded with rear and side additions. Kirkwood has only a few examples, such as the house on the left in photograph 105.

The Gabled Wing Cottage (or Gabled Ell) was popular in both rural and urban areas of Georgia and is found within both modest and more affluent neighborhoods. Its greatest popularity was from 1875 to 1915. It can be "T" or "L"-shaped. It consists of a front-facing gabled section with a wing that is set back and perpendicular to the other section. An example of a Gabled Wing Cottage can be found at 204 Howard Street.

The New South Cottage house type was a popular middle- and upper-middle class residence between the 1890s and 1920s. It is similar to the Queen Anne Cottage in that it has at least one forward projection, but the main difference is its emphasis on symmetry and its central hallway plan

flanked by a pair of rooms. An example of a New South Cottage in Kirkwood can be found at 259 Murray Hill Drive. An example on Douglas Street can be seen in photograph 18 on the left.

The American Foursquare house type was constructed in the early 20th century in towns and cities in Georgia. The form of the house is a cubical main mass capped by a hipped or pyramidal roof with four principal rooms on each floor. An example can be seen in photograph 128 on the left.

The Bungalow was popular in rural areas, towns, and cities in Georgia during the early 20th century. It is divided into four subtypes based on roof form and orientation (front gable, side gable, hipped or cross gable). The forms are long and low with irregular floor plans. Bungalows often feature elements of the Craftsman style, including brackets, exposed rafter tails, and pier-based porch supports. Large front porches are a typical element in the South. There was a strong nationwide demand for small inexpensive houses, and Bungalows fit the bill nicely. This was one of the most common house types in Kirkwood. Most Kirkwood examples date to the 1920s and 1930s, as the area saw major growth after incorporation by the city of Atlanta in 1922. Residential growth moved away from streetcar lines. Blocks around Bessie Branham Park have many good examples of Bungalows. Others can be seen in photographs 5, 16, and 50.

The American Small House (identified as Minimal Traditional by some architectural historians) was built from the 1930s through the mid-1950s in larger cities, small towns, and rural areas in Georgia. It is a simple, compact, economical house with a basic rectangular form. Usually this house type features a moderately pitched side-gabled roof. The house had its roots in federal housing efforts initiated in the 1930s, and was mass-produced after World War II. There are many examples in Kirkwood, with entire streets (such as Alder Court, Sisson Avenue and Wisteria Way) developed simultaneously with standardized forms and materials, sometimes in slightly different configurations. Some have Colonial Revival detailing, and others have almost no stylistic elements. Examples on Sisson Avenue can be seen in photograph 119.

The Ranch House became popular in the 1950s and 1960s in Kirkwood. Many served as infill because most parcels had already been developed by the 1950s. However, some streets, like Woodbine Court and the north part of Martha Avenue (photograph 116), were developed primarily with early Ranch houses dating to the 1950s. The first Ranch houses in Kirkwood are often rectangular in plan and feature a hipped roof. These long, one-story framed houses are comprised of lumber of standard dimensions. Some ranches from this period are oriented with a narrow gabled side toward the road and the long edge of the house running perpendicular with the street. However, most were oriented with the long axis parallel with the street, featuring a carport and/or garage at one end and bedrooms organized around a hallway on the opposite end. These Ranches are mostly comprised of brick veneer walls and often feature a three-part picture window in the front façade. Later Ranch houses were more expansive than the models of the 1950s. These sometimes possessed a partial front porch oriented in the center of the façade and generally offered more interior square footage than earlier Ranches. Carports or garages were generally attached and could be found to the side, but when the topography of a parcel could allow, the garage was tucked under one end of the house.

Residential architectural styles are documented in *Georgia's Living Places: Historic Houses in Their Landscaped Settings*, a statewide context. The Queen Anne style was Georgia's most popular late 19th-century style. It features complex roof and wall shapes, an asymmetrical façade, and a variety of textures, materials, and detailing. Kirkwood has numerous examples including those in photographs 36 and 74. Folk Victorian houses were also built across Georgia from the 1870s to the 1910s. The houses usually feature simple forms with porches with spindle work detailing, jig-sawn trim, and gable decoration. There are a few examples in Kirkwood, including the Gabled Wing Cottage at 204 Howard Street.

Kirkwood has a couple of good examples of the Neoclassical Revival style, which was popular in Georgia from the 1890s through the 1930s. The most common feature is a dominant full-height front portico with classical columns. An example can be seen in photograph 47.

The Colonial Revival style was popular in Georgia for a very long period from roughly the 1890s through the 1950s. Common features of the style include a symmetrical façade, entry portico supported by classical columns, and double-hung sash windows. The English Vernacular (Tudor) Revival style was also common in Georgia in the early 20th century. It is characterized by steeply pitched gable roofs, applied half-timbering, masonry walls, a variety of materials, and tall, narrow windows. Kirkwood has a few examples of both of these styles.

The most popular style in Georgia in the early 20th century was the Craftsman style. Houses of this style were built across the state in rural, small town, and urban settings from the 1910s through the 1930s. Features of the Craftsman style include the use of a variety of materials, low-pitched roofs that can be gabled or hipped, wide eave overhangs, exposed rafter tails, and porches with short square columns on heavy masonry piers. Craftsman-style elements are often found on Bungalow house types. Many good examples of the style are located in the district, as can be seen in photographs 8, 16, and 126. Some of the new residential construction in Kirkwood uses elements of the Craftsman style. Many are difficult to distinguish from historic houses, and others are more obviously new, such as the house on the right in photograph 107.

Non-residential architecture in Kirkwood consists of mostly small commercial buildings and two industrial sites. Commercial buildings from the turn of the 20th century can be found adjacent to the railroad. They are typically two to four stories high with flat or sloped roofs, and are built either as single units standing alone or as multiple units with party walls. The building at 260 Howard Street and the associated ice house on Locust Street represent some of the earliest commercial buildings. The Cassels Building is a retail and office building, which is a common configuration for the period between the 1880s and 1930s. It is characterized by a combination of retail space on the street level and rental office space above. Other commercial buildings from the early 20th century are located where Hosea Williams Drive and Oakview Road come together. These can be seen in photographs 39, 40, and 43.

Other non-residential buildings in Kirkwood are community landmarks, which are described individually in the following paragraphs. The Kirkwood School is located on about three acres at 138 Kirkwood Road (photograph 31). The complex includes the first school building (1906), the main

school building (1922) with additions built in 1924 and 1928, a cafeteria building (1950), and a library building (1964) with an unusual modern butterfly roof. The Kirkwood School was converted to loft apartments in the late 1990s and listed in the National Register in 2002.

The Eastwood Station Post Office (photograph 135), located at 1926 Hosea Williams Drive, was constructed in 1963. The International Style building is wood-framed with a veneer of beige roman bricks. The building has large, fixed aluminum-framed windows. A flat-roofed cantilevered awning wraps around part of the building. According to DeKalb County tax records, the building is currently privately owned, and is leased to the U. S. Postal Service.

The Zone 6 Precinct of the Atlanta Police Department is located at 2025 Hosea Williams Drive (photographs 42 and 45). The building was constructed by 1924 and is currently leased to the police department by the Israel Missionary Baptist Church. Originally constructed as a Masonic lodge, this building has been altered by new windows and a metal roof addition above the parapet. However, the imposing granite façade remains a distinctive feature of the neighborhood.

The Kirkwood Branch Library (photograph 30) is located at 109 Kirkwood Road, near historic Bessie Branham Park. Constructed in 1925, the building has recently been converted into a single-family residence. The wood-framed building has a brick veneer and retains its Colonial Revival details.

The Pentecostal Church of God is a brick Neoclassical Revival building located at 102-106 Howard Street (photograph 37). The flat-roofed, rectangular building has a wide cornice with dentils and an imposing temple-front gable. The building was constructed in 1925 for the Kirkwood Baptist Church.

Turner Monumental AME Church is a large granite building with classical elements located at 60 Howard Street (photograph 38). The building was constructed between 1930 and 1950, and the church replaced earlier houses that had been located on the site. The current congregation purchased the building in 1966.

Ingram Temple Church of God in Christ is located at 1953 Hosea Williams Drive (photograph 134). This small church building was constructed before 1924. The simple wood-framed building has a brick veneer on the front façade and asbestos siding on the other elevations. It has a small steeple with a flared roof. St. Timothy's Chapel previously used the building.

Israel Missionary Baptist Church is located on a large prominent parcel at 2045-2071 Hosea Williams Drive (photograph 46). The current congregation moved into the church building in 1979, but the building was most likely constructed between 1930 and 1950. The church replaced earlier houses that had been located on the site. It has a large sanctuary with a Wren-style steeple surrounded by a complex of teaching and administrative buildings. The building is covered with a brick veneer and has stone quoins and columns. A series of large arched windows with stained glass runs down the side elevations of the sanctuary.

The Pratt-Pullman Yards are located on a 27-acre compound at 225 Rogers Street (photographs 89, 99, and 100). The industrial complex was originally constructed in 1906 for the Pratt Engineering and

Machineworks. Pratt built two four-story machine shop and foundry barns of brick, as well as wood-framed offices and brick and steel frame buildings with vertical clerestory skylights. Pratt operated the yards until 1926, when the Pullman Company bought the buildings for use as its southeastern repair shop. Pullman constructed additional buildings, including the saw-tooth-roofed brick and concrete buildings for railcar repair. The Pullman Company left in 1955, and the Southern Iron and Equipment Company began operating out of the yards in 1965. The company constructed pre-engineered metal buildings on the property, some of which have been demolished. The parcel is currently owned by the Georgia Building Authority, which leases out portions of the property for storage. A small electrical substation now occupies the northeast corner.

The Fleming General Store is located along the railroad tracks at 254 Howard Street (photograph 35). The store, which provided necessities such as ice, groceries, clothing and horse feed to the local community, was constructed by 1924. The two-story brick commercial building with Italianate stylistic ornamentation has been rehabilitated, but the storefront is currently vacant. The building has a series of low, brick buildings stretching behind it, and most of these spaces are currently occupied. Another commercial building near the railroad is the one-story Bailey's Hardware, with its distinctive corner location (photograph 130).

The former Southern Ice and Fuel Company (also known as Atlanta Ice & Coal) is located at 1925 Locust Street, adjacent to the railroad tracks (photograph 101). The low brick building was constructed before 1924, using a six-course American bond and a flat roof. Although the elevation facing the railroad tracks is boarded up, the rear elevation has been rehabilitated and appears to be used for residential purposes.

8. Statement of Significance

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

( ) **nationally** ( ) **statewide** (x) **locally**

Applicable National Register Criteria:

(X) **A** ( ) **B** (X) **C** ( ) **D**

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

( ) **A** ( ) **B** ( ) **C** ( ) **D** ( ) **E** ( ) **F** (X) **G**

Areas of Significance (enter categories from instructions):

ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT
SOCIAL HISTORY
INDUSTRY
COMMERCE

Period of Significance:

c.1870-1967

Significant Dates:

c.1870 – Oldest extant house constructed on Howard Street.

1891 – First electric streetcar reaches Kirkwood.

1899 – First attempt at incorporation for city of Kirkwood.

1904 – Official incorporation of Kirkwood and election of first mayor.

1906 – First Kirkwood School building is constructed.

1906 – N. P. Pratt Laboratory (later Pratt Engineering & Machineworks) moves to Kirkwood.

1922 – Kirkwood is incorporated into the city of Atlanta.

1926 – Pullman Company purchases old Pratt plant for use as repair shop for passenger rail cars.

1965 – Desegregation begins at Kirkwood School.

1967 – Kirkwood neighborhood becomes predominantly African-American.

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Adair, Forrest (real estate developer)
Adair, George (real estate developer)
Bruce, Everett, and Hayes (architect)
Cunningham and Forehand (architect)
Downing, John F. (architect)
Kreis, J. W. (architect)
Preacher, G. Lloyd (architect)

Statement of significance (areas of significance)

SIGNIFICANCE SUMMARY

The Kirkwood Historic District is significant as a good example of a community that evolved from rural roots into a very large and diverse Atlanta suburb. In the area of architecture (Criterion C), the Kirkwood Historic District is significant because it retains an excellent intact collection of residential and commercial types and styles popular in Georgia from the late 19th through the mid-20th century. The residences include many good examples of those identified in *Georgia's Living Places: Historic Houses in Their Landscaped Settings*. Under Criterion A, the district is significant in commerce for the small stores and businesses that served the community. Many have been recently adapted for new uses, such as restaurants. Kirkwood is significant in the area of industry because of the large complex of buildings and structures at the Pratt-Pullman Yards, as well as the smaller Southern Ice and Fuel Company Building (c.1924). Pratt began a machine shop and foundry in 1906 that produced munitions during World War I. Pullman purchased the property in 1926 for the repair and maintenance of its railway cars. The district is also significant in the areas of community planning and development and social history, because it reflects the changes experienced by a middle-class Atlanta neighborhood that was impacted by economic and political forces such as transportation improvements, urban consolidation, and the Civil Rights Movement. Kirkwood had only a few farmhouses and country estates along the railroad when the first electric streetcar from Atlanta to Decatur arrived in 1891. The city of Kirkwood was incorporated in 1904. By the time it was annexed by Atlanta in 1922, it was a booming middle-class streetcar suburb. The height of growth was in the early decades of the 20th century, spurred by the efforts of several prominent real estate developers, such as George and Forrest Adair. A new housing boom occurred after World War II, but it reached its capacity by the late 1950s and early 1960s. In the 1960s Kirkwood experienced racial tensions and white flight after its schools were integrated. It is currently undergoing another resurgence and demographic shift.

DETAILED STATEMENT OF SIGNIFICANCE

The Kirkwood Historic District is significant in the area of architecture because of its varied collection of intact residential, commercial, industrial and community landmark buildings, including many that are good representative examples of prevailing design and construction traditions in Georgia from 1870 through the 1960s. The house types and styles are identified in *Georgia's Living Places: Historic Houses in their Landscaped Settings* (1991). House types found in Kirkwood include one-story examples such as the Central Hallway, Queen Anne Cottage, Gabled Wing Cottage, New South Cottage, Pyramid Cottage, Bungalow, English Cottage, American Small House, and Ranch. Two-story types include the I-House, Queen Anne House, Georgian House, and American Foursquare. The different house styles can be correlated to the development patterns of Kirkwood. Queen Anne and Folk Victorian houses (c.1870-1900) were built during the first period of transition from rural area to a small independent town. Craftsman, English Vernacular Revival, and Neo-Classic Revival styles (c.1900-1930) were popular during the boom period when Kirkwood became a suburb of the city of Atlanta. Colonial Revival houses (c.1930s-1960s) were popular nationwide, as

well as in Kirkwood, partially as a result of the renewed interest in the colonial period of American history and the restoration of buildings at Williamsburg.

A few prosperous families lived in Kirkwood in the late 19th and early 20th centuries, and their residences tend to be the high-style examples, such as the Neoclassical Revival house at 38 Kirkwood Road. However, most housing reflects the large number of middle-class residents who sometimes used more vernacular expressions of prevailing national styles. The most common house types within the historic district are the Bungalow and the American Small House, corresponding to the periods of growth that occurred in the 1920s and again just after World War II.

Kirkwood is also significant for its intact examples of historic commercial architecture. Commercial buildings in the district include both freestanding and attached one- and two-story buildings. Two main commercial areas served the neighborhood. One node developed near the railroad on the north. Its extant retail buildings on DeKalb Avenue and College Avenue relate to the era of the first streetcars beginning in the 1890s. The larger surviving historic commercial node is located along Hosea Williams Drive. This area developed around main through-streets and the streetcar line that followed Woodbine Avenue and Oakview Road. The buildings date from the early 1900s to the 1960s. They range from the early commercial styles that were primarily influenced by classicism to the International Style post office constructed in 1963. Other character-defining features of many of the late 19th- and early 20th-century commercial buildings include: simple rectangular forms; fronts that face directly onto the sidewalk, usually with a common setback; large display windows; architectural ornament primarily on the front and sometimes side facades; and parapet rooflines, some with recessed or decorative panels. Brick is the most common material. Other stylistic elements include brick corbelling and dentils, patterned brickwork and frieze paneling, and transom windows. A couple of historic gas stations that remain generally have streamlined Moderne details – one has been adapted for use as a restaurant and the other is vacant.

Some of the architecturally significant community landmark buildings in the historic district are good examples of revivalist traditions. The Kirkwood School at 138 Kirkwood Road consists of several buildings and their additions, but the first building (1906) has Italianate elements and the second building (1922) is Colonial Revival. Churches are an important part of the architectural landscape. In Kirkwood, they were built in various architectural styles, but most have Romanesque and classical elements, with prominent steeples on the larger ones. Significant churches include the Neoclassical Revival-style Pentecostal Church of God at 102-106 Howard Street (1925), the large granite Turner Monumental AME Church at 60 Howard Street, and the Israel Missionary Baptist Church on Hosea Williams Drive, dating from c.1940. Most of these church buildings were constructed for other denominations, and changed ownership when the neighborhood's racial composition changed to African-American during desegregation in the 1960s. The former Kirkwood Branch Library (now a residence) located at 109 Kirkwood Road was constructed in 1925 and is Colonial Revival.

The industrial architecture of Kirkwood is also significant to the historic district. The industrial sites were laid out adjacent to the path of the former Georgia Railroad (now CSX). Some of the original 1906 brick buildings from Pratt Engineering and Machineworks still stand on the Pratt-Pullman Yards. These include a massive brick four-story foundry barn with a triple-pitched gable. Pullman Company

purchased the property in 1926 and constructed additional brick and concrete buildings for railcar repair. Significant design features related to this era include saw-toothed monitor roofs to provide clerestory lighting to some of the buildings. Additional pre-engineered metal buildings were constructed in the 1960s. Another smaller industry, the former Southern Ice and Fuel Company Building (a.k.a. Atlanta Ice and Coal) at 1925 Locust Street, is also an integral part of the industrial architecture of Kirkwood.

Very few individual architects have been specifically associated with buildings in Kirkwood, except for several of Atlanta's prominent architects who were involved in various phases of the Kirkwood School. The firm of Bruce, Everett, and Hayes, with Alexander Bruce as the senior partner, designed the first school building in 1906 in the Italianate style. John Downing, son of noted architect W.T. Downing, designed the main building in 1922 in the Colonial Revival style. In 1928, the city hired G. Lloyd Preacher to design an eight-classroom addition. Preacher was one of Atlanta's most important 20th-century architects. He designed many large-scale institutional buildings, such as Atlanta's city hall, and his firm was responsible for over 30 schools and numerous apartment buildings and skyscrapers. The 1964 library, designed by the Atlanta firm of Cunningham & Forehand, is one of Kirkwood's modern buildings, with an unusual butterfly roof and no references to past architectural styles.

Kirkwood is significant in the area of commerce because its intact commercial buildings represent important phases of its past, including the neighborhood's history as an independent town before its annexation into the city of Atlanta in 1922. During this time, Kirkwood supplied most major services needed by its residents. Commercial activity included the distribution of general merchandise, hardware, groceries, clothing, flowers, jewelry, gasoline, and other commodities. Service-oriented businesses included barbers, pharmacists, auto repair shops, theaters, and professional offices with lawyers, dentists, and real estate agents. The central business district developed at the intersection of Boulevard Drive and Oakview Road. Boulevard Drive (now Hosea Williams) was one of the main roads leading to Kirkwood from Atlanta and included a streetcar line. Additional commercial buildings, such as Fleming General Store (c.1924), were constructed along the railroad near the Pratt-Pullman Yard to service the workers at the yard and the residents located in the north part of the neighborhood.

The businesses listed in Kirkwood in the 1918 city directory included L.W. Rogers Grocery Co., J.M. Grocers, and the Kirkwood Pharmacy. By 1936, the city directory listed 21 businesses on Boulevard Drive. The names included Kirkwood Market Meats, Piggly Wiggly, Stevens Hardware, Newman Pharmacy, East Side Cleaners, John P. Daniel Barber, Mallory Super Service Filling Station, Sutton Walter Shoe Repair, and others. While the increase in automobile ownership led to the demise of the streetcar, the commercial areas remained a vital part of the community. Most of the primarily white-owned businesses closed when "white-flight" began in Kirkwood during the early 1960s. With the racial shift, African-American businesses began to open in the area including Free for All Sinclair Station which was formally the Woodbine Service Station (1610 Hosea Williams), Boulevard Market, formerly Jeff's Self-Serve, and the C&R Grocery Store.

The Kirkwood Historic District is significant in the area of community planning and development as a good example of an evolving streetcar suburb with roots in the late 19th century. Today's district clearly reflects Kirkwood's beginnings. The Georgia Railroad played a role in making the area accessible, but it was not until the two streetcar lines arrived in the 1890s that major subdivision of the formerly rural properties began. The district's various development patterns are evident in the sections with slightly differing lot sizes, setbacks, and street grid layouts. These subdivisions initially followed the curving trolley lines and major east-west thoroughfares including Boulevard Drive (now Hosea Williams), Memorial Drive, and DeKalb Avenue. DeKalb Avenue (now College Avenue in Kirkwood) was the original wagon and stagecoach route with railroad lines built parallel running from Atlanta into DeKalb County. Kirkwood's development patterns are very similar to those of nearby Candler Park and Lake Claire, as opposed to "master-planned" communities such as Druid Hills to the north. Kirkwood was conceived and marketed as a "white only" commuter neighborhood for Atlanta's growing middle class. The lots were mostly small and uniform to allow for the construction of modest homes built after the turn of the 20th century. Sidewalks, parks, and bisecting curvilinear streets created an appealing community.

Kirkwood grew incrementally from smaller developments, but two of the significant figures in its early history were Forrest and George Adair. Their father was George W. Adair (1823-1899). Adair was an important businessman and land speculator in post-Civil-War Atlanta. In 1870, he joined Richard Peters to form the Atlanta Street Railway Company to provide trolley access to areas he wished to develop, such as the Adair Park neighborhood. Adair's various companies were one of Atlanta's largest developers of property. In the 1880s, he established Adair and Company with his sons to focus on the development of suburban properties, such as portions of Kirkwood. The Adair plats of Kirkwood show some of the early subdivision of property around the turn of the 20th century.

Between 1904 and 1922, the town of Kirkwood boasted its own mayor, city council, fire department, school system, and water system, which added value to the residential lots. As the Pratt-Pullman facilities increased productivity, Kirkwood became home to many of its workers, according to census records. Development patterns along Rogers Street, Warren Street and Trotti Street show smaller lot sizes and smaller houses where the workers lived. The automobile affected development patterns with the construction of home lots that allowed for a driveway and a sometimes a carport on later lots. The last portions of Kirkwood to be developed, generally after the 1930s, were the eastern one-third (east of Rocky Ford Road) and the southwest corner.

Kirkwood is also significant in the area of industry for its intact industrial area located on the north near the railroad. Railroads were the major transportation system in Georgia until the mid- 20th century. The Georgia Railroad provided Kirkwood with a link for industry to receive and transport products. The Pratt-Pullman Yards and the Southern Ice and Fuel Company (Atlanta Ice and Coal) operated in Kirkwood because of the access provided to a major railroad line and an available workforce. The ice and coal facility was built in the early 20th century on the L. J. Cassels lot near the railroad and Oak (now Locust) Street. Local residents would patronize this business on a weekly basis to purchase ice for the iceboxes and coal to heat homes and businesses. Pratt Engineering and Machineworks began a machine shop and foundry in 1906, which subsequently produced munitions during World War I. The Pullman Company purchased the property in 1926 for repair and

maintenance of its railway cars. Pullman added a number of new buildings to the site and provided jobs and economic stability to Kirkwood. In 1955, Eastman Railway purchased the yards and continued to use it for railway maintenance until it was sold to Southern Iron and Equipment in 1965.

Kirkwood is significant in the area of social history because it reflects the changes experienced by a middle-class Atlanta neighborhood that was impacted by the Civil Rights Movement and the desegregation of the public schools. In Kirkwood, "white flight" began quietly in response to *Brown v. Board of Education* in 1954 and resulted in a complete demographic shift by 1967 when the city of Atlanta allowed African Americans to attend the Kirkwood School. Most of the change occurred rapidly in the mid-1960s. Kirkwood is also significant because of the effect of the "white flight" phenomenon on housing, churches, schools, and business districts. Hosea Williams, an outspoken civil rights activist, was an important part of Kirkwood's history in the 1960s. Williams brought the issues of overcrowded schools and poverty to the public's attention. His contribution to the improvement of the quality of life for minority populations is an important component of the social significance of Kirkwood.

National Register Criteria

The Kirkwood Historic District is eligible for listing in the National Register of Historic Places under Criterion A in the areas of community planning and development, commerce, social history, and industry for its intact historic resources associated with these themes.

The Kirkwood Historic District is eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture for its intact collection of residential, commercial and industrial buildings that represent common types of historic resources found in Georgia's towns and suburbs, along with community landmarks and several outstanding examples of types and styles.

Criteria Considerations (if applicable)

The period of significance for the Kirkwood Historic District extends to 1967. The district meets Criteria Consideration G because its significance continues into a period less than 50 years ago. The history of Kirkwood would be incomplete without including the phenomenon of "white flight," which began in 1965 and was complete by 1967. This swift racial transformation of Kirkwood was an extraordinary event that changed the urban landscape of the neighborhood. The exceptional importance is reflected most dramatically in the history of the Kirkwood School, whose desegregation in the mid-1960s led to the neighborhood's almost complete transformation from white to black in the span of just a few years. (The Kirkwood School was listed in the National Register in 2002, with a period of significance extending to 1967.)

Period of significance (justification)

The period of significance for the Kirkwood Historic District begins c.1870 with the construction of the oldest extant houses on Howard Avenue, as well as the dates of the oldest recorded graves in the Clay Cemetery. It ends in 1967 to include the neighborhood's stark demographic change from

mostly white to majority African American after the city of Atlanta desegregated its public school system.

Contributing/Noncontributing Resources (explanation, if necessary)

The contributing properties in the district date from the district's period of significance and retain their historic integrity. The noncontributing properties were either built outside the period of significance or are historic properties that have lost their integrity through major alterations and/or additions. Classifications are based on documentation provided by Georgia State University graduate students in the Heritage Preservation program, and through further evaluation by the Georgia Historic Preservation Division's National Register staff on multiple site visits in April and May 2009.

There are 1,788 contributing buildings, mostly houses, but also including small commercial buildings, apartment buildings, several churches, and a few former industrial buildings. There are very few outbuildings or detached garages, but when they exist, these secondary buildings or structures are not counted separately as contributing resources, but are included with the main building. (In most cases, they are not visible from the street and therefore could not be evaluated.) There are several apartment complexes from the 1960s and 1970s. Most are noncontributing, but a few that date from before 1967 are counted as contributing buildings.

There are 569 noncontributing buildings. Many of the new "infill" houses are scattered throughout the district. Some new houses are larger contemporary interpretations of the Craftsman style. There is one major new subdivision on formerly vacant land between Rocky Ford Road and Murray Hill Avenue, along Lanes Lane and Elvan Street. Other major noncontributing buildings include Toomer Elementary School (1968) and the DeKalb-Atlanta Human Services Center on Hosea Williams Drive and Warren Street. The commercial node at Hosea Williams Drive and Oakview Road has some new mixed-use multi-story buildings that are noncontributing, as well as a gas station, car wash, and other noncontributing buildings. Memorial Drive includes some noncontributing commercial development such as strip malls and gas stations, as well as apartment buildings.

There are one contributing structure and two noncontributing structures in the district. The contributing structure is the historic Georgia Railroad line, now the CSX Railroad. The noncontributing structures are the MARTA rapid transit station and the new electrical substation at the Pratt-Pullman Yard.

There are three contributing sites and one noncontributing site. The Clay Cemetery is one contributing site. There are two parks that are contributing sites – Gilliam Park and Bessie Branham Park. Parts of Bessie Branham Park have been altered with modern sports fields, but it retains its historic entry (stone "gates") and enough overall historic features to make it contributing. (Bessie Branham Park also includes a recreation building that is listed as a noncontributing building.) Coan Park, including its modern recreational fields, is a noncontributing site.

There are 115 vacant lots, mostly small ones that appear to have never been developed, since they typically have no addresses. Surface parking areas (paved or unpaved) are counted as vacant lots,

unless there is a building or structure on them. Vacant lots are counted as neither contributing nor noncontributing in the resource count.

Developmental history/historic context (if appropriate)

Note: *Students in Georgia State University's Master of Heritage Preservation Program wrote the following section in May 2007 as part of the property's "Historic District Information Form." It was edited by Georgia Historic Preservation Division staff.*

LAND LOTTERY AND EARLY SETTLEMENT (1821-1830s)

Prior to the arrival of white settlers, the area of present day Kirkwood was primarily occupied by tribes of the Creek Nation, a loose collection of Muscogee speaking Native Americans who were descendants of southeastern Mississippian (900 A.D. – 1550) culture. Due to pressure imposed upon them by the state of Georgia, the Creek Nation ceded a large tract of land, which included present day DeKalb County, to the United States Government through the Treaty of Indian Springs on January 8, 1821. The land was subsequently surveyed and distributed by lottery under the Georgia Land Lottery Act of 1821, which passed on June 9, 1821 (Act 716 of the Georgia General Assembly).[1] Each land lot was 202 ½ acres in size and the winning drawer could claim the property by paying a $19.00 fee. The five lot numbers comprising the modern Kirkwood neighborhood boundaries were awarded to the following recipients[2]:

Grantee	County of Residence	Military District	Land District	Lot Number	Date of Grant
Baldwin, Anderson	Jones	Gresham's	15	206	17 Sep 1822
Allen, Lucretia (widow)	Habersham	Townsend's	15	205	24 Nov 1823
Britton, Henry L.	Clarke	Garlington's	15	207	04 Nov 1823
Bailey, Caty (widow)	Jasper	Darden's	15	211	1 Oct 1822
Regdon, Stephen	Twiggs	Thomas'	15	212	23 Nov 1824

In 1823, the state legislature created DeKalb County from parts of Henry, Gwinnett and Fayette counties and designated the town of Decatur as the county seat. (Newly formed DeKalb County also included all of present day Fulton County, until that county was created in 1853). One of the first duties of the new DeKalb government was the establishment of a road network throughout the county. In July of 1823, the DeKalb Inferior Court provided for the creation of what is currently known as Decatur Street/DeKalb Avenue, which now forms the northern edge of the Kirkwood neighborhood. This wagon and stagecoach route connected Decatur to Whitehall Road and the

[1] Robert S. Jr and Ted O. Brooke Davis, *Georgia Research: A Handbook for Genealogists, Historians, Archivists, Lawyers, Librarians, and Other Researchers* (Atlanta: Georgia Genealogical Society, 2001), p. 74.
[2] DeKalb History Center, "Online Index of the 1821 Georgia Land Lottery for DeKalb County," http://www.DeKalbhistory.org/04_archives/LandLottery/index.asp (accessed 3/21/2007).

trading posts located along the Sandtown Trail (an old Indian path, now Cascade Road) and the Chattahoochee River in southwest Fulton County.[3]

With the creation of DeKalb County, the present area of the Kirkwood neighborhood was grouped as part of the Decatur Militia District #531. Although Georgia Militia Districts (GMD) originally had their basis in military mobilization, they were also used to delineate voting districts and census boundaries, school districts and tax districts in the counties. Kirkwood would not receive its own militia district designation until 1900, when it became GMD # 1586.

Two of the most prominent landholders in early Kirkwood were the Kirkpatrick and Clay families. James H. Kirkpatrick (1778-1853) is traditionally considered the man for whom Kirkwood was named. A native of Ireland, Kirkpatrick settled in the area in 1827 and owned thousands of acres of property in Land Lots 111 and 112, in what are now the north Kirkwood and Lake Claire neighborhoods. His plantation estate was located just to the north of the Georgia Railroad line near the vicinity of East Lake Road. At the time of his death, James Kirkpatrick's personal estate was considered one of the largest in DeKalb County.[4]

Jesse Clay (1786-1872), a native of Virginia, operated dairy farms on over 850 acres in Land Lots 206 and 207, in the southwest corner of the Kirkwood neighborhood. The Clay farmstead was located near present-day Clay Street. In addition to farming, Jesse Clay, his sons and his brother Green Clay also speculated in land development throughout the 19th and early 20th centuries.[5] Aside from Gilliam Park, which was once a part of their property, the only vestige of the Clay family in Kirkwood today is the small, late-19th-century family cemetery located on the west side of Clifton Street, between Wade Street and Hosea L. Williams Drive.

ESTABLISHMENT OF THE GEORGIA RAILROAD AND THE CIVIL WAR (1833-1860s)

On December 21, 1833, the Georgia Railroad Company was awarded a state legislative charter, which called for an interior transit corridor, either a rail or turnpike road, to be established from the town of Augusta west to the railroad terminus of Marthasville (now Atlanta).[6] By 1843, the survey was completed for the Georgia Railroad between Covington and Marthasville under the supervision of Lemuel P. Grant. The arrival of the railroad through the northern edge of Kirkwood, near what is now the Lake Claire neighborhood, came on the afternoon of September 14, 1845 when the track was completed between Decatur and the fledgling railroad town of Atlanta a few miles to the west. That evening, the train engine "Kentucky" rolled out of Decatur at 8 PM with a delivery of cast iron and arrived in Atlanta a few minutes before 9 PM.[7]

[3] Franklin Garrett, *Henry, Fayette - Then DeKalb: Organization of DeKalb County*, vol. X, No. 40, The Atlanta Historical Bulletin (Atlanta Historical Society, 1965), p. 72.
[4] Franklin Garrett, *Atlanta and Its Environs*, vol. I (Athens: University of Georgia Press, 1969), p. 65.
[5] "Spring Fling Clay Cemetery Write-Up" (Kirkwood Neighborhood Organization).
[6] Franklin Garrett, *Atlanta and Its Environs*, p. 122.
[7] Ibid, p. 218.

Despite the growth of nearby Atlanta, it appears that the railroad had very little economic or social impact on Kirkwood prior to the Civil War. During the summer of 1864 however, Kirkwood was the setting for peripheral conflicts associated with the Battle of Atlanta as Federal forces pressed towards the city. Having torn up the rail lines from Covington to Stone Mountain, Union General James B. McPherson set out from Decatur on July 20th with orders from General William T. Sherman to destroy the track of the Georgia Railroad east of Atlanta.[8] Over the next two days, McPherson's work crews and wagon train were harried at the rear and left flanks by the Confederate cavalry forces under the command of Joseph Wheeler.[9] As fighting intensified on July 22, McPherson ordered General Thomas Sweeny's 16th A.C. division to solidify the Federal line to the east. Sweeny moved his troops from north of the Georgia Railroad southeast through Kirkwood along Clay Road (now Clay Street) before encountering Confederate General Joseph Hardee's forces near the present intersection of Clay Street and Memorial Drive.[10] Union Army field maps from this time period identifying Confederate positions near Decatur and the surrounding locale also clearly denote early road patterns of Kirkwood and the locations of the Kirkpatrick, Clay, Howard, and Pearl farms.[11]

LATE 19TH CENTURY DEVELOPMENT

In 1871, Kirkwood was described as an area of "beautiful suburban villas" [12] with winding carriage rides in the countryside[13] and it soon became the preferred location of the country estates for some of the "Redeemer" political leaders in Georgia and Atlanta during Reconstruction. These were politicians who fought against civil rights reforms for African-American freedmen and sought to restore white Southern home rule. Chief among them was General John B. Gordon (1832-1904). Gordon was considered a Confederate hero and served as both Governor and U.S. Senator for the state of Georgia. In addition, he was also the de facto head of the Ku Klux Klan in the state during 1870s and 1880s. Gordon and his wife lived in a Greek Revival mansion, known as Sutherland, in North Kirkwood (present-day Lake Claire) on 200 acres of property given to him by the Kirkpatrick family.[14] The place names of the roads Sutherland Terrace, Sutherland Place and Gordon Avenue near DeKalb Avenue in Lake Claire are now all that remains of the estate. After Gordon's death, the property fell into ruins and the mansion was torn down in the early 20th century.

Other prominent local politicians who moved to Kirkwood during this time include Thomas Coke (T.C.) Howard (1817-1893) and Captain Vardy P.Sisson (1838-1908). T.C. Howard was a co-editor of the *Atlanta Daily Intelligencer* and the fifth postmaster of Atlanta, serving from 1856-1858 and 1861-1865. He was also the executive secretary to Gordon and former Georgia Governor and

[8] "Order from Gen. Sherman to Gen. McPherson directing Gen. Dodge's 16th Corps, U.S. Army, to destroy the railroad between Atlanta and Decatur, Georgia," 07/22/1864 at http://www.sos.state.ga.us/archives/vault/images/dcarson13.jpg (accessed 3/17/07).
[9] Albert Castel, *Decision in the West* (Lawrence: University Press of Kansas, 1992), pp. 386-387.
[10] Carroll Proctor Scruggs, *Georgia Historical Markers*, (Helen, Georgia: Bay Tree Grove Publishers, 1976), p. 169.
[11] "Map of the battle of Atlanta, Georgia, July 22, 1864." Library of Congress Geography and Map Division, Washington D.C. Call Number G3924.D4S5 1864 .M3 Vault:Sher 41.
[12] John Stainback Wilson, *Atlanta as It Is* (New York: Little, Rennie & Co, 1871), p.15.
[13] E.Y.Clarke, *Atlanta Illustrated* (Atlanta: James P. Harrison and Co., Publishers, 1881), p. 195.
[14] "Living Histories, Community Pride: Edgewood, Kirkwood, East Atlanta, East Lake, East Lake Meadows" (Atlanta: Arts in the Atlanta Project Publication, 1993), p. 18.

Senator, Alfred H. Colquitt (1824-1894), who lived in the adjacent Edgewood community. Thomas Howard's son, William Schley Howard (1875-1953) was a U.S. Congressman representing the Decatur and Kirkwood district from 1909 to 1917.[15]

Vardy Sisson served as a state legislator, an Atlanta city alderman, fought for the Confederacy in Virginia and, like T.C. Howard, was a war correspondent and editor for the *Atlanta Daily Intelligencer.*[16] Sisson owned a large amount of property on the eastern edge of Kirkwood at the present intersection of Leland Terrace and Wisteria Way, which at one time encompassed the areas along Winter Avenue, Martha Avenue, Mellrich Avenue and Sisson Avenue, the street that bears his family name. The two-story brick veneer, Neo-Classical Revival style house, known as Wisteria Hall (c.1947) is located at 2249 Wisteria Way on the site of the old Sisson house. It was built by Vardy Sisson's son Gustave B. Sisson, after the original family house was destroyed by fire.

Over the few decades following the Civil War, Kirkwood retained its rural character. Occupational information taken from census records in 1870 and 1880 indicate that farming and agriculturally related enterprise remained the most prominent source of revenue for the area's residents. Aside from the Clay family, most of the small farmsteads such as the Robersons, Howards, Dunwoodys, and Greens were generally located on deep lots along Howard Street in northern Kirkwood just south of the railroad tracks. Many of these farmers were able to take advantage of the shipping convenience afforded by the Georgia Railroad and their proximity to the growing Atlanta markets.[17] Extant houses from this period of development in Kirkwood include the Folk Victorian Style, Plantation Plain house at 247 Howard Avenue (Green-Hess House, c.1870) and the Queen Anne-style house located at 172 Howard Avenue (c.1875).

STREETCARS, SUBURBANIZATION AND INCORPORATION (1890s)

In 1891, the first electric streetcar line reached Kirkwood. Known as the South Decatur Line, it was operated by the Metropolitan Street Railroad Company and connected Atlanta to Decatur with a branch also servicing the East Lake community. Heading east, the South Decatur Line traveled through Kirkwood making multiple stops along Woodbine Avenue, before snaking south on Wade Avenue, crossing over Boulevard Drive and continuing on to either Oakhurst and Decatur via Oakview Road or East Lake on Cottage Grove Road.

The North Decatur Line, operated by Joel Hurt's Atlanta City Street Railway Company, was opened in 1893. Also connecting Atlanta and Decatur, it ran adjacent to the Georgia Railroad along DeKalb Avenue servicing the northern end of Kirkwood. Primary stops for the North Decatur Line along DeKalb Avenue were Hays station (later Pullman Station north of Rogers Street), Kirkwood station (just north of Howard and Kirkwood Streets), and Sisson station (north of Sisson Avenue and Leland Terrace). Hurt purchased the Metropolitan Street Railroad Company in 1893 and later sold his

[15] Caroline McKinney Clarke, *The Story of Decatur 1823-1899* (Decatur: n.p, 1973), p.206-207.
[16] "Captain Sisson Passes Away," *DeKalb New Era*, Decatur, GA, 22 January 1908.
[17] *Georgia, Historical and Industrial* (Atlanta: Department of Agriculture, 1901).

streetcar interests to the Georgia Electric and Light Company (later Georgia Power Company) in 1901.[18]

It was the arrival of the streetcar lines that spurred much of the late-19th- and early 20th-century residential and commercial development that characterizes most of the Kirkwood neighborhood today. On March 31, 1891, Kirkwood received its first post office with Raleigh C. Cassels as the first postmaster. [19]

INDEPENDENT MUNICIPALITY (1899/1904-1910)

In the late 19th century, Atlanta's growth moved to the fringes of the city limits, creating the first suburban neighborhoods. Communities like Kirkwood and its many neighbors, such as Inman Park and Edgewood, represented the first attempts by Atlanta's upper class to build new, lush escapes from the dirty and crowded city. Some of the first clusters of Kirkwood's suburban development appeared along the railroad line that led from Atlanta to Decatur. Additionally, other early Kirkwood residences appeared along and in close proximity to the neighborhood's major thoroughfares, including Boulevard, Clifton, Clay, Howard, Kirkwood, Norwood, Warren, Wade, and Wyman.

With the promise of clean air, water and sewers, suburbs like Kirkwood became extremely desirable to Atlanta's upper class that had grown tired of the city's ditches that served as sewers. Even after implementing a sewer system in the 1890s, it took many years for most in the city of Atlanta to acquire those amenities in their homes. Such promises and aspirations propelled Kirkwood to incorporate as a city on December 20, 1899. However, the Supreme Court of Georgia ruled the incorporation null and void on March 2, 1900, on the grounds that the city limits of Kirkwood were not clearly defined. It was not until March 5, 1904 in a special election that the people of Kirkwood finally voted for the incorporation of the city. The Superior Court of DeKalb County, Georgia gave final approval of the incorporation on April 9, 1904.

Shortly after incorporation, the city of Kirkwood had its own mayor, city council, fire department, school system, and water system. It boasted an ample supply of water from three artesian wells furnished by the city waterworks and regulated by the local municipal government. The water supply was enough for 14,000 people and was promoted as being "clear, pure, and absolutely safe."[20] Electricity was supplied by Georgia Railway and Electric Company (formerly Georgia Electric and Light) and was known as providing "reasonable rates and perfect service". [21]

Kirkwood's first mayor, John F. Bates, was sworn in on May 13, 1904. The first city council consisted mainly of Kirkwood landholders whose names like Jefferson D. Dunwoody and J.W. Clay today have roads in their namesake as memorials to their local legacy. By 1910, the population of Kirkwood was 1,226. It grew to 2,000 by 1913 and by 1915 there were already 3,000 people living in Kirkwood. In

[18] O.E. Carson, *The Trolley Titans* (Glendale, California: Interurban Press, 1981), pp. 11, 32, 50, 55.
[19] Franklin Garrett, *Atlanta and Its Environs*, vol. II, p. 286.
[20] "Kirkwood-Atlanta's Best Home Suburb" (Atlanta Urban Design Commission), c.1914.
[21] Mrs. Margaret Scott Hall, "Kirkwood, Georgia: Progress and Prosperity-Causes and Effects," *DeKalb New Era,* 1914.

1915, there were 550 total homes. Real estate values also saw an increase in value during those years from roughly $1,000,000 assessed value in 1912 to $1,600,000 in 1915.

The *DeKalb New Era* of 1914 profiled Kirkwood, Georgia, as "One Square Mile of Progressive Enterprise, fifteen minutes from Atlanta."[22] The article described Kirkwood as a self-contained community where the people planned and guided the services of their town. Home values were listed in the article as ranging from $3,000 to $15,000. General merchants such as Cassels and Fleming at 254/260 Howard Street, supplied groceries, meats, coal, and sundries including ice from a separate ice house. The Cassels and Fleming buildings are extant properties in present day Kirkwood.

Another *DeKalb New Era* article from 1914 about Kirkwood titled "Progress and Prosperity-Causes and Effects" discussed the city's plans for expanding Boulevard-DeKalb Avenue. This was the main thoroughfare through Kirkwood and was paved c.1907. Local developers Forrest and George Adair used the paving of the boulevard to their advantage when advertising for buyers in the Kirkwood vicinity. One of their advertisements extolled the advantages of having the paved Boulevard-DeKalb Avenue connecting East Lake Road and described the drive as a "beautiful continuous drive that is sure to enhance the value of the lots."[23] The expansion of Boulevard-DeKalb Avenue was vitally important, not only to the magnificent homes along the thoroughfare, but to accommodate the increasing automobile traffic to and from Atlanta.

While the neighborhood began to accommodate the automobile, trolley lines were still an important aspect of the community because they offered a convenient way to move comfortably at frequent intervals to and from Kirkwood. A *DeKalb New Era* article described the rolling hills and valleys of Kirkwood with its bungalows, villas and cottages that existed along the South Kirkwood, Decatur and East Lake trolley lines.

The former Kirkwood (Elementary) School, located at 138 Kirkwood Road is an extant landmark structure from this period in Kirkwood's development. It was built in 1906 based on designs by Atlanta architect Alexander C. Bruce. The first building was originally all wood, but was later covered in brick. The 1922 classroom building was designed by architect John Francis Downing, the son of the noted Atlanta architect W. T. Downing. Its historic significance was recognized on September 19, 2002 when it was listed in the National Register of Historic Places.

PRATT-PULLMAN YARDS (1906-1955)

The largest industrial development in Kirkwood was what is now known as the Pratt-Pullman Yards, first built in 1906. Located on 27 acres at 225 Rogers Street, on the south side of DeKalb Avenue adjacent to the Georgia Railroad, the undeveloped property was purchased by Nathaniel Palmer Pratt of N.P. Pratt Laboratory (changed in 1910 to Pratt Engineering & Machineworks, Inc.) in 1902, from George F. Hurt for the purpose of erecting a "new foundry." Apparently the site was chosen due

[22] S. A. Givens, "Kirkwood, Georgia: One Square Mile of Progressive Enterprise-Fifteen Minutes From Atlanta," *DeKalb New Era,* c.1914.
[23] Forrest and George Adair, "Auction Sale of Beautiful Sutherland," April 1907 (Atlanta History Center).

to its location next to a rail transportation corridor and for the proximity to the suburban housing markets in the area, which could provide highly skilled labor. [24] Reviews of the 1910 and 1920 census rolls for many of the nearby streets in north Kirkwood indicate that the foundry was indeed a major employer in the neighborhood.[25]

Pratt Engineering and Machineworks, Inc. occupied the site between 1906 and 1926. The company constructed a formal complex consisting of a wood frame office and five red brick and steel frame buildings, each of which had vertical clerestory skylights in order to provide natural lighting. Most prominent were the four-story machine shop and the foundry barns. During World War I, the foundry was used primarily to build munitions for the war effort.[26]

The Pullman Company purchased the property in June 1926 for use as their southeastern repair shop for passenger rail cars. At the time, the Pullman Company's acquisition of the old Pratt plant was described as "a big thing for Atlanta and a big thing for the Company." The site was used as a "fourteen stall shop," which allowed for fourteen cars to be worked on at the same time and a turn-around timeframe of one and one-half cars per day. Many of the highly skilled workers employed at the Pullman shop were transferred to Atlanta from other company locations.[27] During the Pullman period of ownership, two steel and reinforced concrete buildings with sawtooth monitor skylights were added to the southeastern portion of the site in 1927. The Pullman Company continued operations at the complex until 1955.

The complex was purchased by the Southern Iron and Equipment Company ten years later in 1965. The property was used for assembling boxcars and the company erected pre-engineered metal structures at the west and north edges of the complexes. (Some have been subsequently removed.) The current owner of the Pratt-Pullman Yards is the Georgia Building Authority, which leases out part of the property for storage purposes. [28] A small electrical substation now occupies the northeast corner.

GROWING IMPACT OF THE MIDDLE CLASS AND THE STREETCAR (1910-1922)

Most of the older, extant properties in Kirkwood date from the turn of the 20th century. Architectural style at this time still tended toward the late Victorian styles, such as the 1910 Queen Anne at 64 Clay Street and a 1915 Folk Victorian at 1667 Wade Avenue. Yet this was the time of the "New South" in Atlanta and with the burgeoning economic growth, the architecture began to change with the times. The city became a commuter suburb that first relied on the railroad, and then the trolley lines until automobiles began to take their place in the 1920s. Kirkwood was considered a "bedroom" suburb because most of its citizens worked in Atlanta and lived in Kirkwood.

[24] Gerald Cowart and Linda Stoutenburg, "A Survey of 225 Rogers Street Architecturally, Historically and Archeologically," Georgia Tech and Georgia State University, 1980, p. 1.
[25] U.S. Federal Census, 1910 and 1920.
[26] Donna DeAngelis-Shore, "Proposal for the Adaptive Use of the Pratt-Pullman Complex," proposed Thesis, Georgia State University M.F.A, 2001, p. 30.
[27] Paul Hinde, "The Pullman Company," *The City Builder,* 1926, p. 33, 53.
[28] Ibid, pp. 35-36.

These more moderately priced modes of transportation brought the middle class out of the inner city to neighborhoods like Kirkwood. The neighborhood continued to grow on the patterns initiated by land developers such as Forrest and George Adair and The Atlanta Suburban Land Company. This neighborhood grew on a grid pattern, bisected by curvilinear streets. The Adairs developed land in north Kirkwood, which is now considered part of the Lake Claire neighborhood. They also developed land in the vicinity of Oak, Warren and Howard streets, south of DeKalb Avenue. The Atlanta Suburban Land Company had a large development area both north and south of DeKalb Boulevard throughout Kirkwood. Land was developed adjacent to the Metropolitan railroad dummy line that ran through Kirkwood.

Middle class subdivisions, like Kirkwood, attempted to emulate the Olmstead suburban movement of large park-like neighborhoods with upscale amenities. In Kirkwood, this less costly version of the Olmstead neighborhood had narrow lots, straight streets, parks and open spaces within the neighborhood. The sidewalks and open spaces encouraged a close community atmosphere. In the rare instance where fencing was used, it was for ornamental rather than for privacy purposes.

Typical development of new properties involved speculators finding purchasers for the properties, dividing the land into house lots, building the streets and providing for utilities. Auctions became a common way of dispersing the lots. Most of the houses in the neighborhood were built by the families who resided in them, as opposed to realtors or speculators.

At the height of the trolley's use from the 1910s-1920s, the Craftsman bungalow became ubiquitous in Kirkwood. This Arts and Crafts style was popular with the middle class who had become predominant citizens of these suburban communities. No longer prevalent were the high style mansions of the early Kirkwood elite. Kirkwood became a middle class suburb with some working class areas. The New South cottage, Queen Anne cottage and the Gabled Wing house types also signified this shift in class. Designs and layouts for these houses were often taken from pattern books or manuals, since most middle class citizens could not afford to hire architects. Even so, while houses were similar in style and type, they were rarely exact replicas of one another.

Today, the lifestyle created by these streetscape and housing trends still exists in Kirkwood, thanks to the retention of many of the neighborhood's historic residential assets. Clifton Street has several 1925 Craftsman house and Bungalow examples at 20, 23, 27 and 37 Clifton Street. Wyman Street has a varied combination of examples of New South Cottages, Craftsman Bungalows and Gabled Wings.

ANNEXATION AND EARLY 20TH CENTURY DEVELOPMENT (1922-1945)

By the second decade of the 20th century, it appears that the rapid increase in residential development had begun to overtax Kirkwood's municipal services. Political instability, a result of which was a confusing electoral, three-way tie for town mayor in 1917, exacerbated the situation.[29] In 1921, two contingents of Kirkwood leaders, a citizen delegation headed by R.F. Gilliam and

[29] "Who Is the Mayor of Kirkwood Now? Three Claim Place," *The Atlanta Constitution,* 2 January 1917, p. 1.

members of the Kirkwood city council under A.I. Branham, began meeting with Atlanta government officials in order to negotiate demands for Kirkwood's annexation into the greater city limits. In exchange for annexation, the city of Atlanta assumed Kirkwood's debts and pledged to build two new schools, a fire station, and a city park, as well as repairing and repaving Boulevard, Howard and Rogers streets. Chief among residents' concerns were the expansion of services into Kirkwood, and the enforcement of Atlanta's racial zoning restrictions that would prevent "negro encroachment" in the area.[30] On August 10, 1921, Kirkwood residents voted for annexation and the community of Kirkwood was officially incorporated into the city of Atlanta on January 1, 1922, becoming its 12th ward.[31]

The suburban development of Kirkwood, which began around the turn of the 20th century and was driven by the neighborhood's proximity to Atlanta via access to the two streetcar lines, continued throughout the decade of the 1920s. The property owned by Kate Green-Hess, located south of Hosea L. Williams Drive (formerly Boulevard Drive) between Dearborn (formerly Cleveland Street) and Warren streets, (north of Bixby Street) was platted and developed in 1924. In 1927, Mutual Home Builder's Incorporated subdivided and built a number of brick veneer and wood frame single-story, Craftsman bungalows on M.B. Cassels' and Leila P. Sisson's former land along present day Sisson Avenue, Winter Avenue and Leland Terrace (formerly Louisiana Avenue north of Wisteria Way) in north Kirkwood. The residential construction built during this period makes up the majority of the historic pre-World War II housing stock extant in Kirkwood today.

Although residential development during this period was spread throughout Kirkwood, primarily between the North and South Decatur streetcar lines, the commercial district of the neighborhood shifted southward from the railroad tracks at Howard Street and DeKalb Avenue, to South Howard and Kirkwood Road along the Boulevard (now Hosea L. Williams) Drive corridor. In 1918, only three businesses, two grocers and a pharmacy, were located on Boulevard Drive. By 1931, that number had grown to thirteen businesses, including five grocery stores, two pharmacies, a dentist office, a post office, and three gas stations.

Due to the Great Depression, house construction slowed considerably in Kirkwood during the 1930s. Most of these houses were English Cottage house types with English Vernacular Revival-style elements. Several public buildings were built during this time period. In 1942, a new library was built at 106 Kirkwood Road, near the Kirkwood School. The red brick colonial style building served as the neighborhood's library until 1995 when the Atlanta-Fulton Library System built a new neighborhood library about five blocks south at the corner of Kirkwood Road and Hosea Williams Drive. The original library remains extant and now serves as a private residence.

POST-WAR SUBURBAN DEVELOPMENT (1945-1954)

Like many regions throughout the country following World War II, Kirkwood experienced another residential development boom in the late 1940s and 1950s. Much of this growth was associated with government programs instituted under the Federal Housing Administration (FHA), such as the 1944

[30] "Kirkwood Nearer to Annexation," *The Atlanta Constitution*, June 16, 1921, pg. 1.
[31] Franklin Garrett, *Atlanta and Its Environs*, vol.2 (Athens: University of Georgia Press, 1969), p. 788.

Serviceman's Readjustment Act and Veteran's Mortgage Guarantee program of 1944, which allowed returning veterans to buy houses with no down payment and a thirty-year mortgage locked in at around four percent annually.[32] Development during this period is illustrated by the uniform proliferation of the American Small House types and early Ranch houses such as those found near Woodbine Avenue in the southwest part of the neighborhood, or on the eastern edge of Kirkwood along Rocky Ford Avenue and on Sisson Avenue, Martha Avenue and Mellrich Avenue south of Wisteria Way. Wider streets and a lack of sidewalks also characterize much of this post-war period of growth.

Along with this second housing boom came new businesses and services geared towards the area's residents. The central business district of Kirkwood, along Boulevard Drive, grew from 13 businesses in 1931 to over 30 in 1957.[33] Kirkwood sported a wide variety of businesses from grocery stores and bakeries to hardware stores and auto repair shops. Many of these businesses were located in the block of buildings from 1900 to 2006 along Boulevard Drive (now Hosea Williams). City directories indicate businesses operated at these addresses as early as the 1930s. The 1947 city directory listed the following businesses in this central area (among others):

1992 Diamond Shea Groc.
1994 Kirkwood Hardware
1996 Newman Pharmacy Inc.
1998 Kirkwood Restaurant
2000 Hulsey's Bakeshop
2002 John P. Daniel, Barber
2004 Freeman's Grocery
2006 Women's Furniture Taylor Shop

Across the street, Titshaw Service Station and later Sim's Texaco stood at the corner of Boulevard Drive and Oakview Road. This extant building was also built in 1945 and has been converted to restaurant space. Other popular area businesses, such as the Kirkwood Theater, a Piggly Wiggly grocery store and the Hitching Post Restaurant were located west of Howard Street on Boulevard Drive in buildings that are no longer extant.

Despite the growth of the 1940s and 1950s, census records and an examination of the remaining housing stock show that residential construction slowed somewhat after 1939. In the only census district that is comprised entirely within Kirkwood's boundaries (others incorporate parts of Kirkwood but cross into other neighborhoods), the 1960 U.S. Census lists 143 housing units that were constructed between 1950 and 1960, slightly higher than construction of the 1940s when 134 new units were built. This can be compared to the existing 659 housing units built prior to 1940.[34] However, Kirkwood's population continued to steadily grow in the 1940s and early 1950s, until larger demographic and population shifts would change urban areas across the nation.

[32] Leigh Burns, et al, "Atlanta Housing 1945-1965" (paper for Georgia State University-Case Studies in Historic Preservation, 2001), p.4.
[33] Atlanta City Directories 1931- 1957.
[34] U.S. Census records, 1960.

Like many of the first Atlanta suburbs, the proliferation of the automobile and the construction of interstate highways through the heart of the city in the 1950s eroded Kirkwood's appeal as a "street car suburb." In fact, the city's trackless trolley system stopped operating around 1949. New suburban developments in northern DeKalb County and elsewhere in metro Atlanta offered spacious lots, carports and other attractive amenities, which urban neighborhoods like Kirkwood did not incorporate. As the suburbs grew and attracted middle-class and upper-middle-class families, urban areas suffered economically.

Suburban growth combined with racial tensions dramatically changed the urban landscape of metropolitan Atlanta. By 1956, 75 percent of whites lived outside the 37-square mile area that comprised the 1952 boundaries of the city of Atlanta. In contrast, 73 percent of non-whites lived within that central city area.[35]

DESEGREGATION OF SCHOOLS AND "WHITE FLIGHT" (1954-1965)

Another national movement altered the fabric of Kirkwood's community during the 1950s. In a move that began a major advance for Civil Rights, the Supreme Court of the United States declared that the segregation of public schools was unlawful, overturning its "separate but equal" ruling in *Plessy vs. Ferguson* 163 U.S. 537 (1896). The landmark 1954 Supreme Court decision, *Brown v. the Board of Education of Topeka,* 347 U.S. 483 (1954), promised racial integration of public schools across the country. Though the ruling had a great impact in schools across the nation, Southern communities were particularly resistant to the ruling, since forms of racial discrimination were often written into state and local law. In anticipation of federally mandated school integration, many white residents decided to leave their urban neighborhoods and flee to all-white suburban developments. In Kirkwood, "white flight" began quietly in response to *Brown v. Board of Education* in 1954 and resulted in a complete demographic shift a decade later.

The Atlanta Public School system planned to gradually introduce school desegregation. By integrating "downward" at the rate of one new grade per year, starting with high school seniors, it would take 12 years to reach the first grade. However, Atlanta's African-American community sought immediate and complete integration. In 1964, black parents picketed in front of the all-white Kirkwood (then Elementary) School, protesting the serious overcrowding of two nearby predominantly African-American elementary schools while the rolls of Kirkwood dwindled. The two area black elementary schools, Whitefoord and Wesley, faced massive overcrowding. Whitefoord, the closest to Kirkwood, was 675 students over capacity and operating on triple sessions. Black students sat three per chair, while the white Kirkwood School was 750 students under capacity.

As the school year began, black parents and students joined by a representative from the NAACP, picketed Kirkwood School. They demanded an immediate end to segregation with the admission of their children to the underutilized school. The pressure proved too great to ignore. In the fall of 1964, the Atlanta Public School Board announced that black children in every grade could begin

[35] Population Housing 1956: Atlanta Region Metropolitan Planning Commission Report, p. 5.

attending classes at predominantly white schools throughout the city. Over the weekend, all but seven of Kirkwood's white pupils abruptly transferred to other schools. Five hundred African-American children arrived on Monday morning and found the hallways empty of the former students.

Protests continued until November 1964 when the school board finally agreed to integrate all area schools at the start of the next semester in January of 1965. These protests, along with gross overcrowding at area black schools and the neighborhood's changing demographics pushed Atlanta Public Schools Superintendent, John Letson, to abandon any gradual efforts at integrating Kirkwood in 1965. In a letter to the parents and faculty of Kirkwood days before the integration, Letson announced the events planned for January 25 and provided current students with options. They could stay at Kirkwood or they could transfer to predominantly white East Lake Elementary, Mary Lin Elementary in Candler Park, or Burgess Elementary in East Atlanta. The entire seventh grade, including their teacher, chose East Lake.

Although a very small minority remained, most white residents, like the entire seventh grade class, decided to leave Kirkwood for all-white suburban developments. By the 1965-1966 school year, Kirkwood School was overcrowded and 100 percent African-American. Across the neighborhood, J.C. Murphy High School (presently Alonzo A. Crim Comprehensive High School) experienced a similar racial composition shift. Murphy High School, located at 256 Clifton Street (just south of the Kirkwood Historic District boundaries) was built by the architecture firm of Barili & Humphreys in 1947 and completed in 1949.[36] Serving the Kirkwood, East Atlanta and Edgewood neighborhoods, it was one of the first public high schools in Atlanta to desegregate on August 30, 1961 (the three other schools were Brown High School in the West End, Northside High in Buckhead and Henry Grady High in Midtown) with the enrollment of two black female students.[37] By 1962, the integration process at the high school picked up momentum and by 1964, 25 percent of the student population was black. White withdrawal from the school began in earnest however, and two years later in 1966, Murphy High had only three white seniors. Following their graduation, the school, which had an all-white enrollment five years earlier, was now entirely African American.

BLOCK BUSTING (1960-1969)

Like many inner city neighborhoods at this time, the racial shift in Kirkwood was encouraged and exaggerated through "block busting" by real estate agents in the area. Agents encouraged white flight in neighborhoods like Kirkwood, by convincing long-time white residents that their neighbors were leaving in rapid numbers to be replaced by blacks, convincing them to sell at a rock-bottom price and then turning around and reselling the houses to incoming African-Americans at a record-high price.

Both races were exploited. The *Atlanta Constitution* reported in July of 1960, that the DeKalb County grand jury was receiving complaints from whites in regards to blockbusting and real estate agents were accused of selling to blacks in order to encourage the white population to sell cheap.[38] An

[36] Robert M. Craig, *Atlanta Architecture: Art Deco to Modern Classic, 1929-1959* (Gretna: Pelican Publishing Co., 1995).
[37] Kevin M. Kruse, *White Flight: Atlanta and the Making of Modern Conservatism* (Princeton & Oxford: Princeton University Press, 2005), p. 151-154.
[38] "DeKalb Jury Blasts at Block-Busting," *Atlanta Constitution*, 13 July 1960.

Atlanta Constitution newspaper reporter later simplified the complex and turbulent transition time in 1960s Kirkwood when he reported, "Somewhere, a white man sold his home to a Negro. Other homeowners panicked. Land values plunged and word spread."[39]

Both "for sale" and "white area" signs represented the racial animosity between white and blacks during this time of racial transition in the 1960s. Some local white Kirkwood and Edgewood residents even attempted to rally together in resistance by forming the Eastern Atlanta Corporation in an effort to buy property that would otherwise be sold to black families.[40]

In a sign of the times, neighborhood racial hostility eventually turned violent. On June 16, 1960, a demonstration took place in front of 1500 Woodbine Avenue after an African-American woman and her daughter moved into the residence. A member of the angry crowd threw a rock through a kitchen window. Eventually police arrived and ordered the white crowd to disperse.[41] This same bungalow remains part of the neighborhood today. These threats turned out to be a last attempt by the white community to deter blacks from buying in the neighborhood. However by 1967, census records show that Kirkwood was over 95 percent African-American.

While the former white population of Kirkwood was predominantly middle-aged, the new black resident profile consisted of younger families with growing children.[42] A classic example of the demographic shift can be seen in a 1969 *Atlanta Constitution* article on the life of a white long-time Kirkwood resident, Tracy Freeman. In 1928, Freeman moved to Kirkwood from a rural area with aspirations of improved economic and living conditions. He opened and ran Freeman's Grocery at 2004 Boulevard Drive for forty years. The building is still part of the downtown commercial district. Freeman was one of the last whites to leave the neighborhood and sell his modest home, soon purchased by Joe Jackson, an African American. Jackson also moved to Kirkwood from a rural area, with his family of ten, including his wife, three grown children, and five grandchildren.

URBAN DECAY AND GENTRIFICATION

The drastic population shift of the 1960s and the abundance of absentee landlords with little care for their properties made Kirkwood extremely vulnerable to the rapid urban decay of the late 1960s, 1970s and 1980s. Civil Rights activist Hosea Williams, who lived in the neighboring community of East Lake, publicly advocated for improved living conditions for residents of Kirkwood in the late 1960s. The implementation of the MARTA public transit system during the 1970s did little for the Kirkwood neighborhood's progression. Over the next two decades some homes in late stages of neglect were boarded up, condemned, and eventually demolished.

[39] Jeff Nesmith. "The Kirkwood Story: 'Neighborhood Era' Ends in Panic," (Second of a series on an urban area in transition), *Atlanta Constitution*, 16 April 1969.
[40] "Kirkwood, A Glimpse of History," http://www2.gsu.edu/~wwwkhp/glimpse.html.
[41] "Police Watch Scene of Race Incident," *Atlanta Journal*, 17 June 1960.
[42] Frank O'Neil. "Which Way Kirkwood? Youth and Lack of Representation Seen As Two Major Problems of the Area. *The DeKalb New Era*, 10 August 1967.

This downward trend continued until the late 1980s when Kirkwood began to experience gentrification like many other early city suburbs around the country. Middle class whites, in search of affordable in-town residencies with a sense of community and heritage not found among the sprawl of the suburbs, began moving back into urban areas. The first archetypes of this trend, like the Queen Anne style home at 140 Howard Street, still stand as revived examples of the neighborhood's undulating history of prosperity, decline, and renewal.[43]

[43] Sharon Bailey. "Thieves and Drunks Don't Deter Mrs. Oates," *Atlanta Constitution*, 11 June 1980.

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

( ) **preliminary determination of individual listing (36 CFR 67) has been requested**
( ) **preliminary determination of individual listing (36 CFR 67) has been issued**
date issued:
(x) **previously listed in the National Register** (Kirkwood School, listed 9/19/2002)
( ) **previously determined eligible by the National Register**
( ) **designated a National Historic Landmark**
( ) **recorded by Historic American Buildings Survey #**
( ) **recorded by Historic American Engineering Record #**

Primary location of additional data:

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

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

10. Geographical Data

Acreage of Property Approximately 850 acres.

UTM References

A)	Zone 16	Easting 746319	Northing 3737992
B)	Zone 16	Easting 747306	Northing 3738820
C)	Zone 16	Easting 748898	Northing 3739359
D)	Zone 16	Easting 749131	Northing 3738242
E)	Zone 16	Easting 749188	Northing 3738141
F)	Zone 16	Easting 748802	Northing 3737383
G)	Zone 16	Easting 746420	Northing 3737341

Verbal Boundary Description

The National Register boundary is drawn with a heavy black line on the attached district map. On the north side, the district includes the historic railroad corridor north of College Avenue, but it does not include the MARTA rapid transit line which is immediately to the north of the railroad tracks (on separate elevated tracks along DeKalb Avenue).

Boundary Justification

The boundaries of the Kirkwood Historic District include the intact and contiguous properties within the historic boundaries of the city of Kirkwood, prior to its annexation by the city of Atlanta in 1922. However, the boundaries exclude the former North Kirkwood (now the Lake Claire neighborhood) due to separation by the MARTA transit lines, different development patterns after annexation, fewer intact historic resources, and a separate neighborhood identity. The district abuts several historic urban neighborhoods, and the boundaries were chosen to include only the properties associated with the Kirkwood community (its former political boundary and current social identity).

11. Form Prepared By

State Historic Preservation Office

name/title Denise P. Messick, National Register Historian
organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 34 Peachtree Street, Suite 1600
city or town Atlanta **state** Georgia **zip code** 30303-2316
telephone (404) 656-2840 **date** July 2009
e-mail Denise.Messick@dnr.state.ga.us

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

name/title Richard E. Laub, Professor
organization Georgia State University, Department of History
mailing address P. O. Box 4117
city or town Atlanta **state** GA **zip code** 30302-4117
telephone (404) 413-6365
e-mail rlaub@gsu.edu

( ) **property owner**
( ) **consultant**
( ) **regional development center preservation planner**
(x) **other:** director of graduate students who prepared nomination materials

Property Owner or Contact Information

name (property owner or contact person) Joe Alcock
organization (if applicable) Kirkwood Neighbors Organization
mailing address Post Office Box 170304
city or town Atlanta **state** GA **zip code** 30317
e-mail (optional) joe@rutledge-alcock.com

Name of Property: Kirkwood Historic District
City or Vicinity: Atlanta
County: DeKalb
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: November 2007

Description of Photograph(s):

Number of photographs: 137

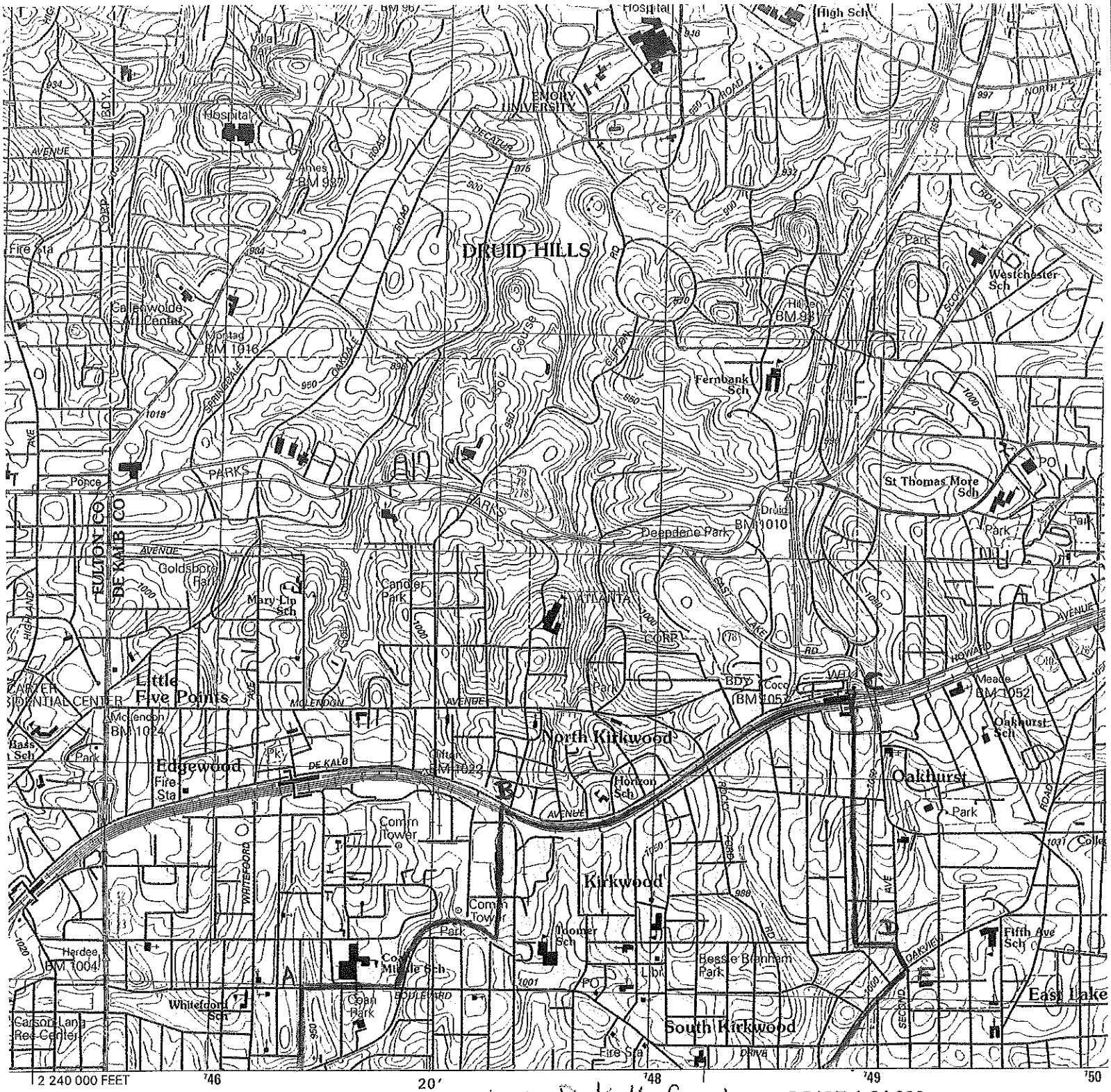
1. Oakview Road SE from eastern edge of district; photographer facing west/southwest.
2. Oakview Road NE near 2nd Avenue; photographer facing north/northeast.
3. 2300 block of Oakview Road NE; photographer facing north/northeast.
4. 30 to 40 block of Lakeview Drive NE; photographer facing north.
5. Corner of Lakeview Drive NE and Ridgedale Road NE; photographer facing north.
6. 70 to 90 block of Lakeview Drive NE; photographer facing northeast.
7. 2300 block of 1st Avenue NE; photographer facing north.
8. 2270-2280 block of Ridgedale Road NE; photographer facing southwest.
9. 2210 block of Ridgedale Road NE; photographer facing northwest.
10. 30-40 block of Rocky Ford Road NE; photographer facing north/northwest.
11. 20-30 block of Rocky Ford Road NE; photographer facing northeast.
12. 2200 block of Hosea Williams Drive; photographer facing northwest.
13. Corner of Hosea Williams Drive and East Lake Terrace SE; photographer facing southwest.
14. 180 block of Watson Street; photographer facing north/northwest.
15. 2120 block of Memorial Drive; photographer facing northwest.
16. 2150-2160 block of Memorial Drive; photographer facing northeast.
17. 170-180 block of Douglas Street SE; photographer facing north/northwest.
18. 130 block of Douglas Street SE; photographer facing north/northwest.
19. 50 block of Bates Avenue SE; photographer facing northwest.
20. 190 block of Palatka Street SE; photographer facing northwest.
21. 2040 block of Hosea Williams Drive; photographer facing northwest.
22. 2090 block of Hosea Williams Drive; photographer facing northwest.

23. 2150 block of Hosea Williams Drive; photographer facing northwest.
24. 20 block of Bates Avenue SE; photographer facing north/northwest.
25. 2160 block of Ridgedale Road NE; photographer facing northwest.
26. Corner of Branham and Ridgedale Road NE; photographer facing northwest.
27. 2100 block of Delano Drive NE; photographer facing northeast.
28. Recreation Center in Bessie Branham Park; photographer facing north/northwest.
29. Southeast corner of Bessie Branham Park; photographer facing north.
30. 106 Kirkwood Road NE, former neighborhood library; photographer facing northwest.
31. Former Kirkwood School on Kirkwood Road NE; photographer facing northwest.
32. 2030 block of Robson Place NE; photographer facing northeast.
33. 190 block of Norwood Avenue NE; photographer facing northwest.
34. 250-260 block of Norwood Avenue NE; photographer facing north.
35. Howard Street NE at College Avenue NE; photographer facing northwest.
36. 229 Howard Street NE; photographer facing northeast.
37. 102-106 Howard Street NE, Pentecostal Church of God; photographer facing northwest.
38. 60 Howard Street NE, Turner Monumental AME Church; photographer facing northwest.
39. Hosea Williams Drive at Kirkwood Road NE; photographer facing west.
40. Hosea Williams and Oakview roads; photographer facing west/northwest.
41. 2007 Oakview Road SE (note: fire station shown here was demolished and replaced with a new noncontributing fire station after photograph was taken); photographer facing west/southwest.
42. Rear of 2025 Hosea Williams Drive, taken from Oakview Road SE; photographer facing north.
43. 2020 block of Oakview Road SE; photographer facing northwest.
44. 2030 block of Hosea Williams Drive; photographer facing southwest.
45. 2025 Hosea Williams Drive, former Masonic lodge; photographer facing southwest.
46. 2071 Hosea Williams Drive, Israel Missionary Baptist Church; photographer facing southwest.
47. 38 Kirkwood Road NE; photographer facing northwest.
48. 16 Kirkwood Road NE; photographer facing northwest.
49. 20 Kirkwood Road NE; photographer facing northwest.
50. 170 block of Howard Street SE; photographer facing northwest.

51. Hosea Williams Drive at Warren Street SE; photographer facing southwest.
52. Memorial Drive at Eastside Avenue SE; photographer facing east/northeast.
53. Memorial Drive at Maynard Terrace SE/Wyman Street SE; photographer facing northeast.
54. Memorial Drive at Wilkinson Drive SE; photographer facing northwest.
55. Memorial Drive at Campbell Street SE; photographer facing northwest.
56. 2012 Memorial Drive; photographer facing northwest.
57. 138 Oakview Road SE; photographer facing south/southeast.
58. 125 Oakview Road SE; photographer facing southwest.
59. 170-190 block of Campbell Street SE; photographer facing northwest.
60. 110-120 block of Warren Street SE; photographer facing northwest.
61. 30-40 block of Warren Street SE; photographer facing northwest.
62. Toomer School, taken from Hosea Williams Drive; photographer facing north.
63. Hosea Williams Drive at Rogers Street; photographer facing west/northwest.
64. Hosea Williams Drive at Clifton Street; photographer facing northwest.
65. Clifton Street SE from Hosea Williams Drive; photographer facing south.
66. Clay Cemetery on Clifton Street NE; photographer facing west.
67. Gilliam Park from Wade Avenue NE; photographer facing north.
68. 18-38 Wyman Street NE; photographer facing northwest.
69. 29-39 Wyman Street SE; photographer facing northwest.
70. 97-109 Wyman Street SE; photographer facing northwest.
71. 173-183 Clifton Street SE; photographer facing northwest.
72. 130-140 block of Clifton Street SE; photographer facing northwest.
73. 20 block of Clifton Street SE; photographer facing northwest.
74. 1758 Wade Avenue NE; photographer facing north/northeast.
75. Clay Street SE near Hosea Williams Drive; photographer facing north.
76. 29-41 Clay Street SE; photographer facing northwest.
77. 130-140 block of Clay Street SE; photographer facing northwest.
78. 60-70 block of Rogers Street SE; photographer facing northwest.
79. Coan Park from Woodbine Avenue SE; photographer facing west.
80. 1600 block of Paxon Street SE; photographer facing west/northwest.

81. 1600 block of Alder Court SE; photographer facing west/northwest.
82. 1500 block of Woodbine Avenue SE; photographer facing northwest.
83. 60-70 block of Anniston Avenue SE; photographer facing northwest.
84. 145-155 Woodbine Circle; photographer facing west/northwest.
85. 70-80 block of Montgomery Street SE; photographer facing northeast.
86. 1620-1640 block of Hosea Williams Drive; photographer facing northwest.
87. 1615-1629 Hosea Williams Drive; photographer facing southwest.
88. 174-184 Rogers Street NE; photographer facing northwest.
89. Pratt-Pullman Yards from Rogers Street NE; photographer facing northeast.
90. Rogers Street NE at Wade Avenue NE; photographer facing west.
91. 28-34 Rogers Street NE; photographer facing northwest.
92. 92-98 Warren Street NE; photographer facing northwest.
93. 100 block of Warren Street NE; photographer facing northwest.
94. Warren Street NE at Trotti Street NE; photographer facing northwest.
95. 180-190 block of Warren Street NE; photographer facing north.
96. 1926-1930 Trotti Street NE; photographer facing northwest.
97. 160 block of Locust Street NE; photographer facing northwest.
98. Locust Street NE at College Avenue NE, rear of former Southern Ice and Fuel Company; photographer facing northeast.
99. Pratt-Pullman Yards from College Avenue NE; photographer facing southeast.
100. Pratt-Pullman Yards from Rogers Street NE; photographer facing east.
101. 206 Rogers Street NE at Fir Street; photographer facing southwest.
102. Kirkwood Road NE at Fowler Street NE; photographer facing north.
103. Apartments at 190 Kirkwood Road NE; photographer facing northwest.
104. Warlick Place NE at Kirkwood Road NE; photographer facing northwest.
105. 2000 block of Emery Place NE; photographer facing northeast.
106. 163-171 Rocky Ford Road NE; photographer facing east/southeast.
107. 65-69 Rocky Ford Road NE; photographer facing north/northeast.
108. Rocky Ford Road NE at Delano Drive NE; photographer facing northwest.
109. Rocky Ford Road NE near Fowler Street NE; photographer facing north.

110. Rocky Ford Road NE, looking toward College Avenue NE; photographer facing north.\
111. Wisteria Street NE near Elvan Street; photographer facing west/northwest.
112. 2234 Wisteria Street NE; photographer facing northwest.
113. 2249 Wisteria Street NE; photographer facing southwest.
114. 230-240 block of Melrich Street NE; photographer facing north.
115. 140 block of Martha Avenue NE; photographer facing north.
116. Martha Avenue NE at Feridan; photographer facing north.
117. 2250-2254 1st Avenue NE; photographer facing northeast.
118. Sisson Avenue NE at Delano Drive NE; photographer facing north.
119. 150 block of Sisson Avenue NE; photographer facing north/northeast.
120. Sisson Avenue NE at Feridan; photographer facing northeast.
121. 300 block of Sisson Avenue NE; photographer facing north/northeast.
122. 340-350 block of Sisson Avenue NE; photographer facing north.
123. CSX Railroad tracks with MARTA elevated tracks to right; photographer facing southwest.
124. West College Avenue at Sisson Avenue NE; photographer facing southwest.
125. East Lake MARTA rail station; photographer facing northeast.
126. 330 block of Leland Street NE; photographer facing northeast.
127. 310 block of Leland Street NE; photographer facing northeast.
128. 240 block of Murray Hill Avenue NE; photographer facing northwest.
129. 340-350 block of Murray Hill Avenue NE; photographer facing southeast.
130. College Avenue NE at Murray Hill Avenue NE; photographer facing northeast.
131. CSX Railroad tracks with MARTA elevated tracks to left; photographer facing northeast.
132. 52-58 Doyle Street SE; photographer facing northeast.
133. 1966 Hosea Williams Drive; photographer facing southeast.
134. Ingram Temple Church of God in Christ, Hosea Williams Drive near Doyle Street; photographer facing west.
135. 1926 Hosea Williams Drive, Eastwood Station Post Office; photographer facing northwest.
136. Howard Street SE at Bixby Street SE; photographer facing northeast.
137. Dearborn Street SE at Bixby Street SE; photographer facing northeast.



Kirkwood Historic District, DeKalb County, Georgia (Map 1 of 2)

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UTM References:
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FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORAI
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Kirkwood Historic District, DeKalb County, Georgia
(Map 2 of 2)
UTM References:
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G: 16/746420 E/3737341 N

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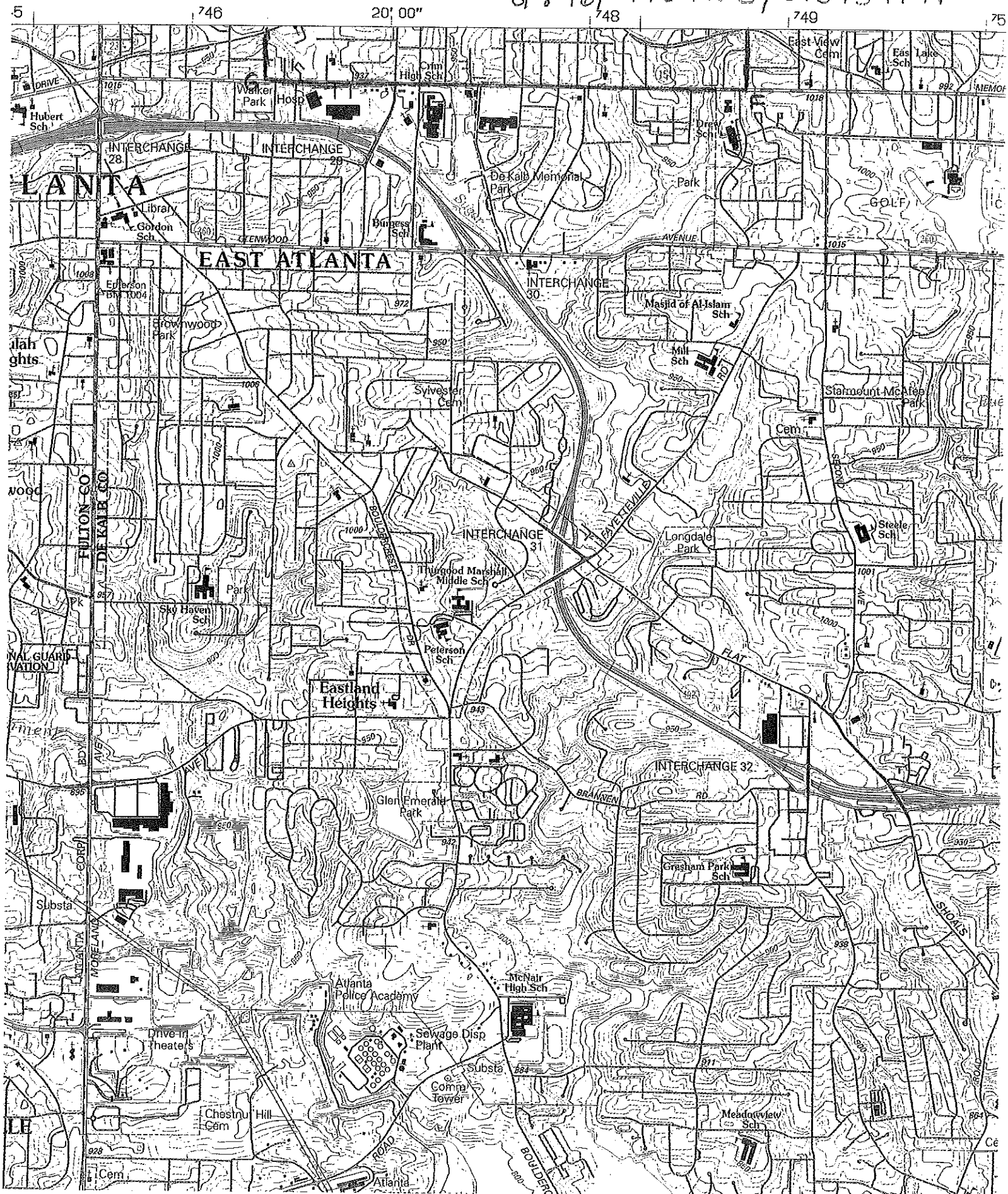
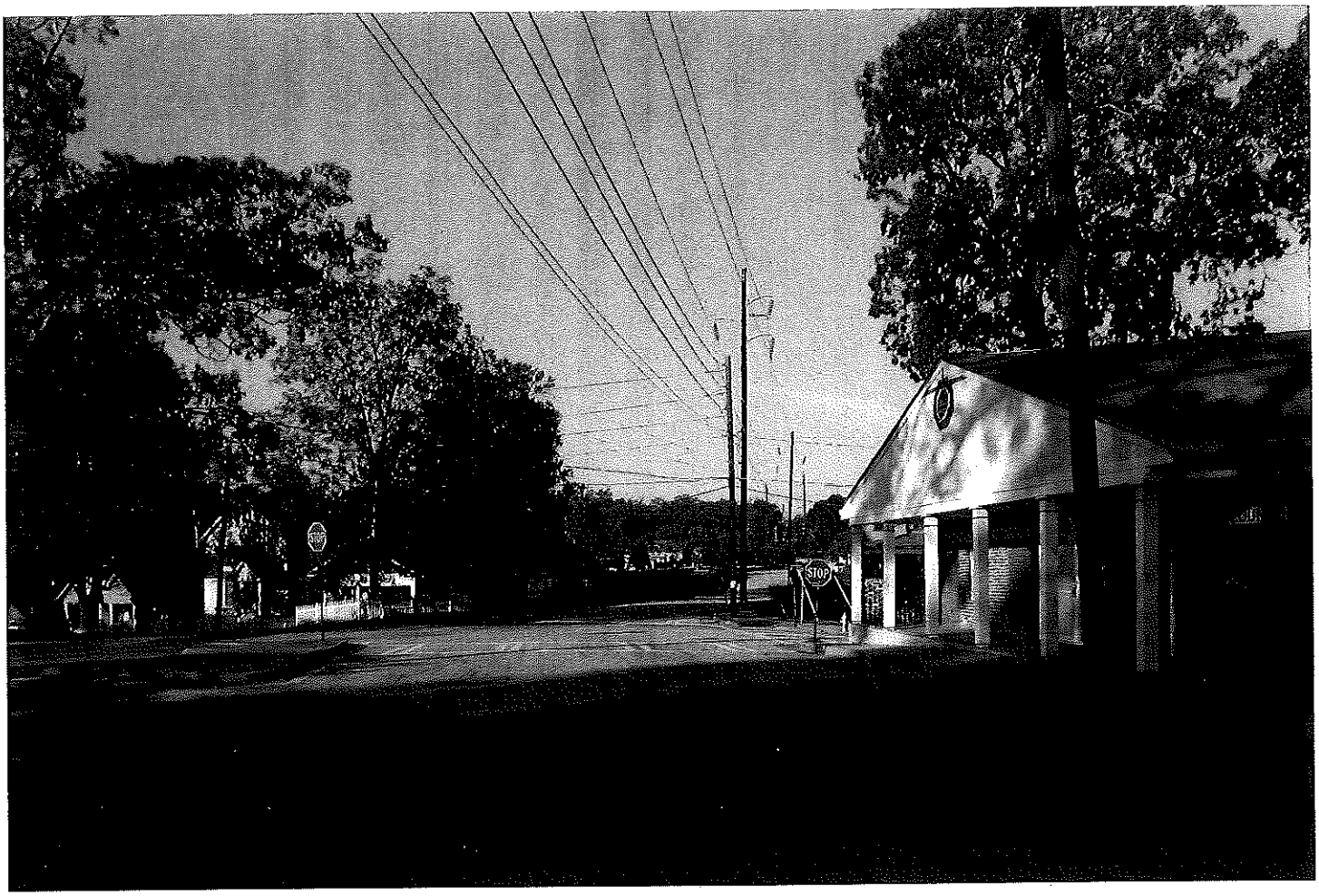
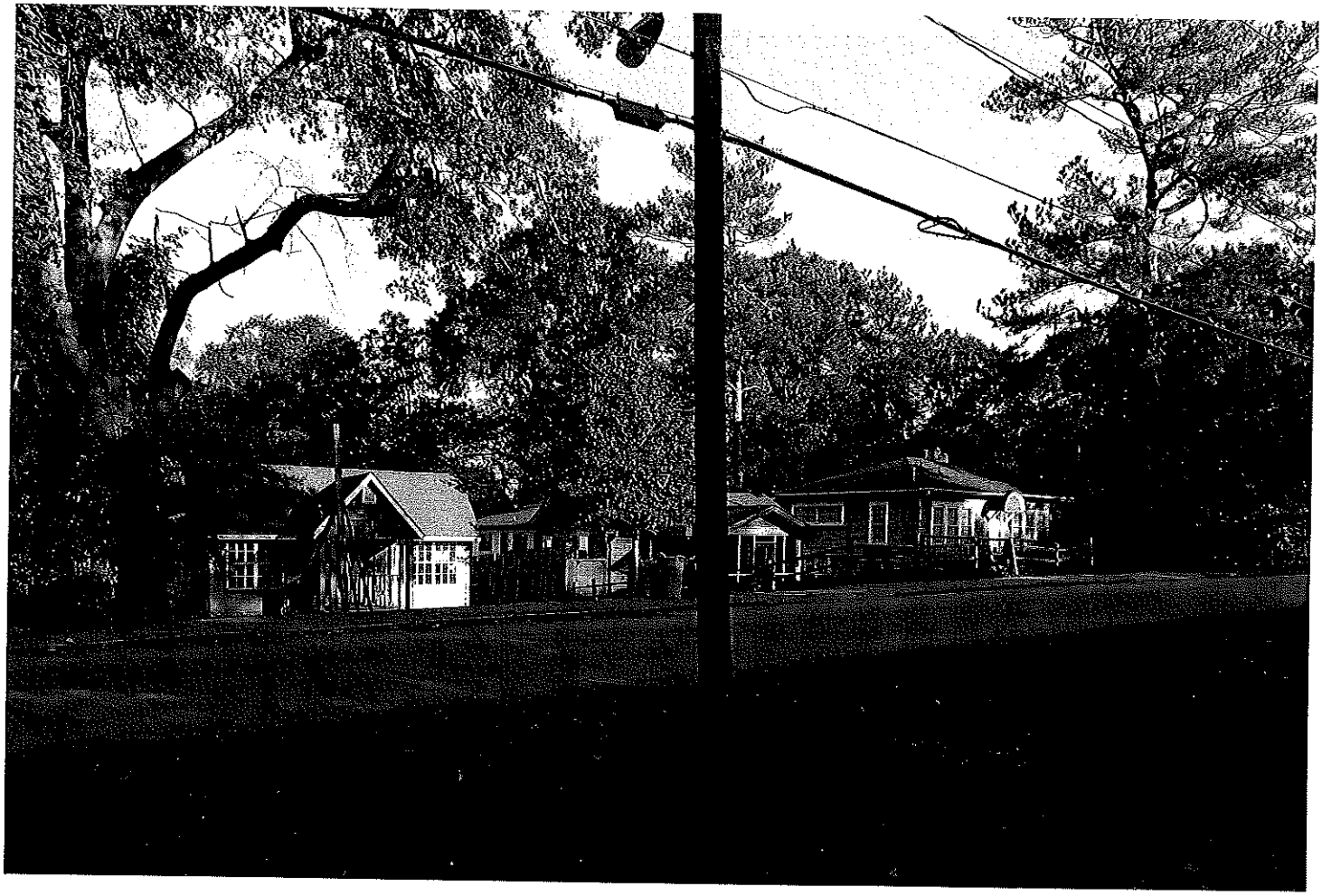
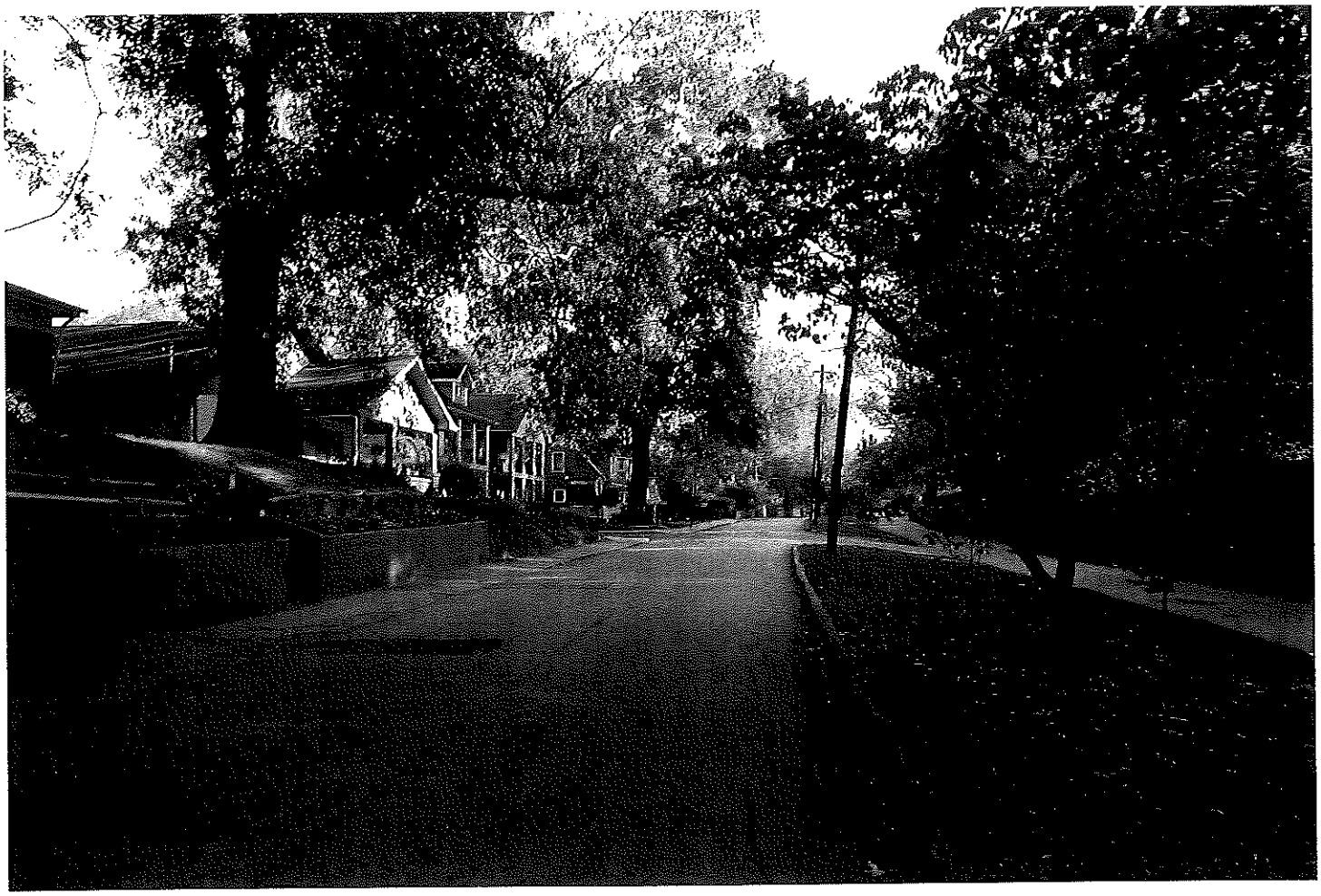




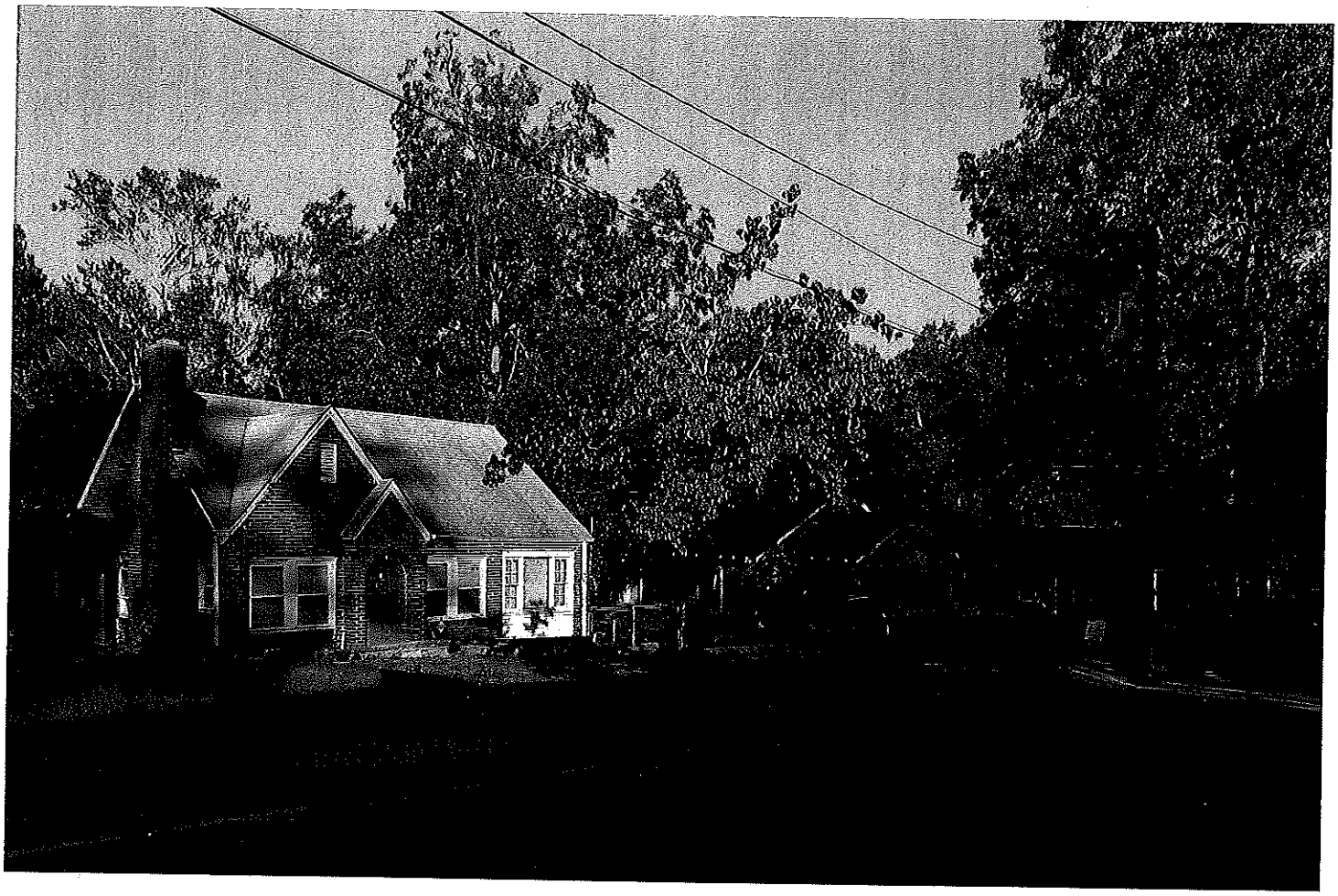
Kirkwood Historic District
DeKalb County, Georgia
Photograph 1 of 137



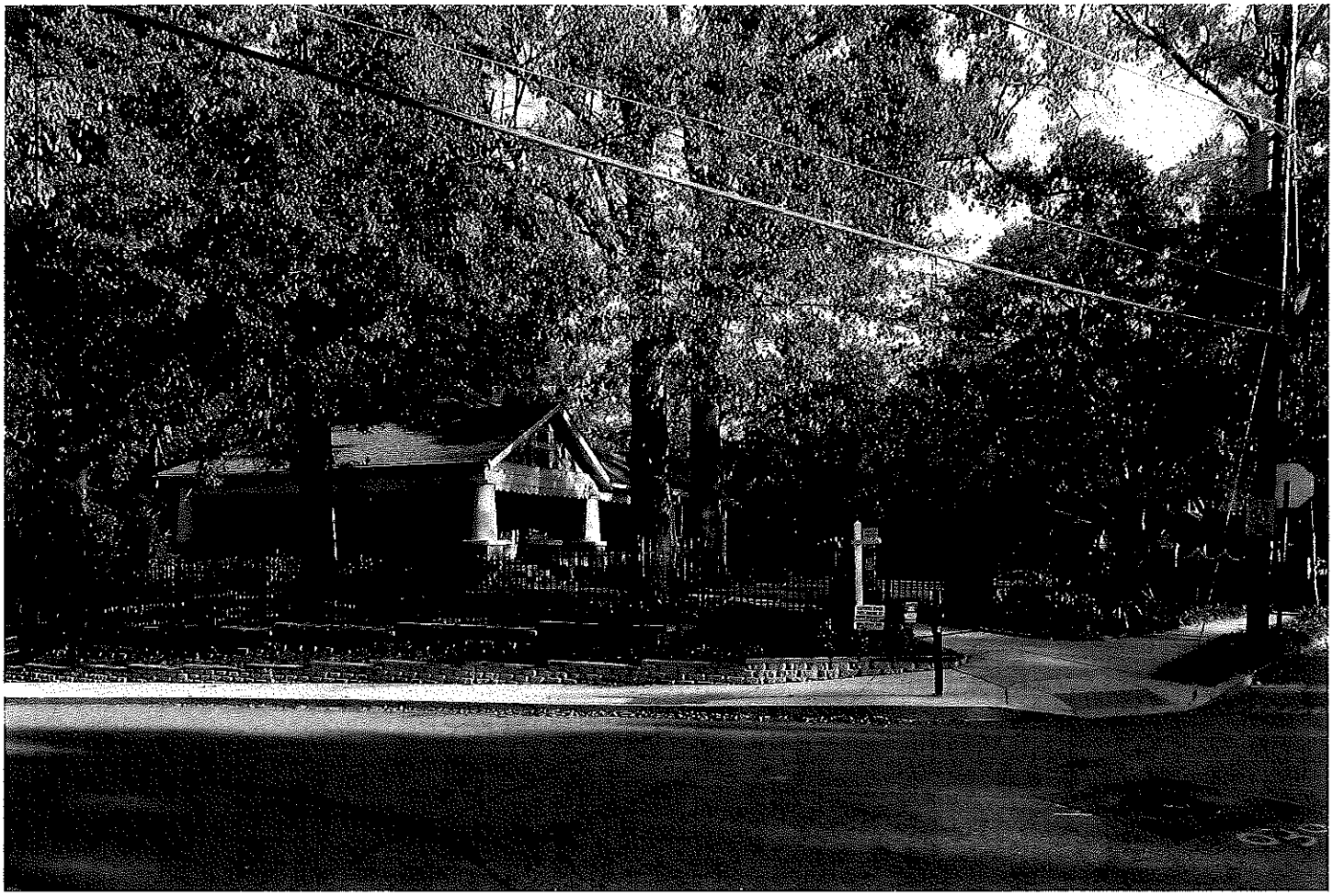
Kirkwood Historic District
DeKalb County, Georgia
Photograph 2 of 137



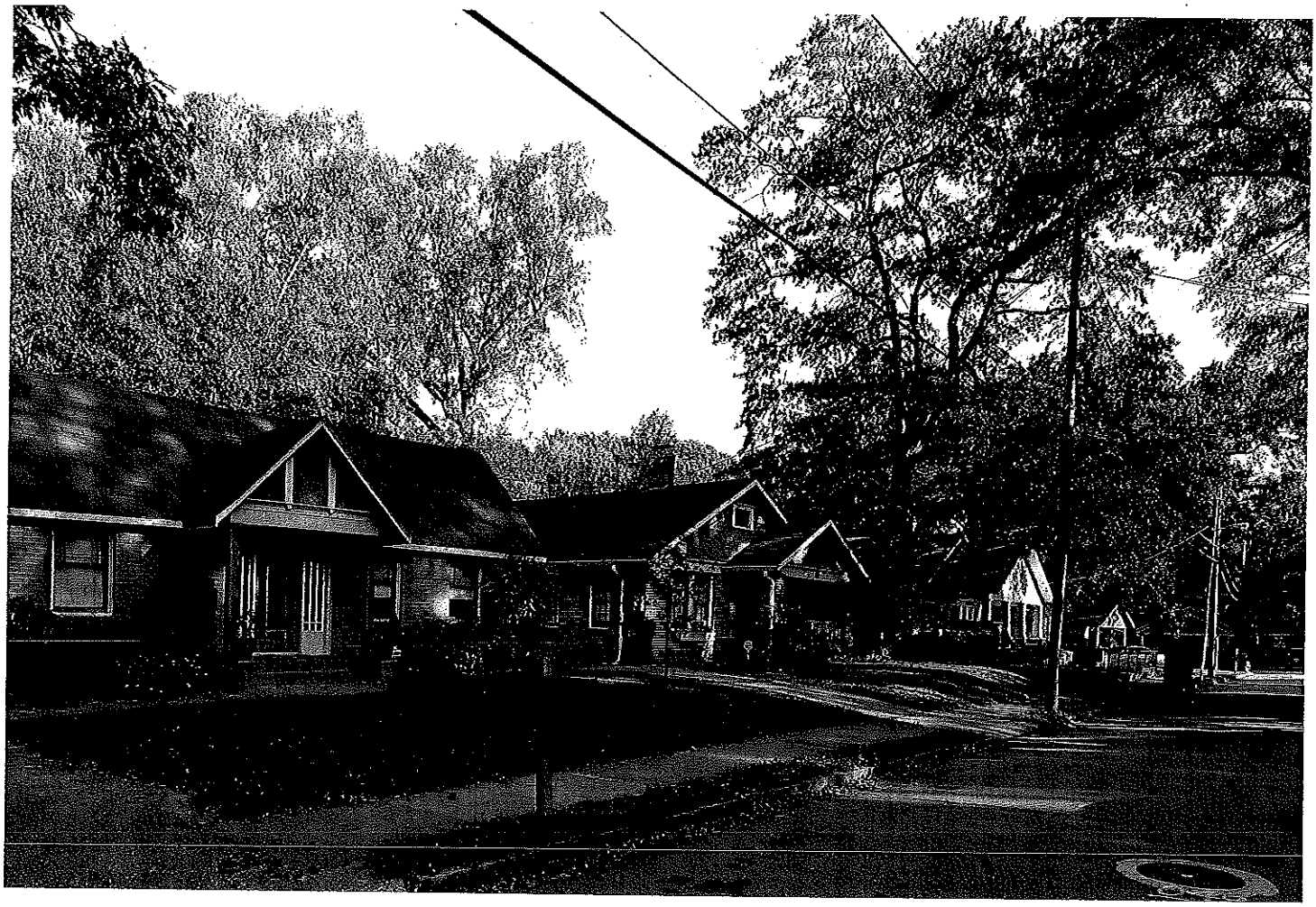
Kirkwood Historic District
DeKalb County, Georgia
Photograph 3 of 137



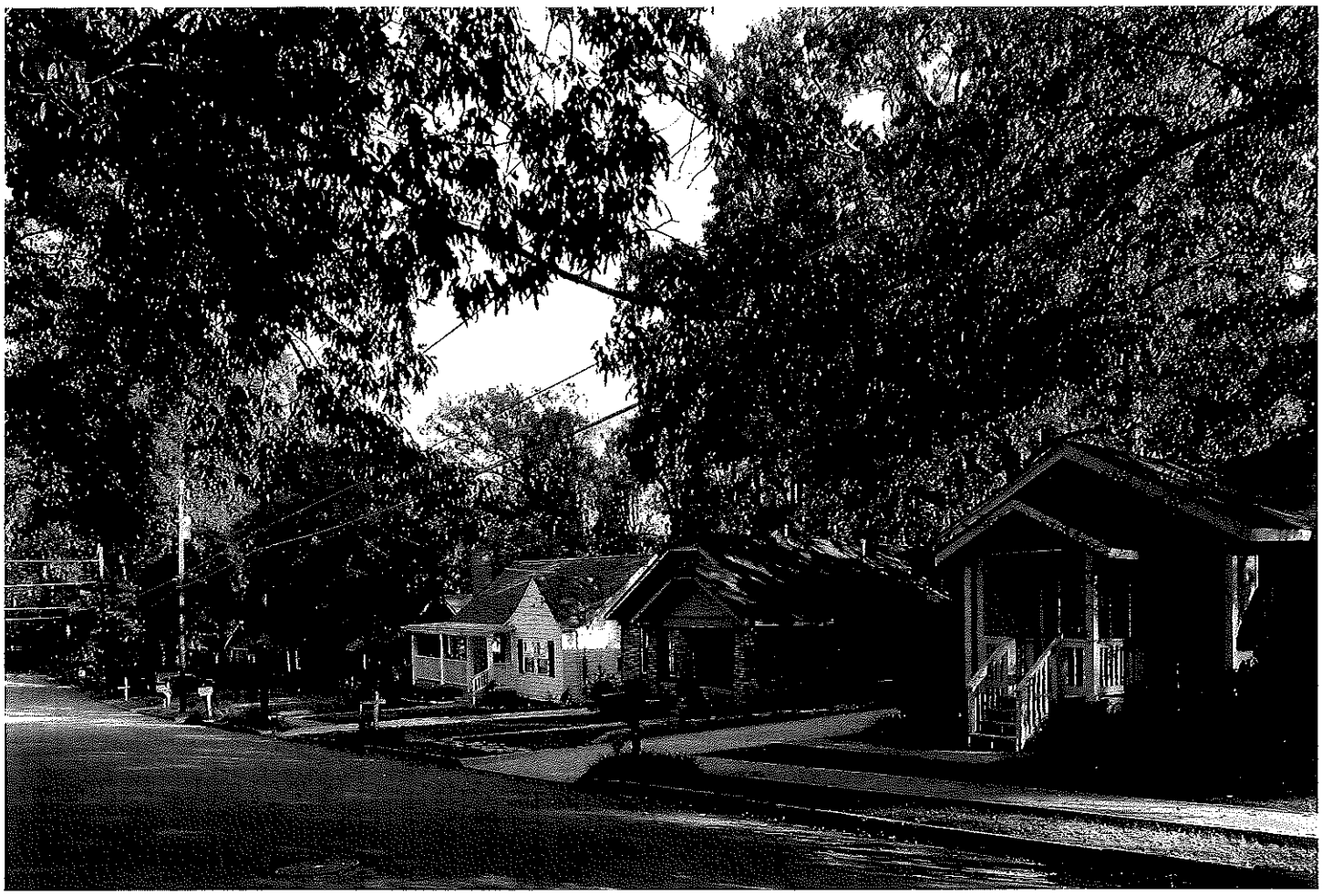
Kirkwood Historic District
DeKalb County, Georgia
Photograph 4 of 137



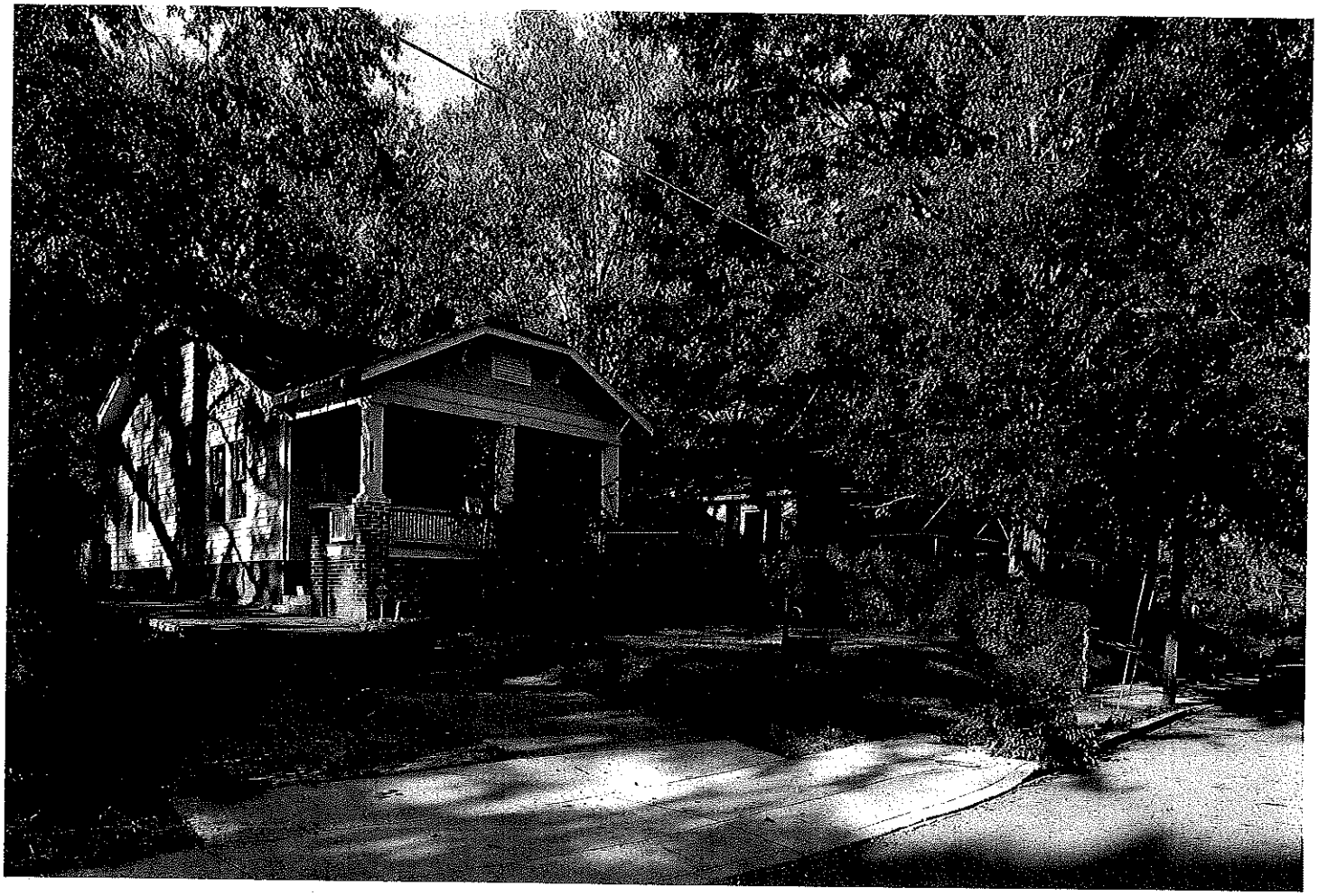
Kirkwood Historic District
DeKalb County, Georgia
Photograph 5 of 137



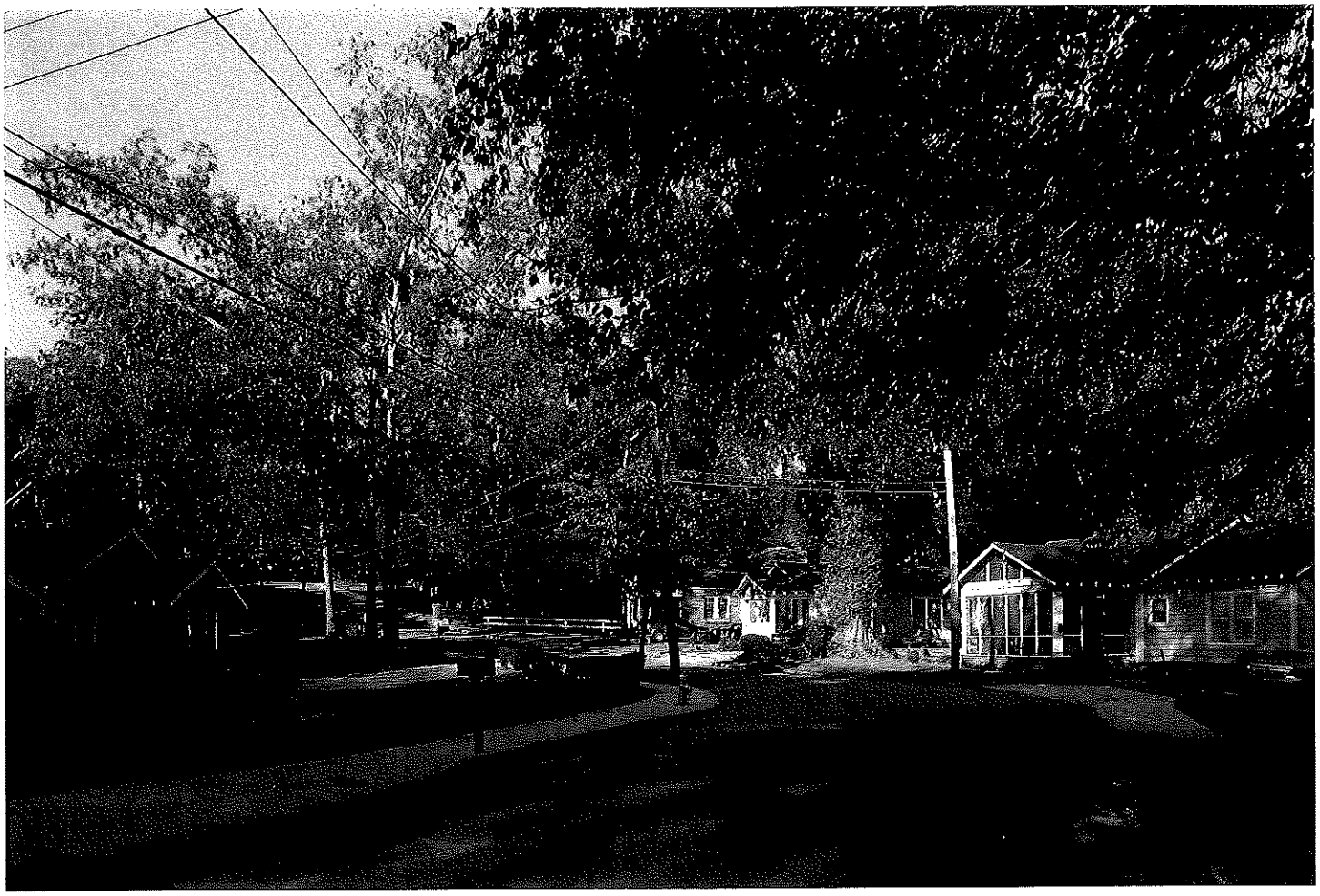
Kirkwood Historic District
DeKalb County, Georgia
Photograph 6 of 137



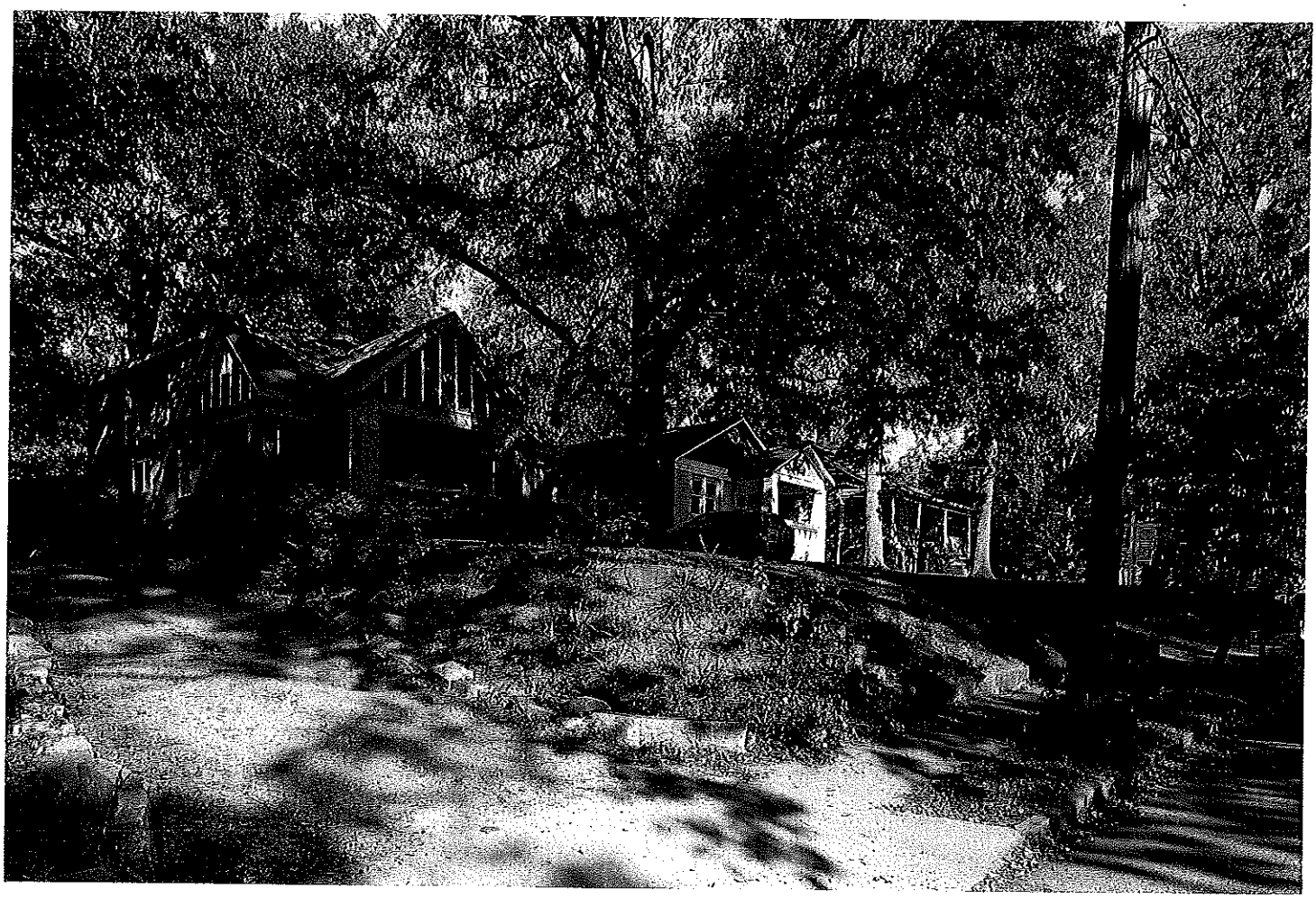
Kirkwood Historic District
DeKalb County, Georgia
Photograph 7 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 8 of 137

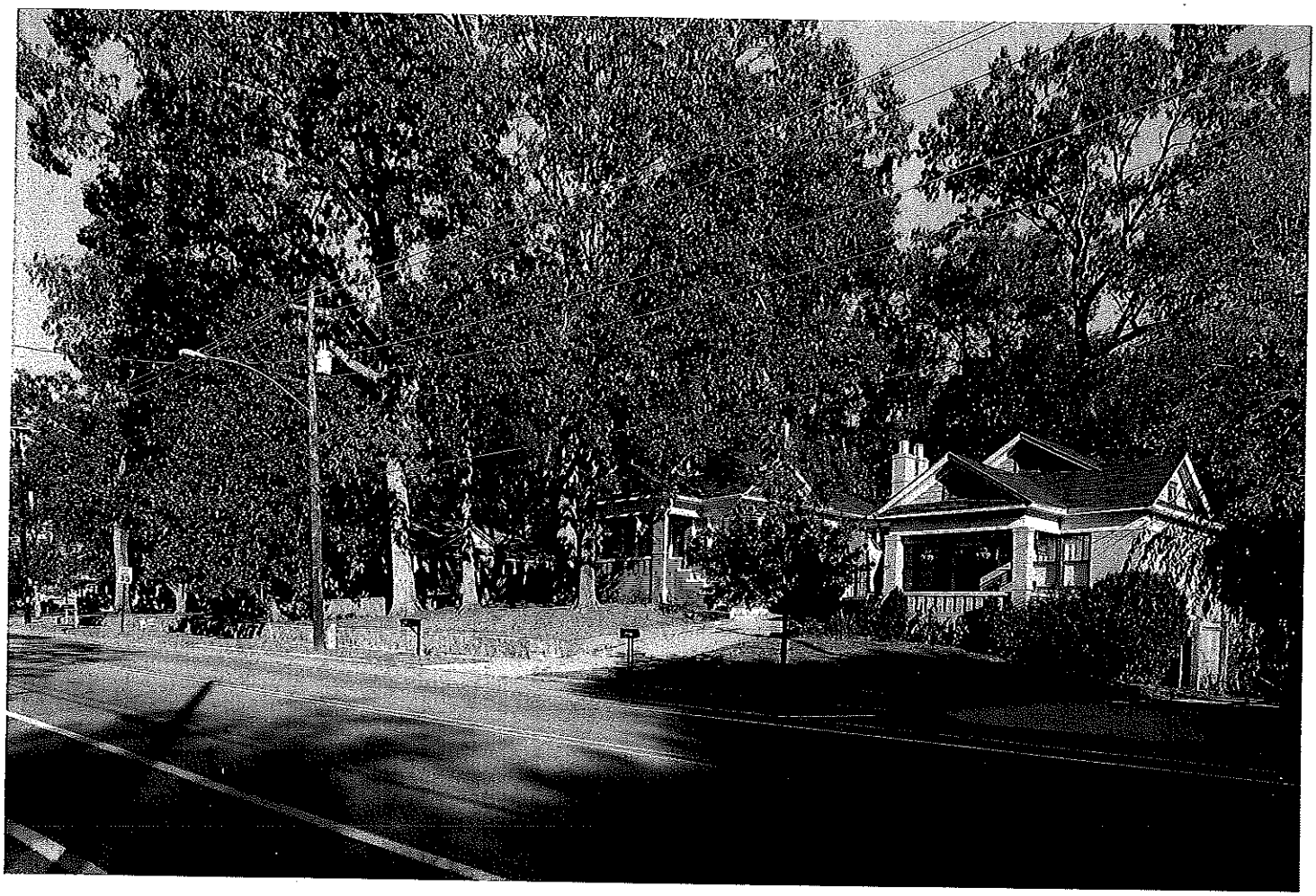


Kirkwood Historic District
DeKalb County, Georgia
Photograph 9 of 137



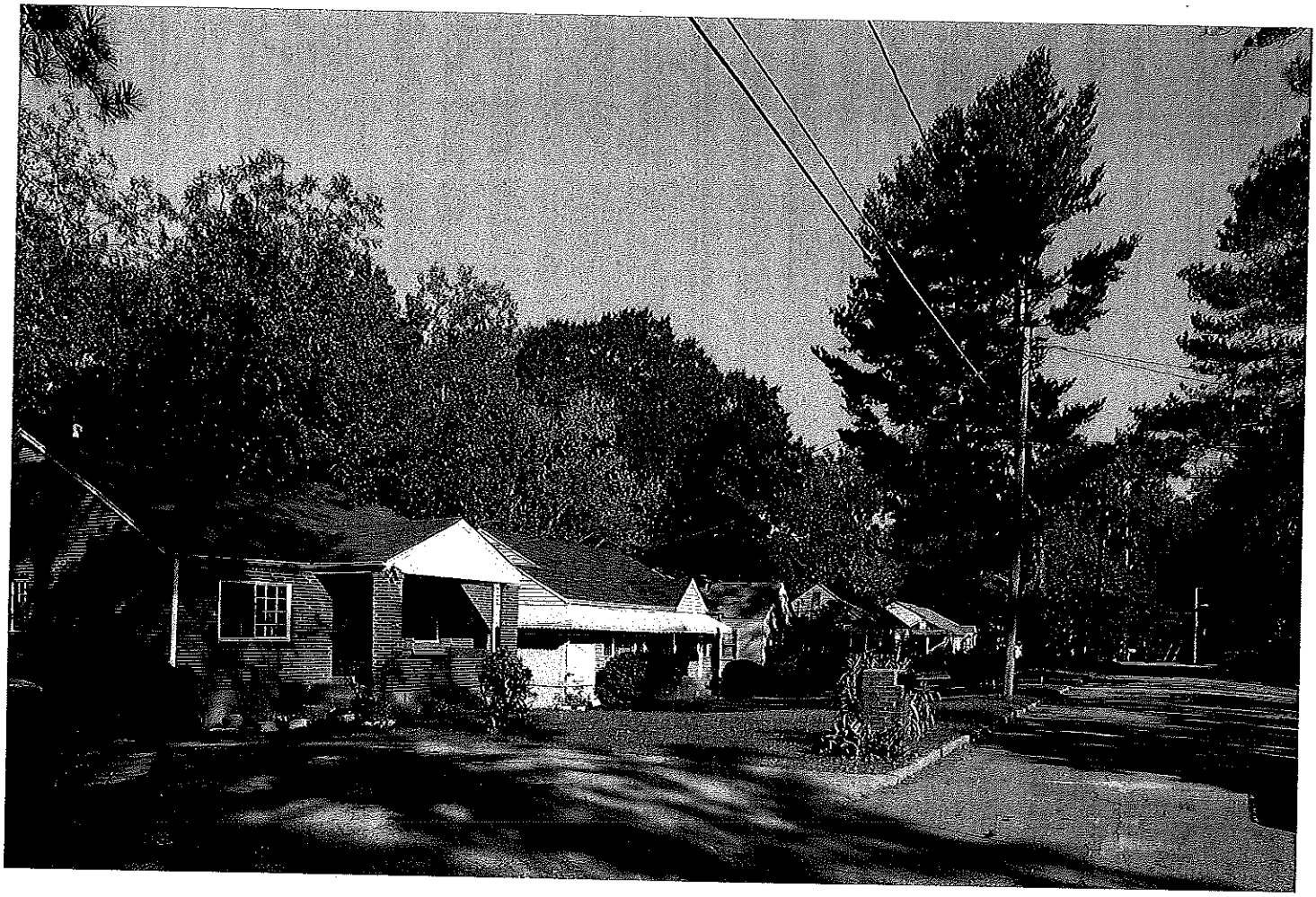
Kirkwood Historic District
DeKalb County, Georgia
Photograph 10 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 11 of 137

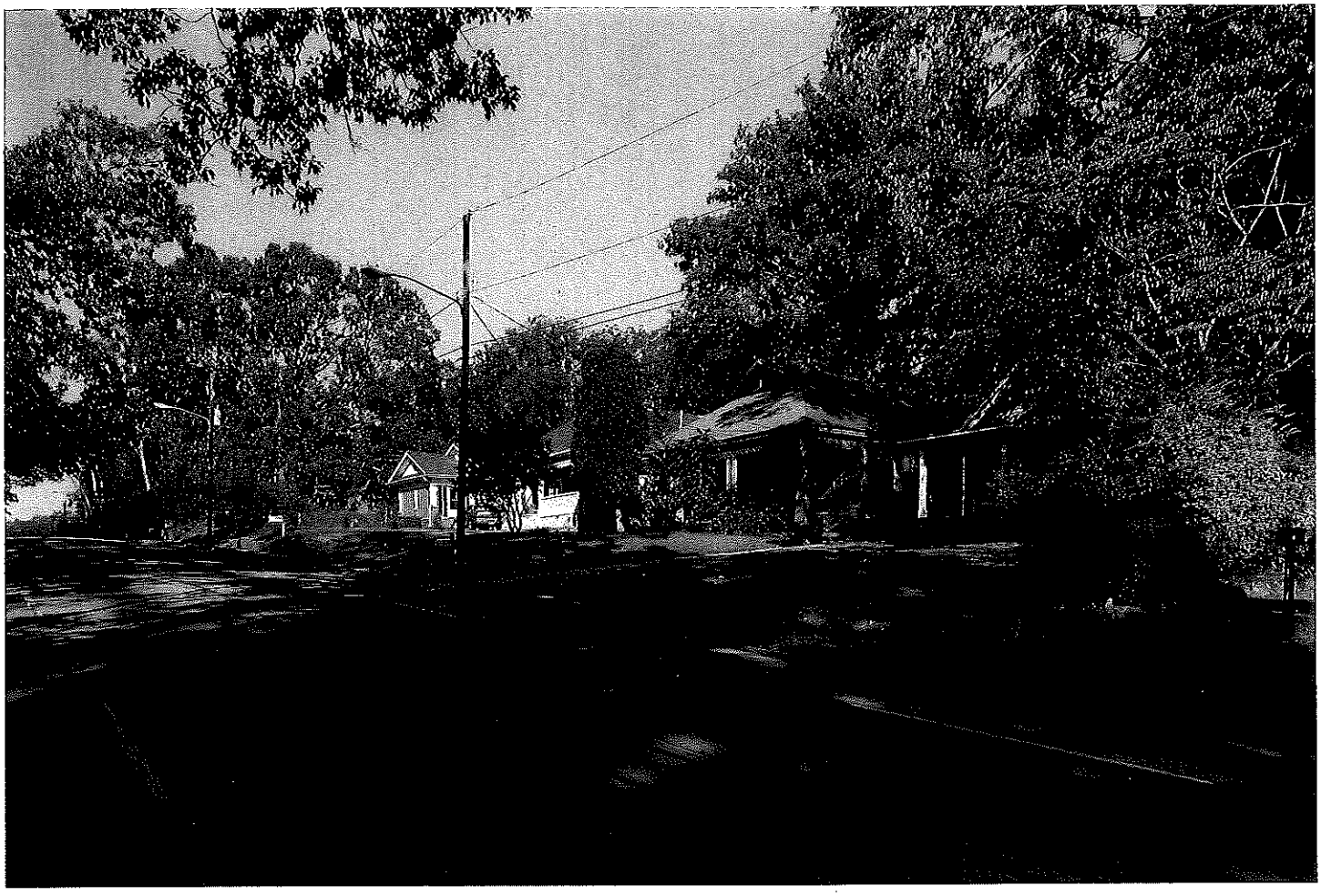


Kirkwood Historic District
DeKalb County, Georgia
Photograph 12 of 137

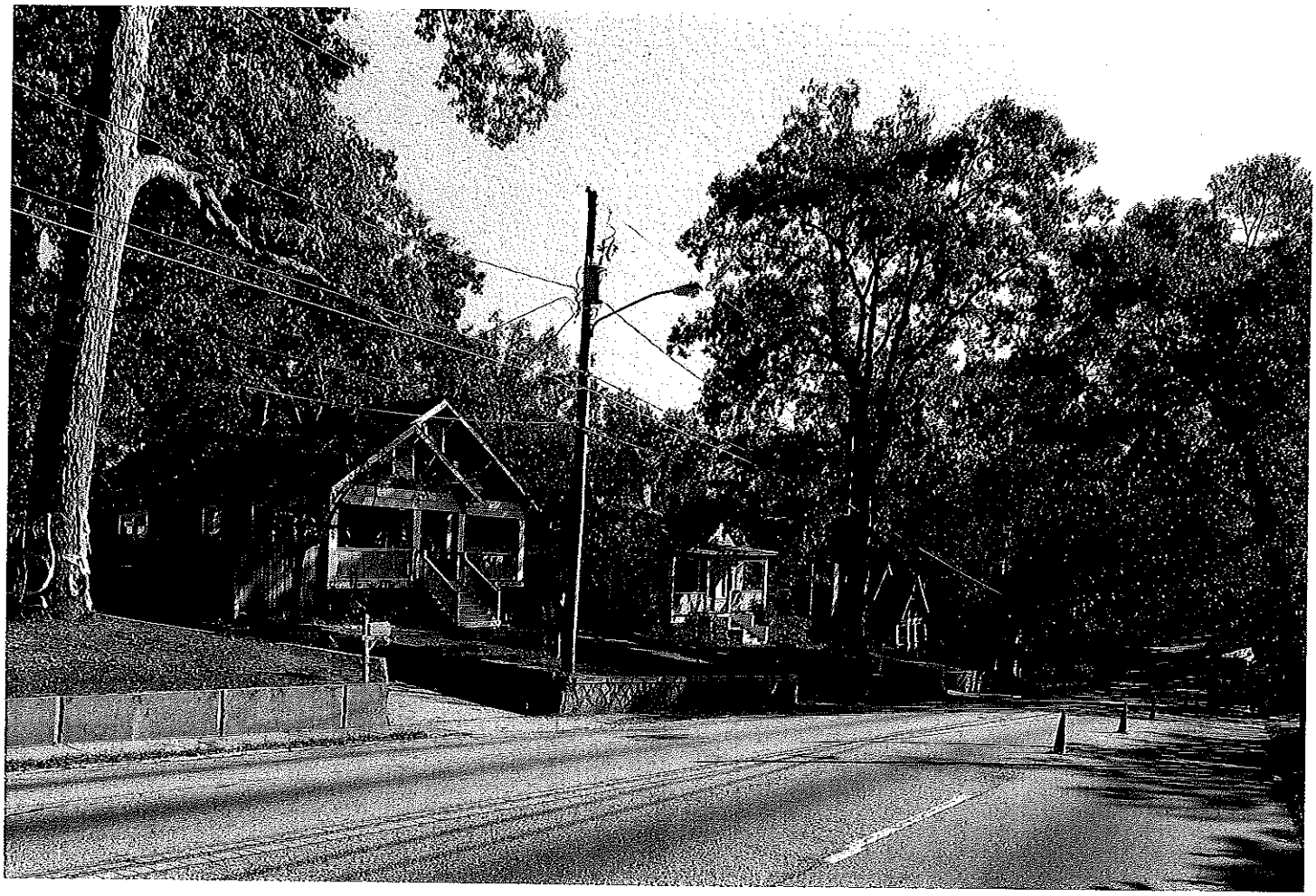
Kirkwood Historic District
DeKalb County, Georgia
Photograph 13 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 14 of 137

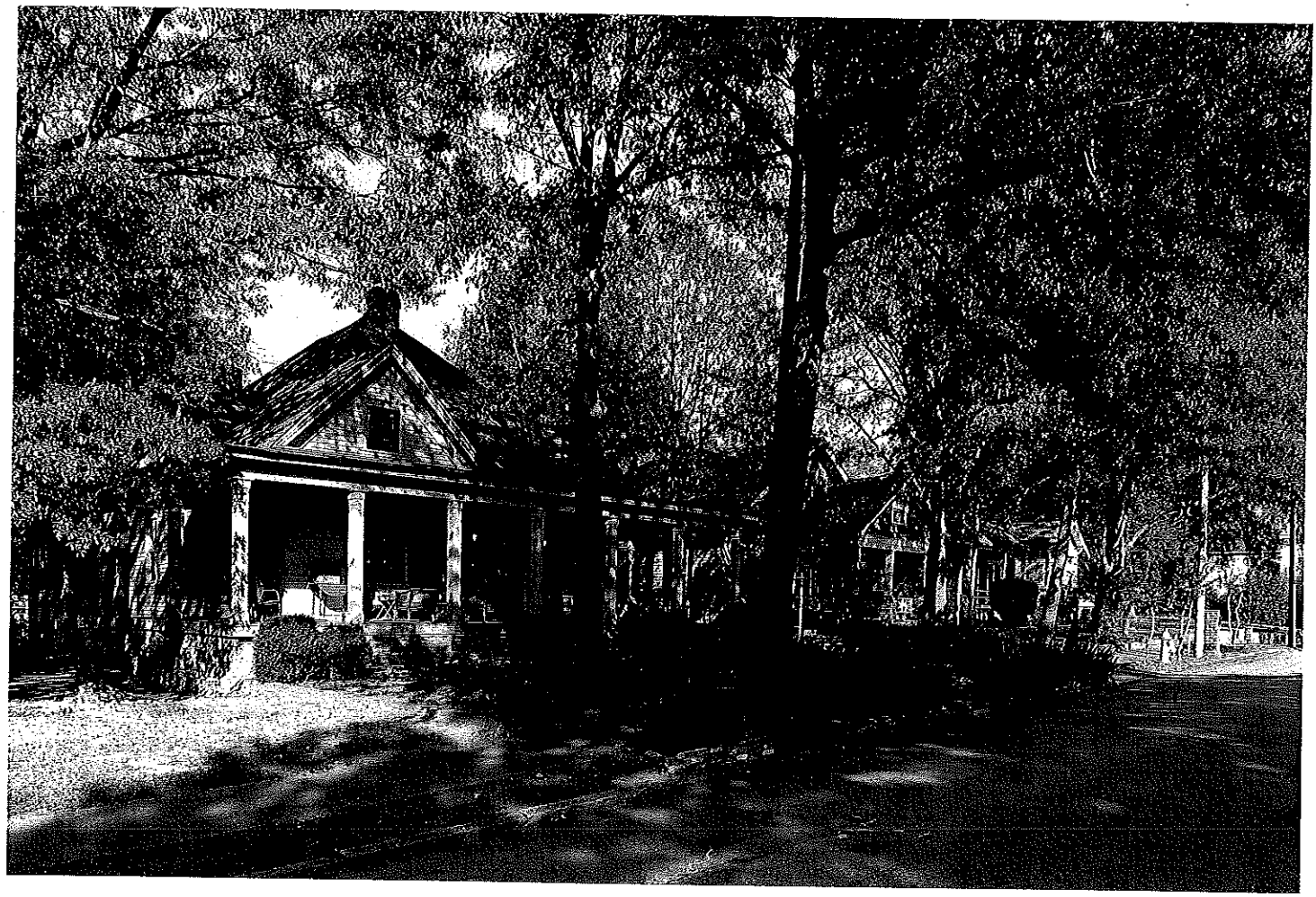


Kirkwood Historic District
DeKalb County, Georgia
Photograph 15 of 137



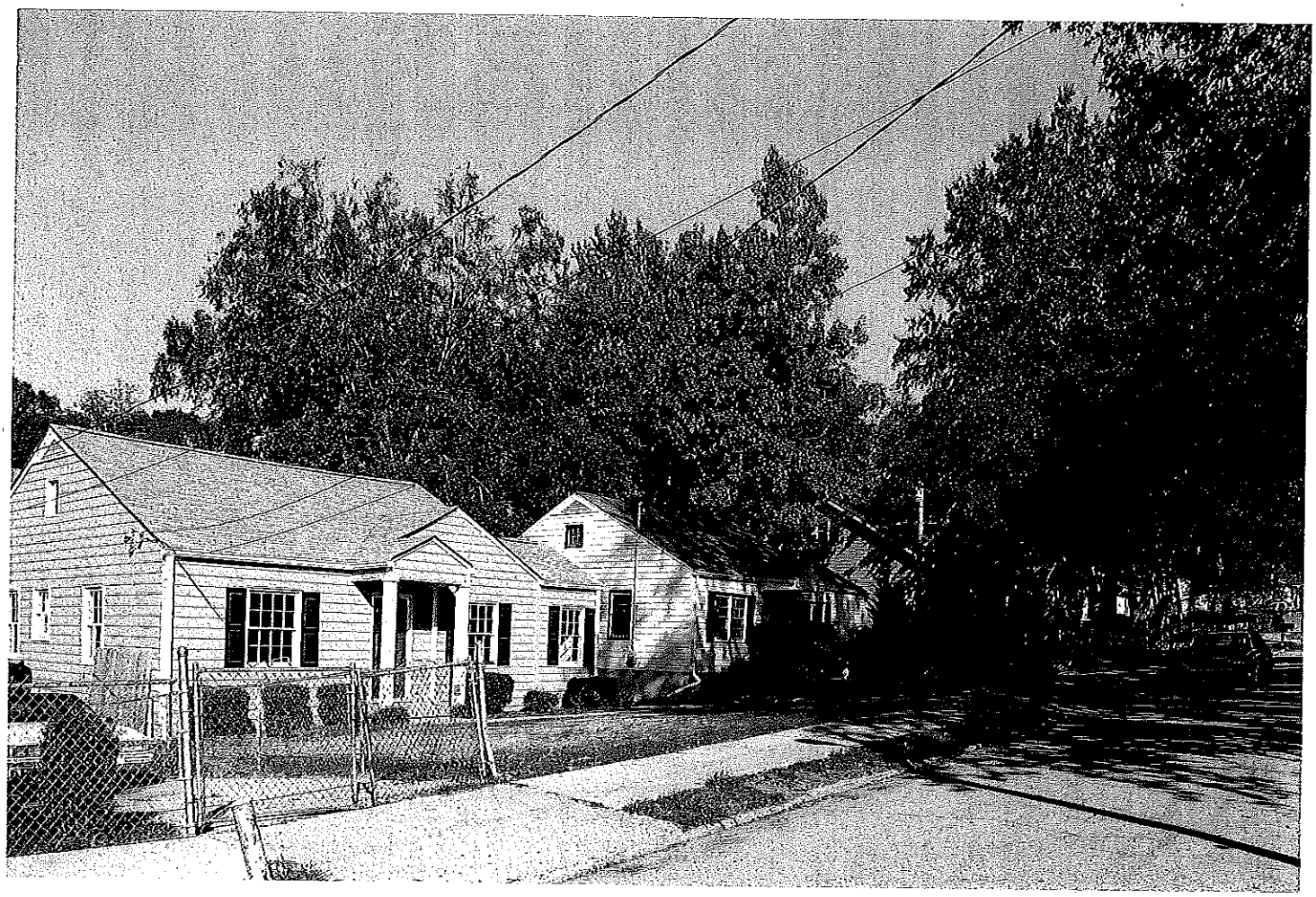
Kirkwood Historic District
DeKalb County, Georgia
Photograph 16 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 17 of 137



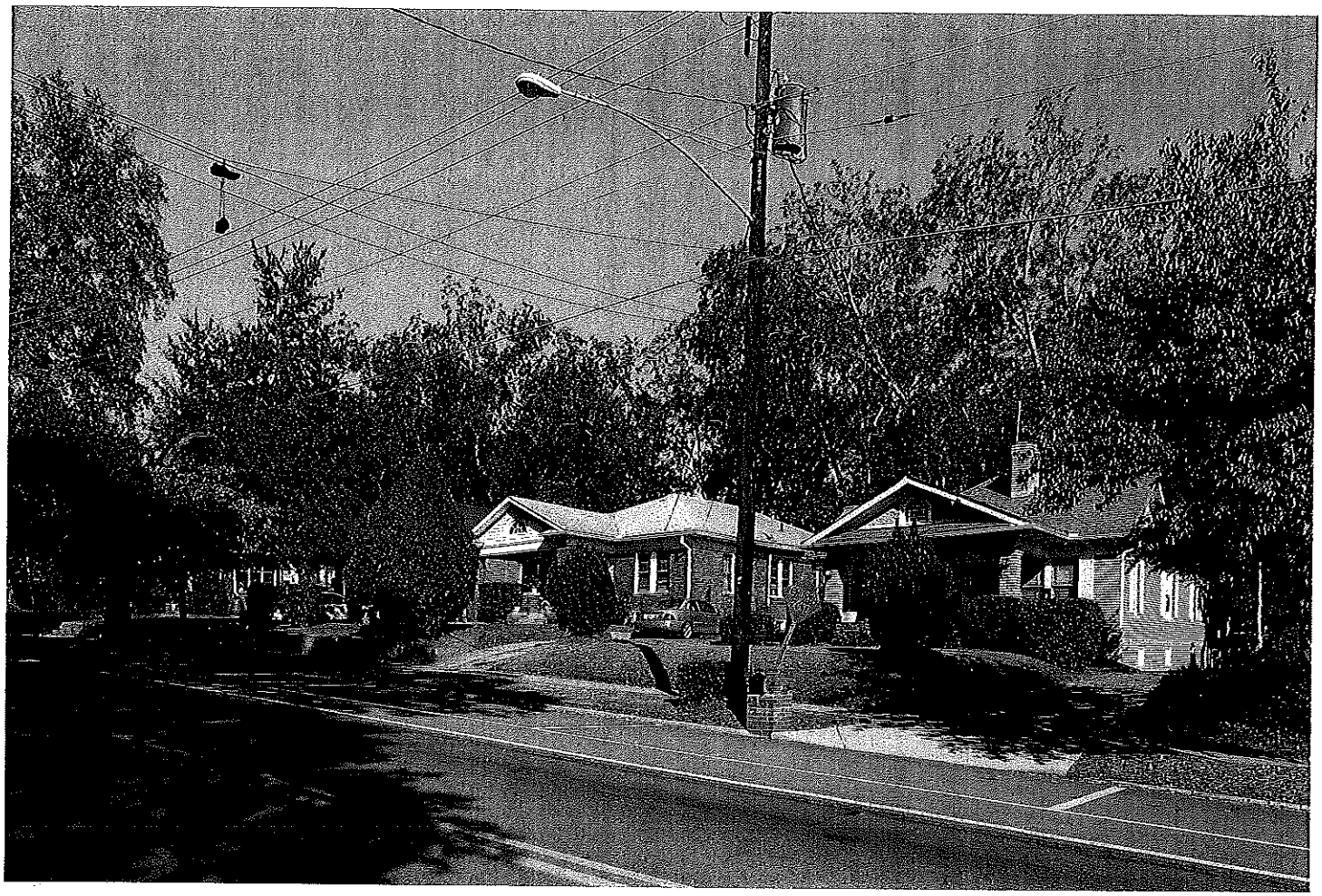
Kirkwood Historic District
DeKalb County, Georgia
Photograph 18 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 19 of 137

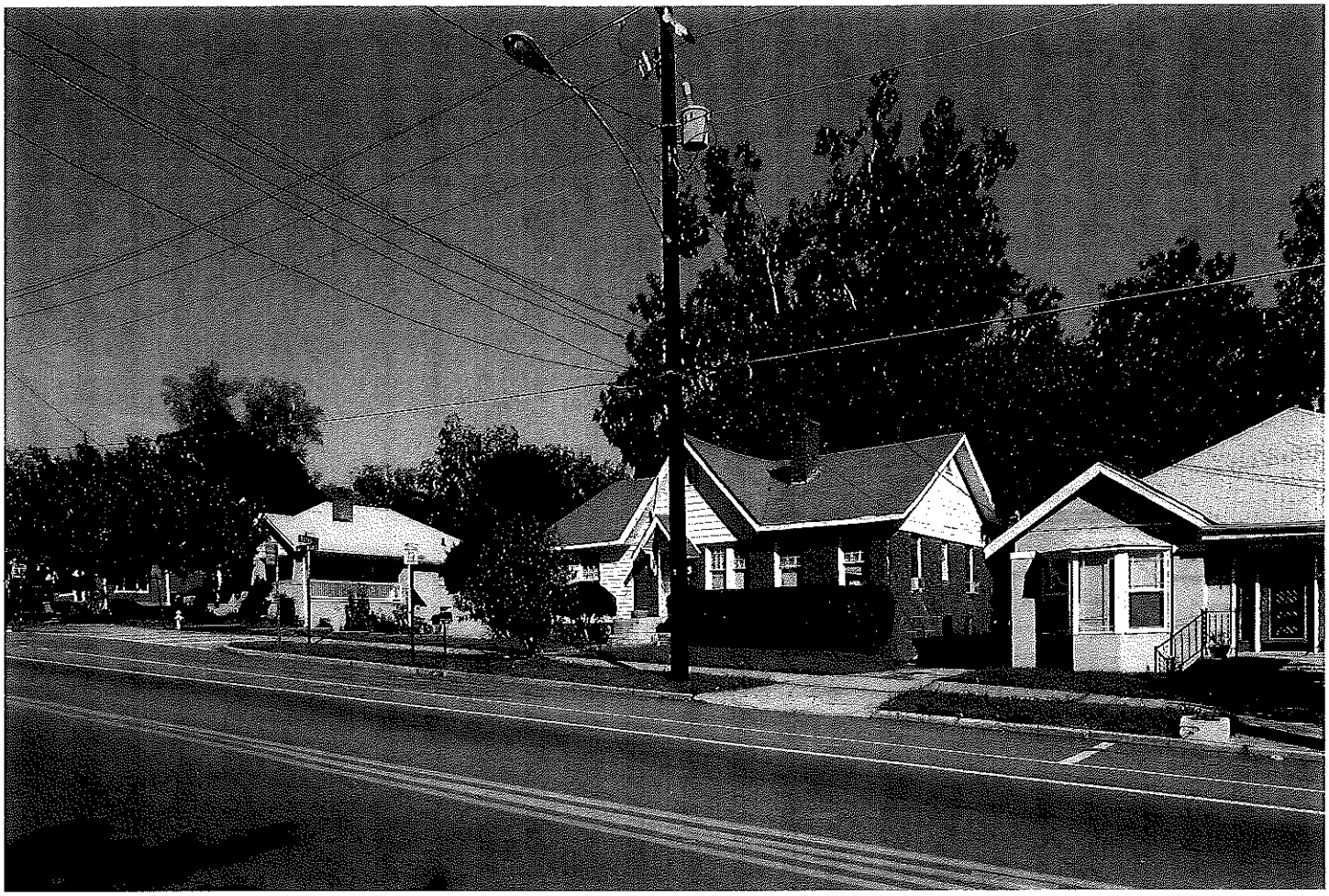


Kirkwood Historic District
DeKalb County, Georgia
Photograph 20 of 137

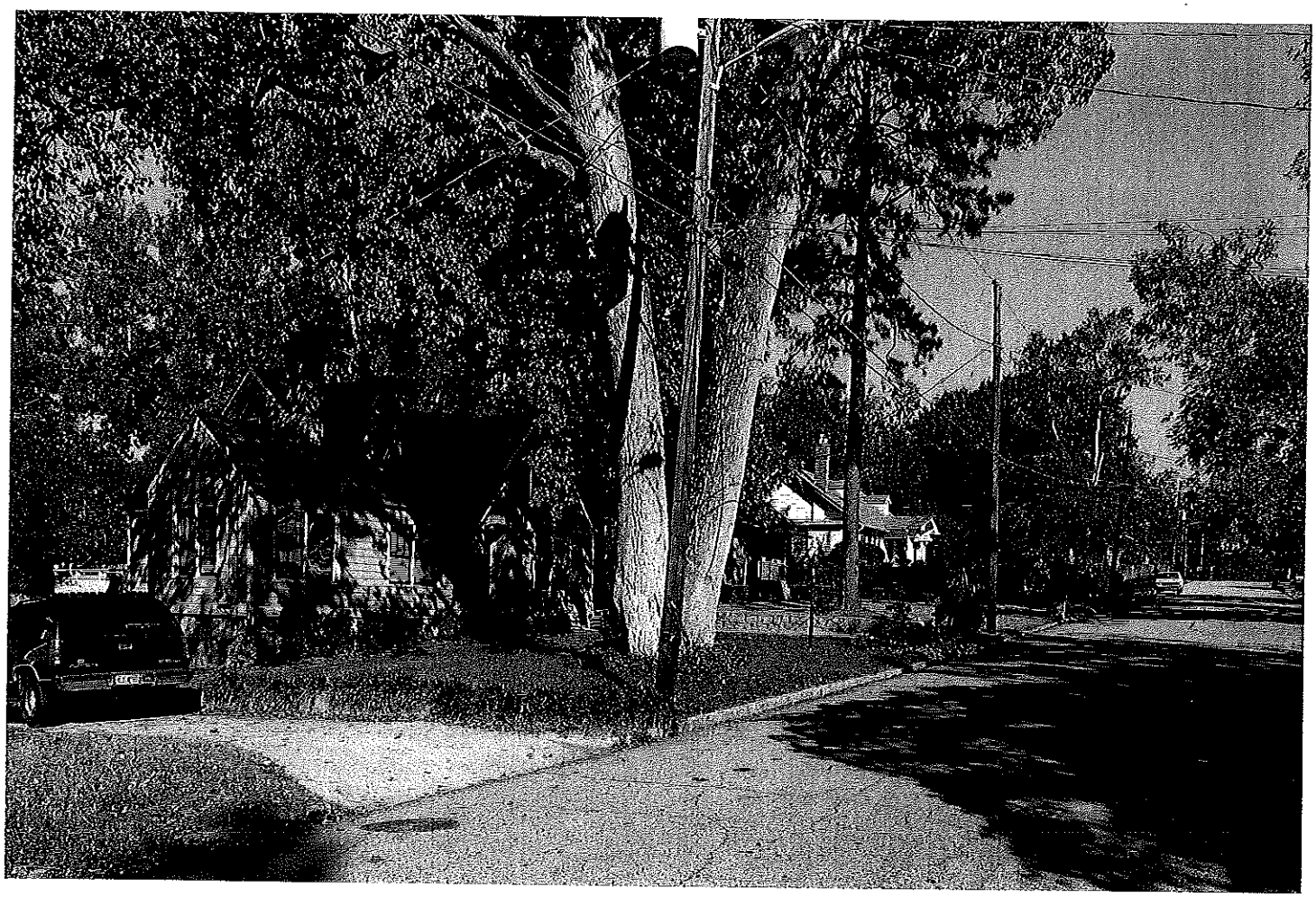
Kirkwood Historic District
DeKalb County, Georgia
Photograph 21 of 137



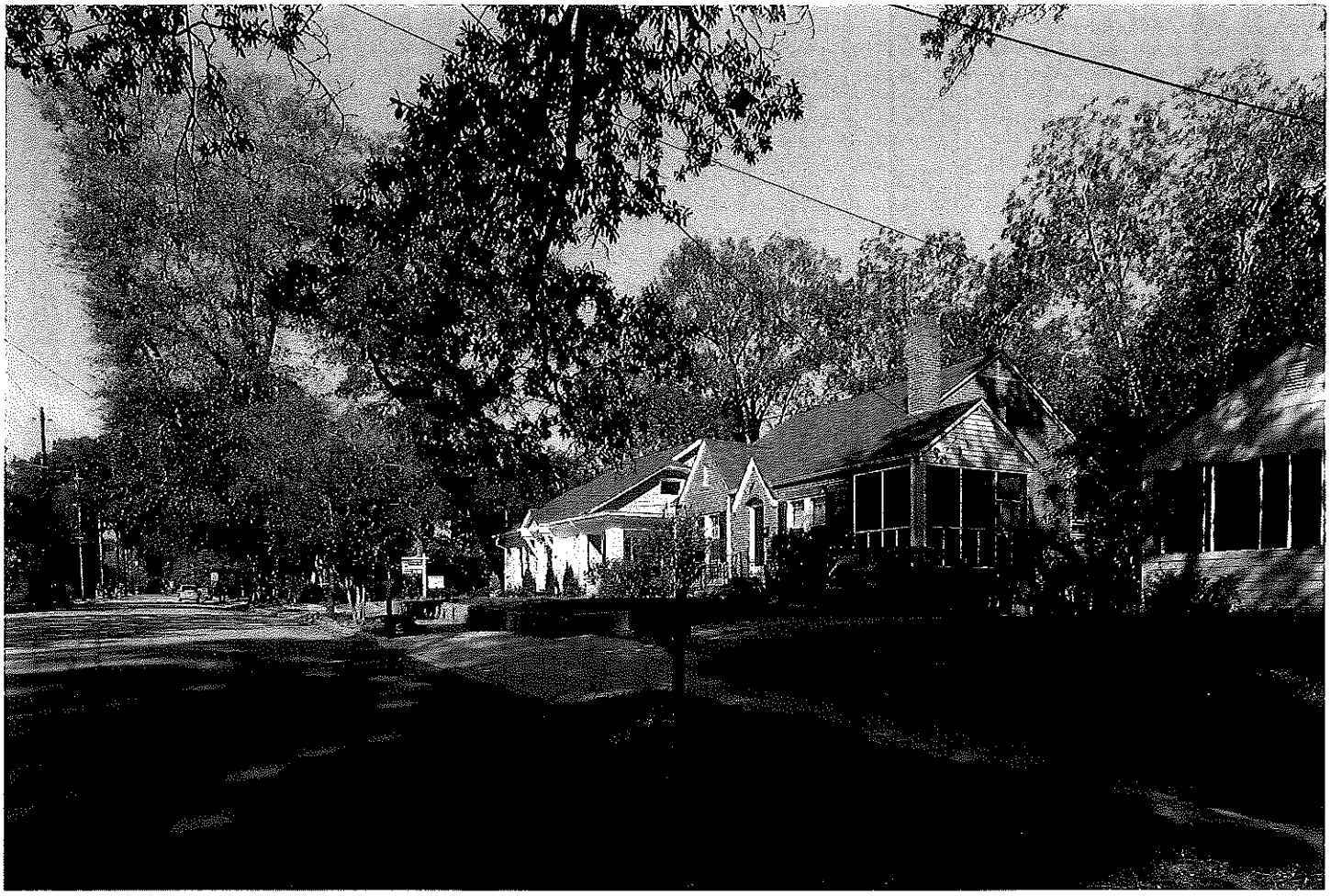
Kirkwood Historic District
DeKalb County, Georgia
Photograph 22 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 23 of 137

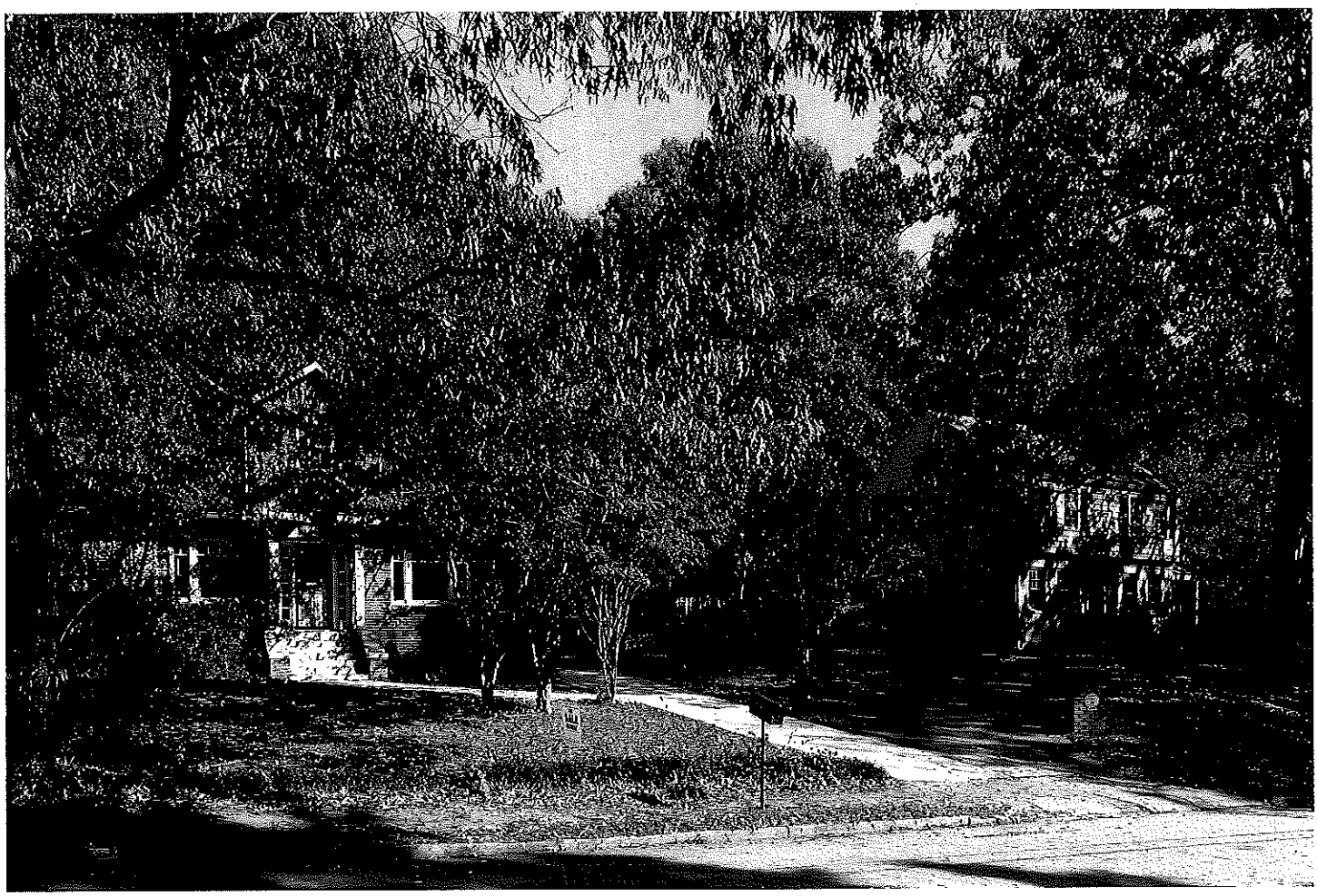


Kirkwood Historic District
DeKalb County, Georgia
Photograph 24 of 137

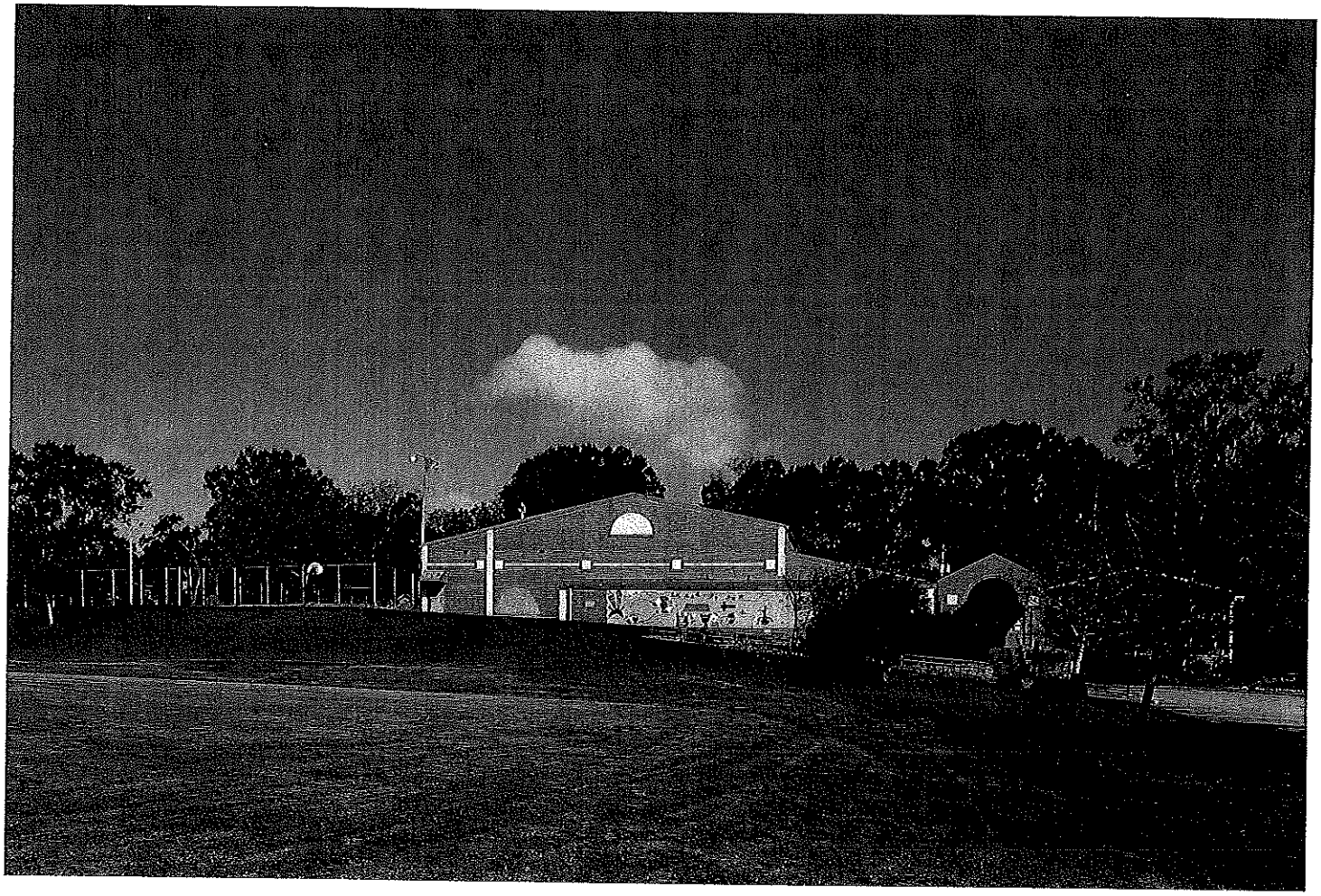


Kirkwood Historic District
DeKalb County, Georgia
Photograph 25 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 26 of 137

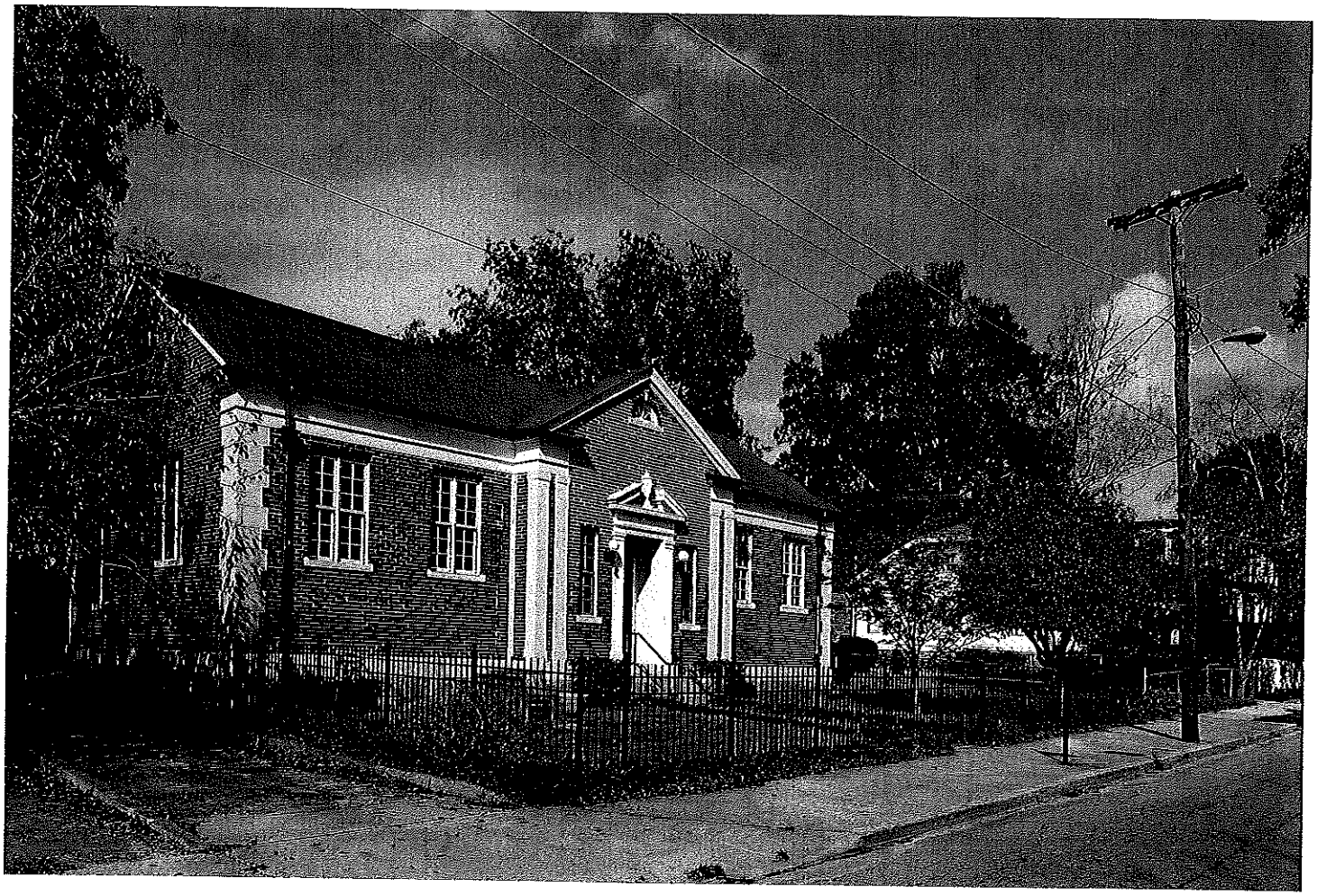


Kirkwood Historic District
DeKalb County, Georgia
Photograph 27 of 137



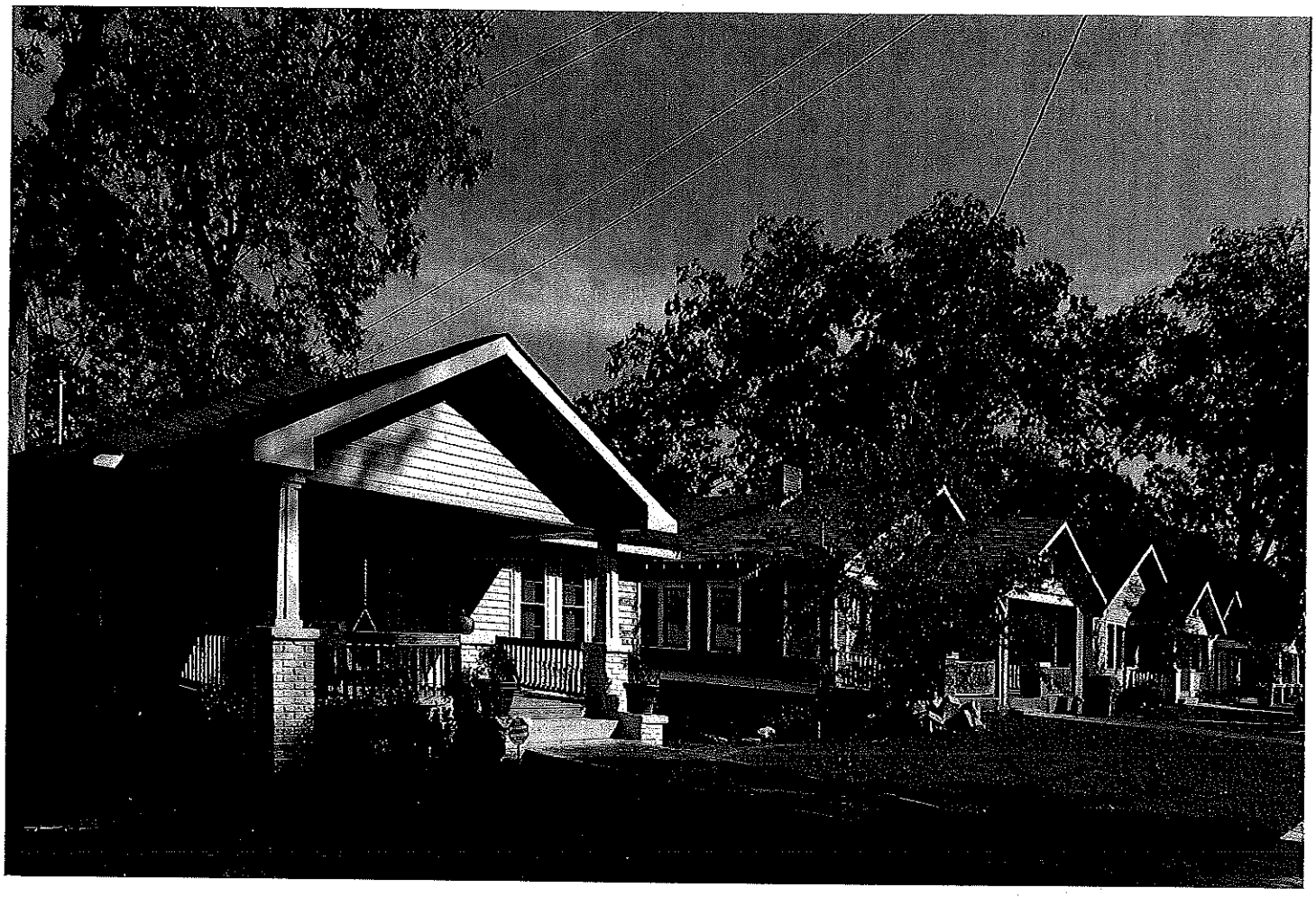
Kirkwood Historic District
DeKalb County, Georgia
Photograph 28 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 29 of 137



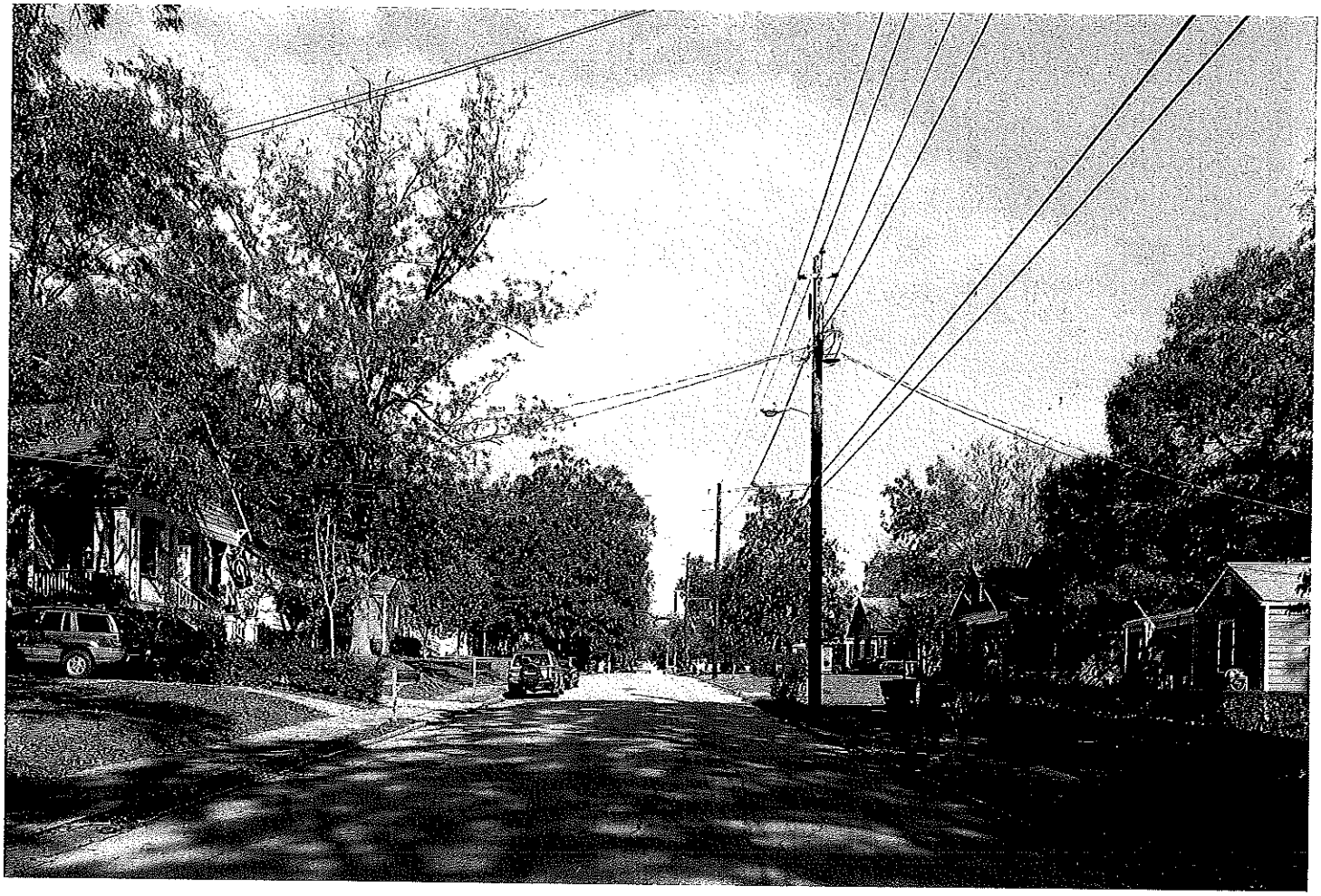
Kirkwood Historic District
DeKalb County, Georgia
Photograph 30 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 31 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 32 of 137

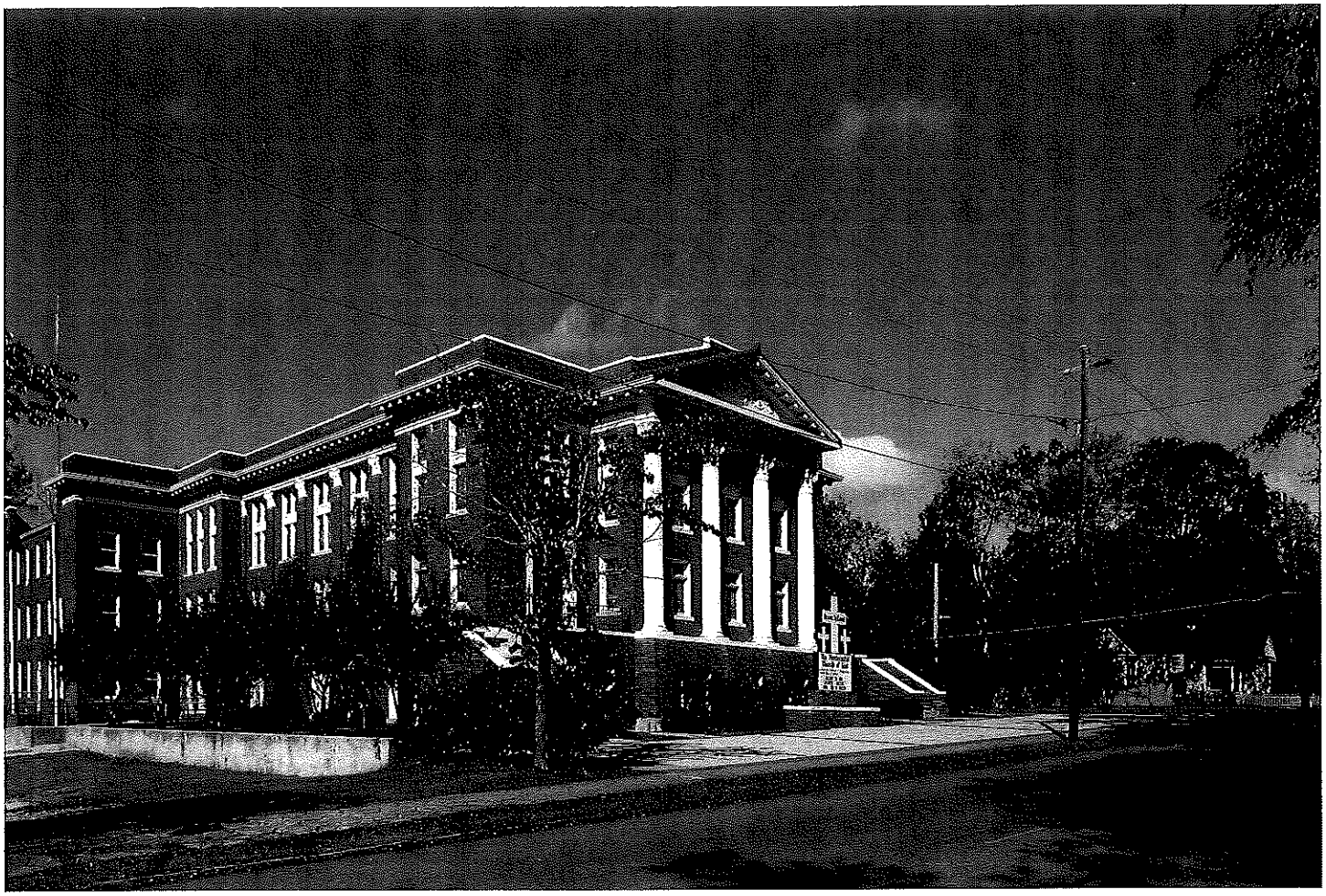
Kirkwood Historic District
DeKalb County, Georgia
Photograph 33 of 137



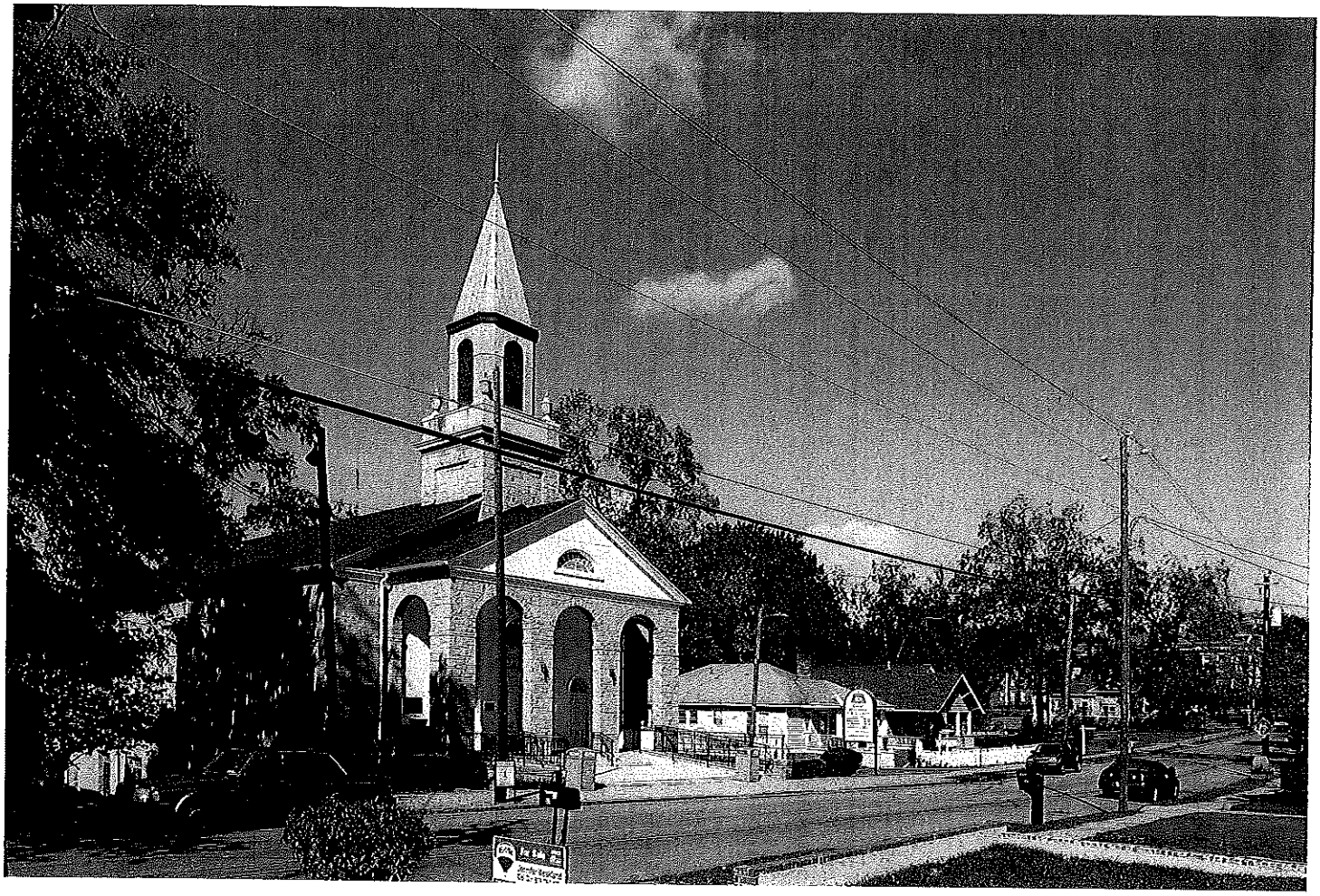
Kirkwood Historic District
DeKalb County, Georgia
Photograph 34 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 35 of 137

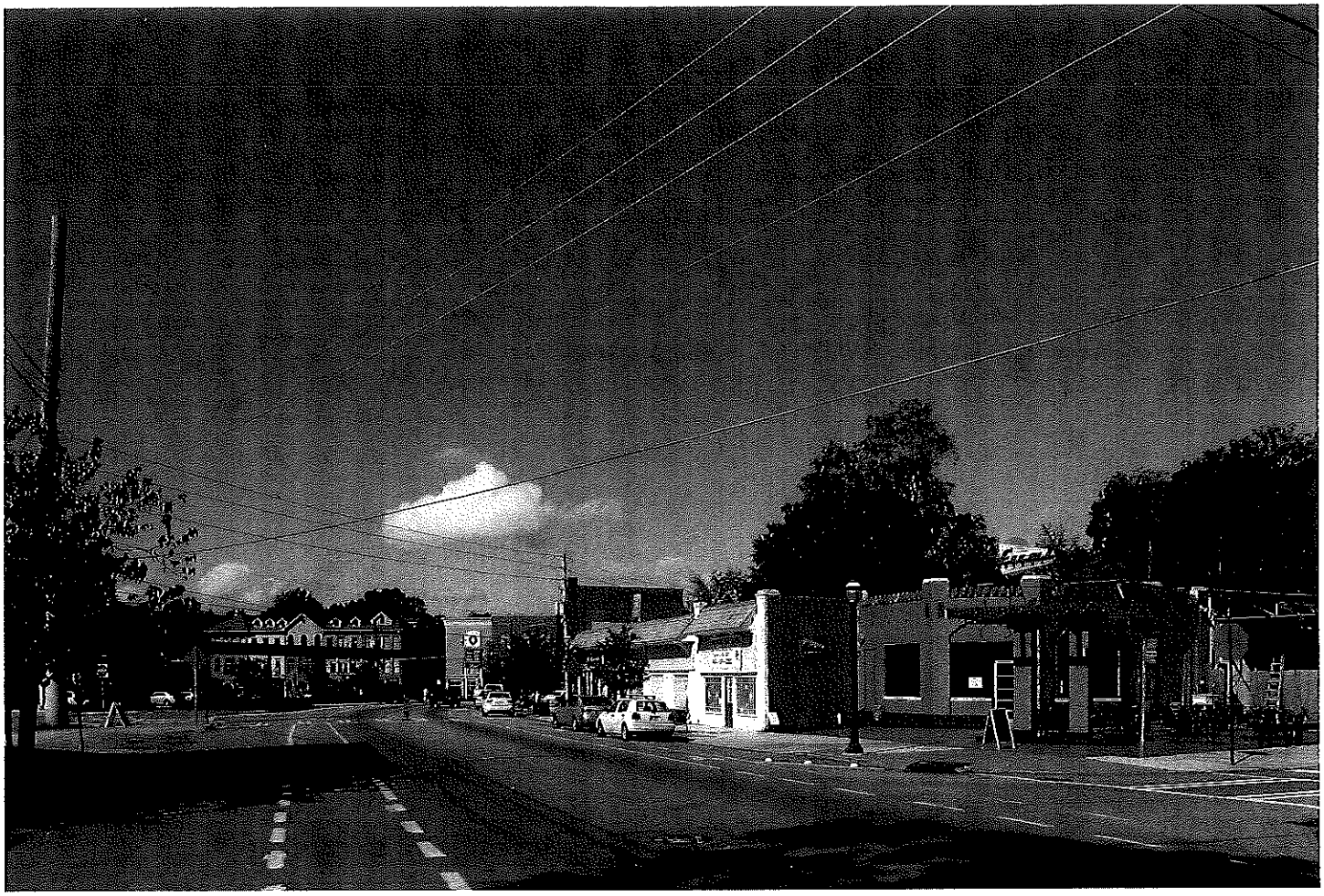
Kirkwood Historic District
DeKalb County, Georgia
Photograph 36 of 137



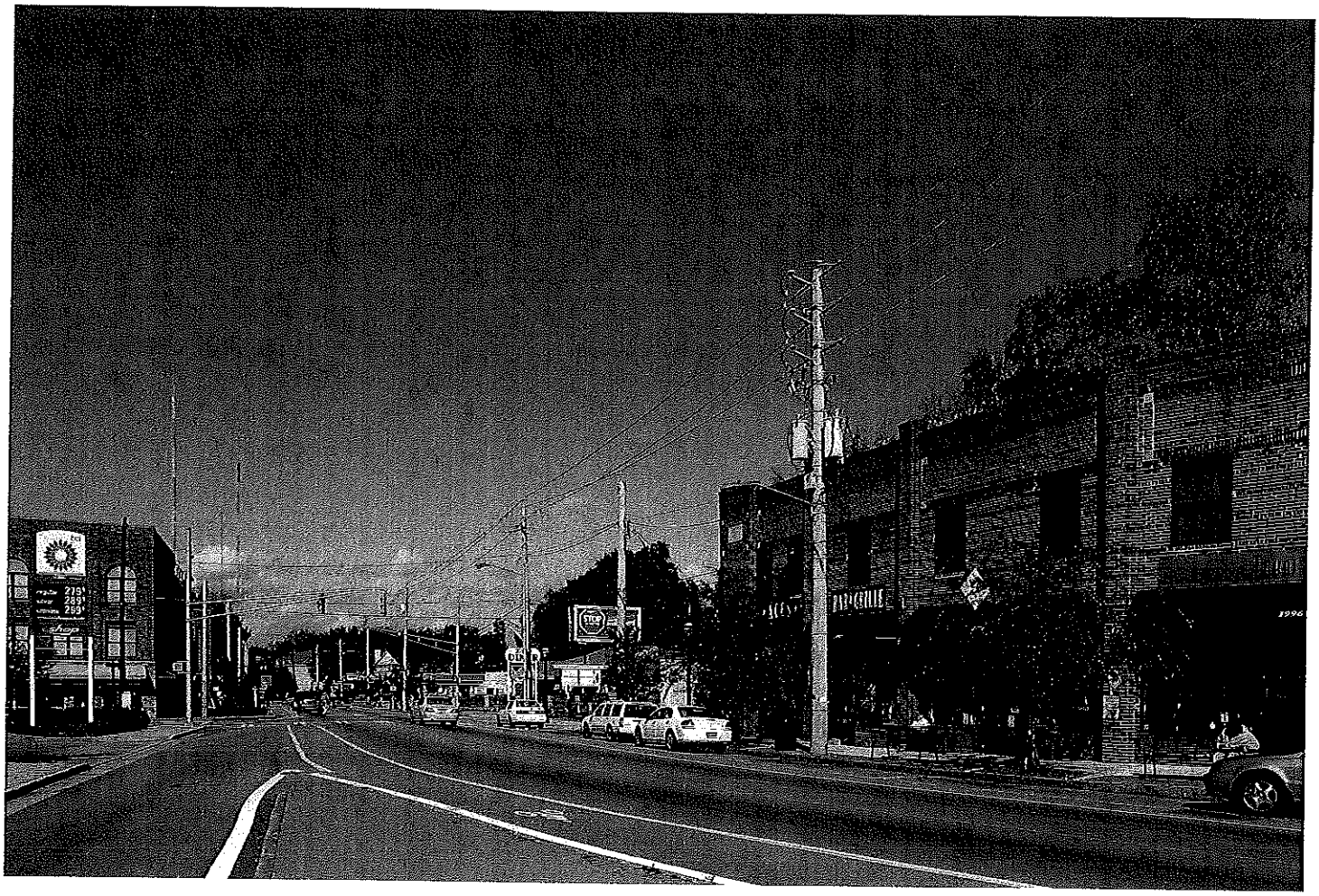
Kirkwood Historic District
DeKalb County, Georgia
Photograph 37 of 137



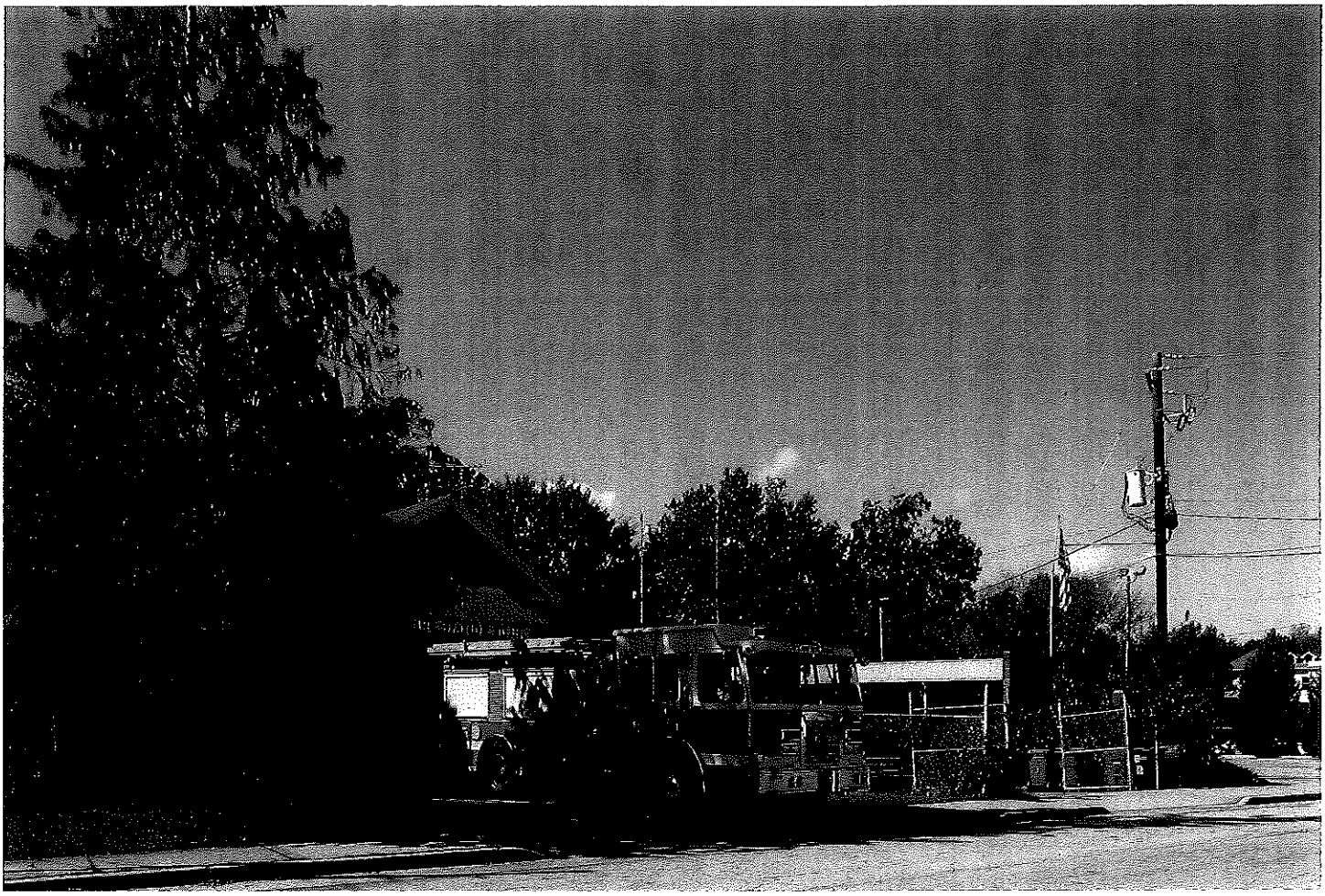
Kirkwood Historic District
DeKalb County, Georgia
Photograph 38 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 39 of 137

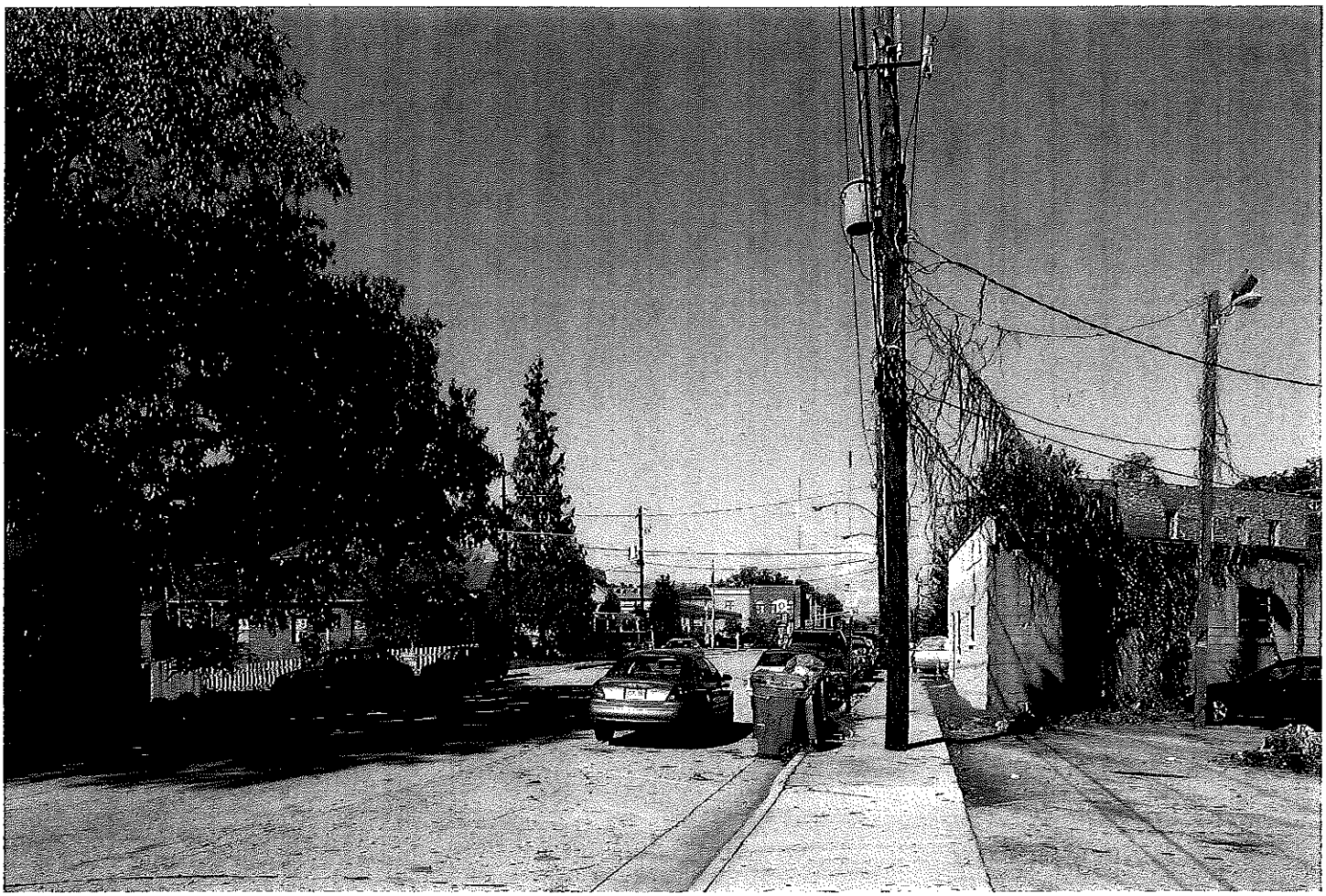


Kirkwood Historic District
DeKalb County, Georgia
Photograph 40 of 137

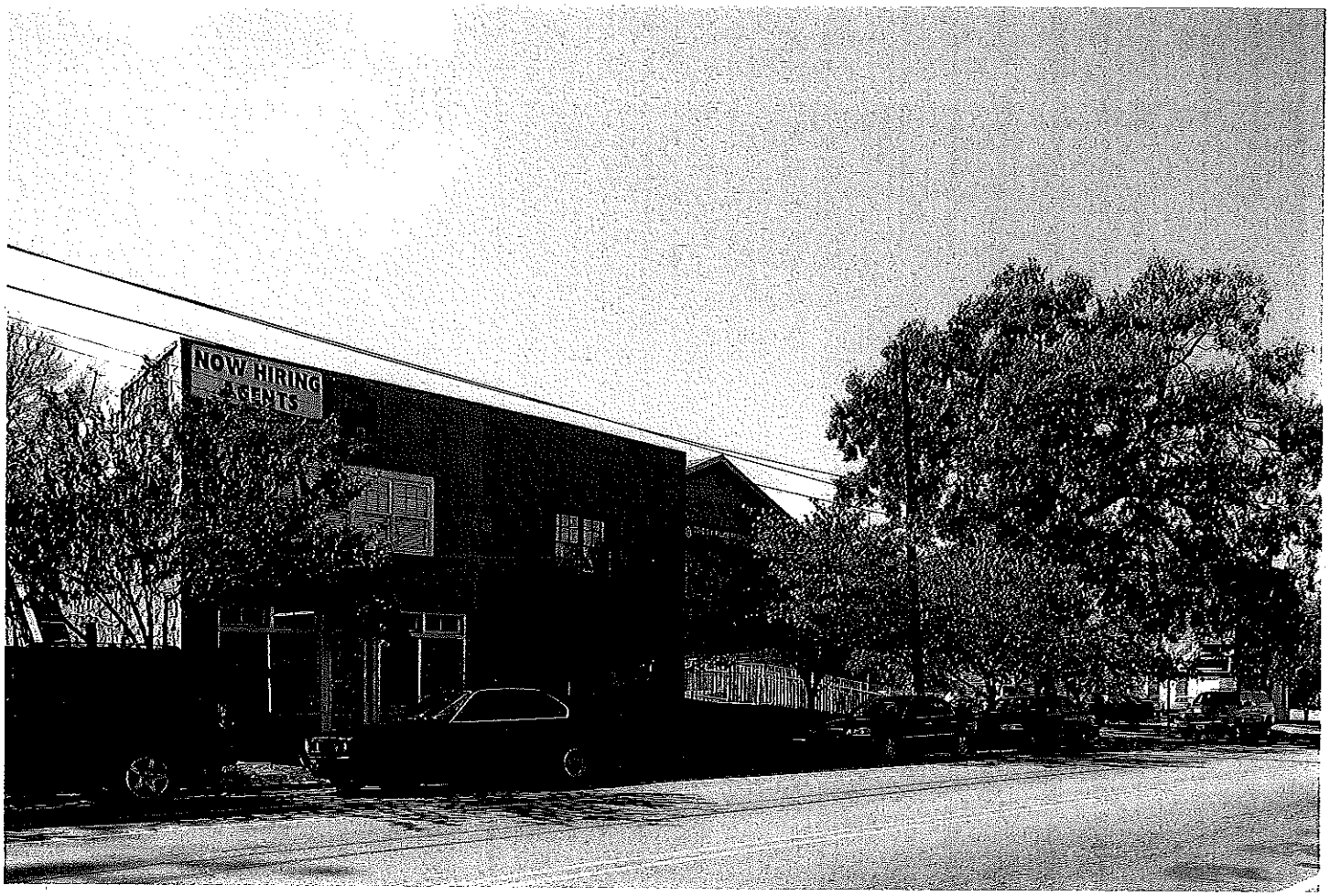


Kirkwood Historic District
DeKalb County, Georgia
Photograph 41 of 137

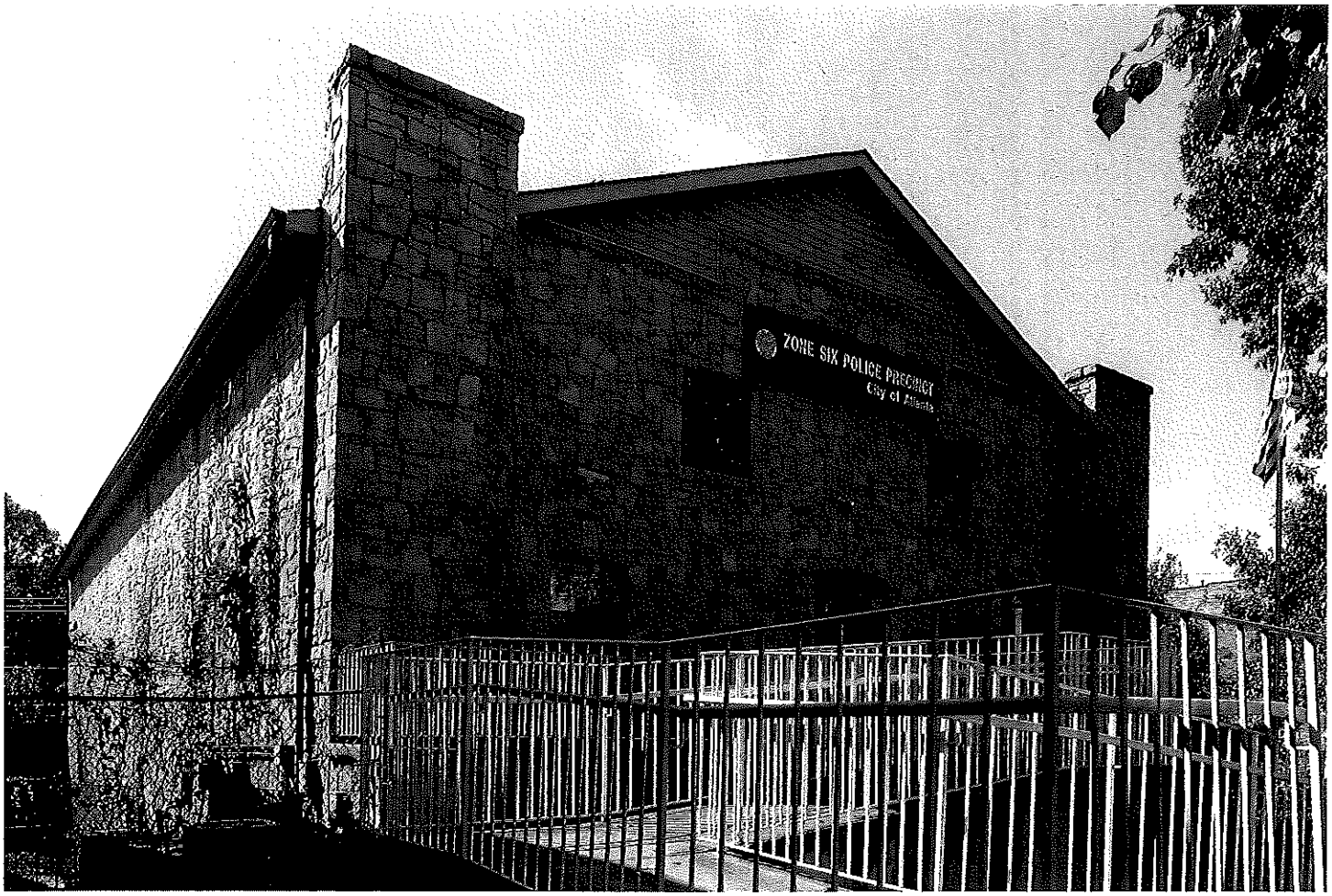
Kirkwood Historic District
DeKalb County, Georgia
Photograph 42 of 137



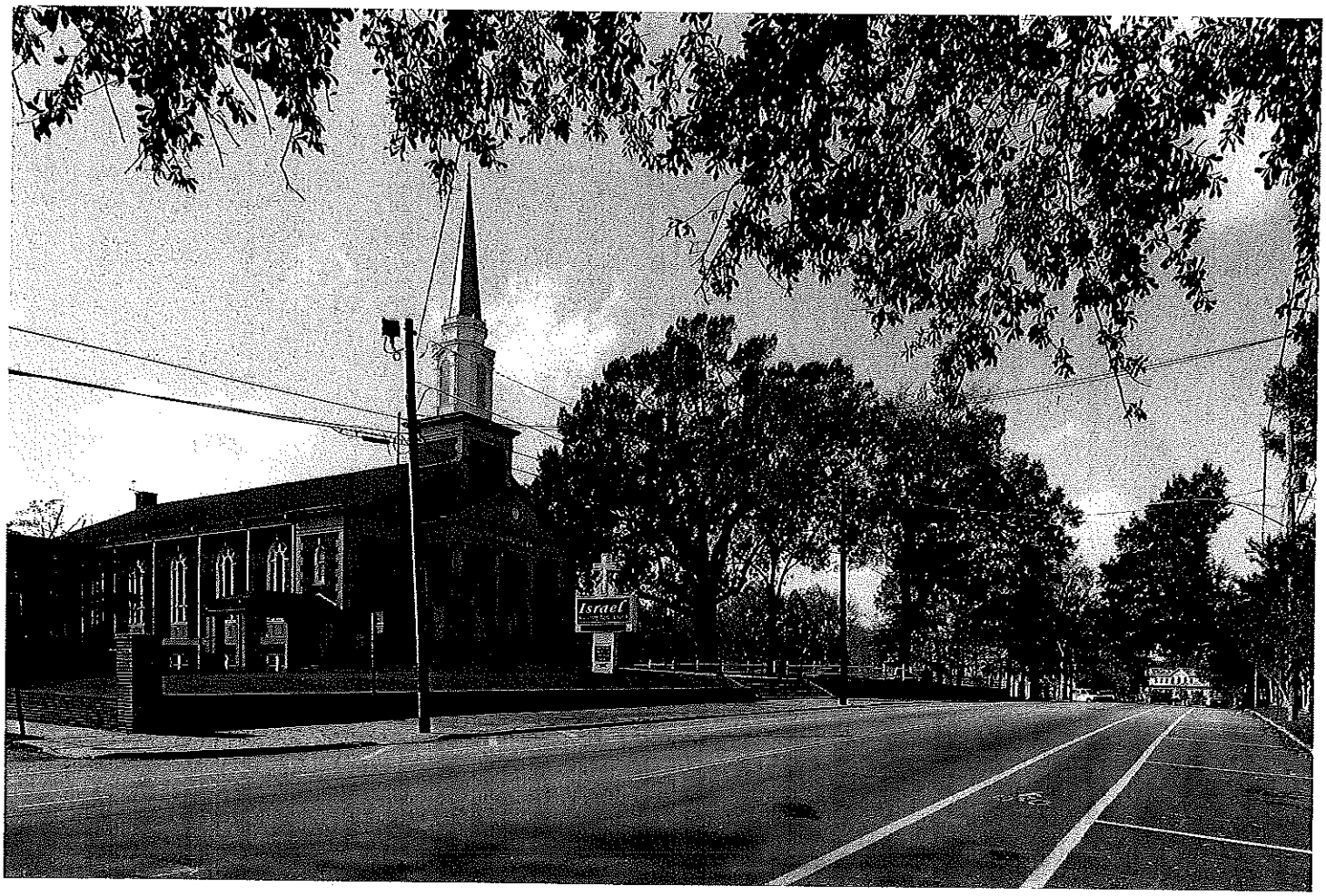
Kirkwood Historic District
DeKalb County, Georgia
Photograph 43 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 44 of 137



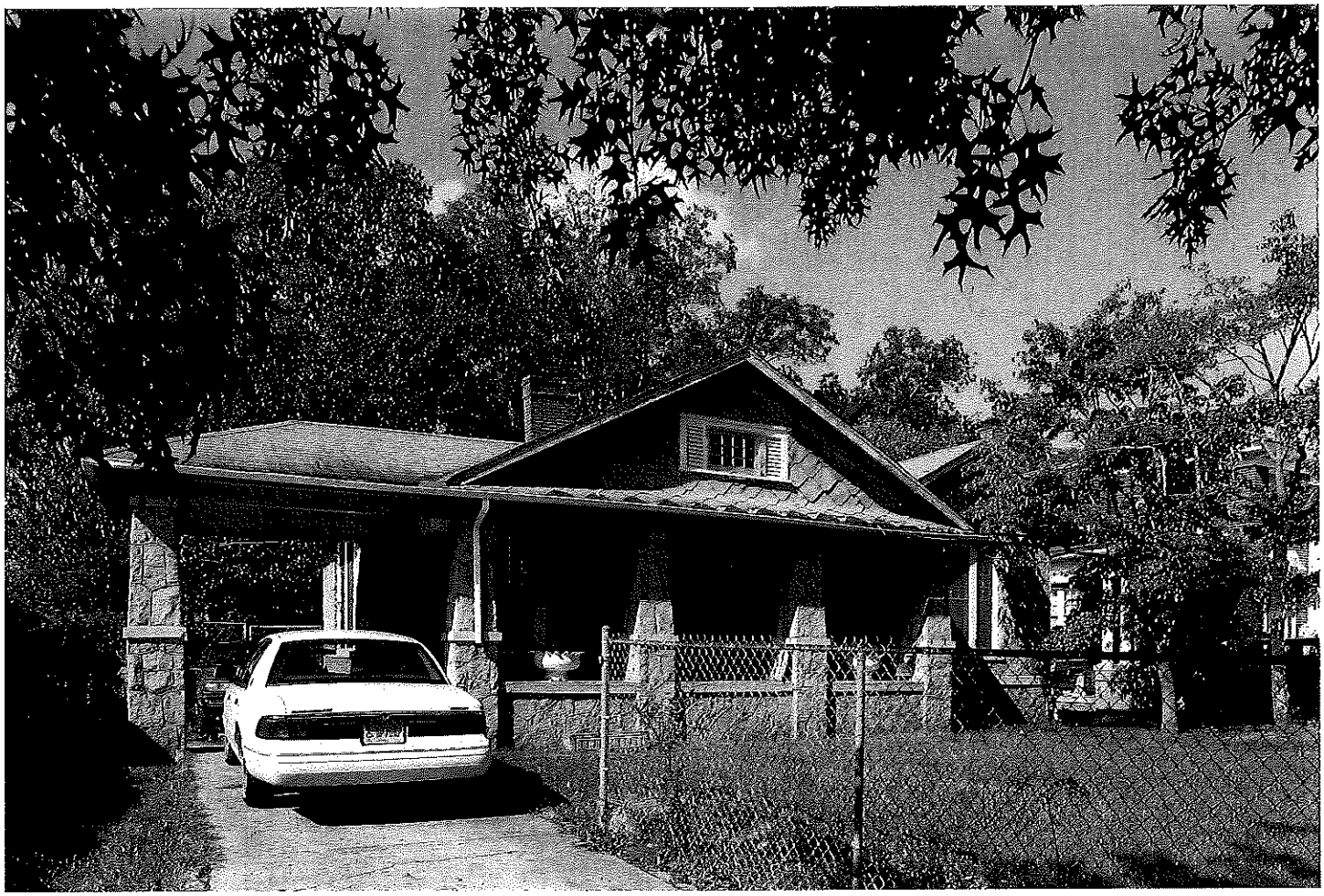
Kirkwood Historic District
DeKalb County, Georgia
Photograph 45 of 137



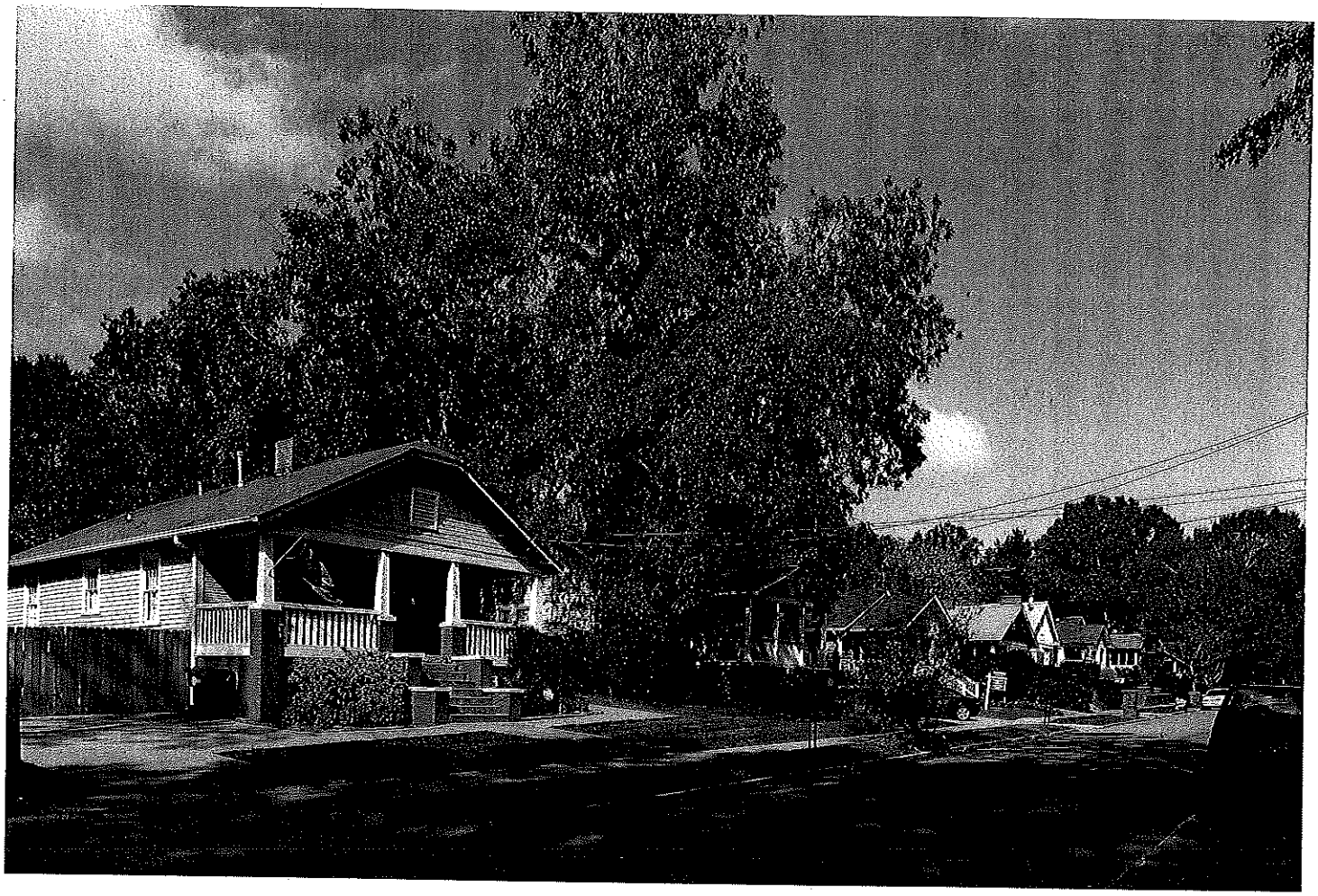
Kirkwood Historic District
DeKalb County, Georgia
Photograph 46 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 47 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 48 of 137

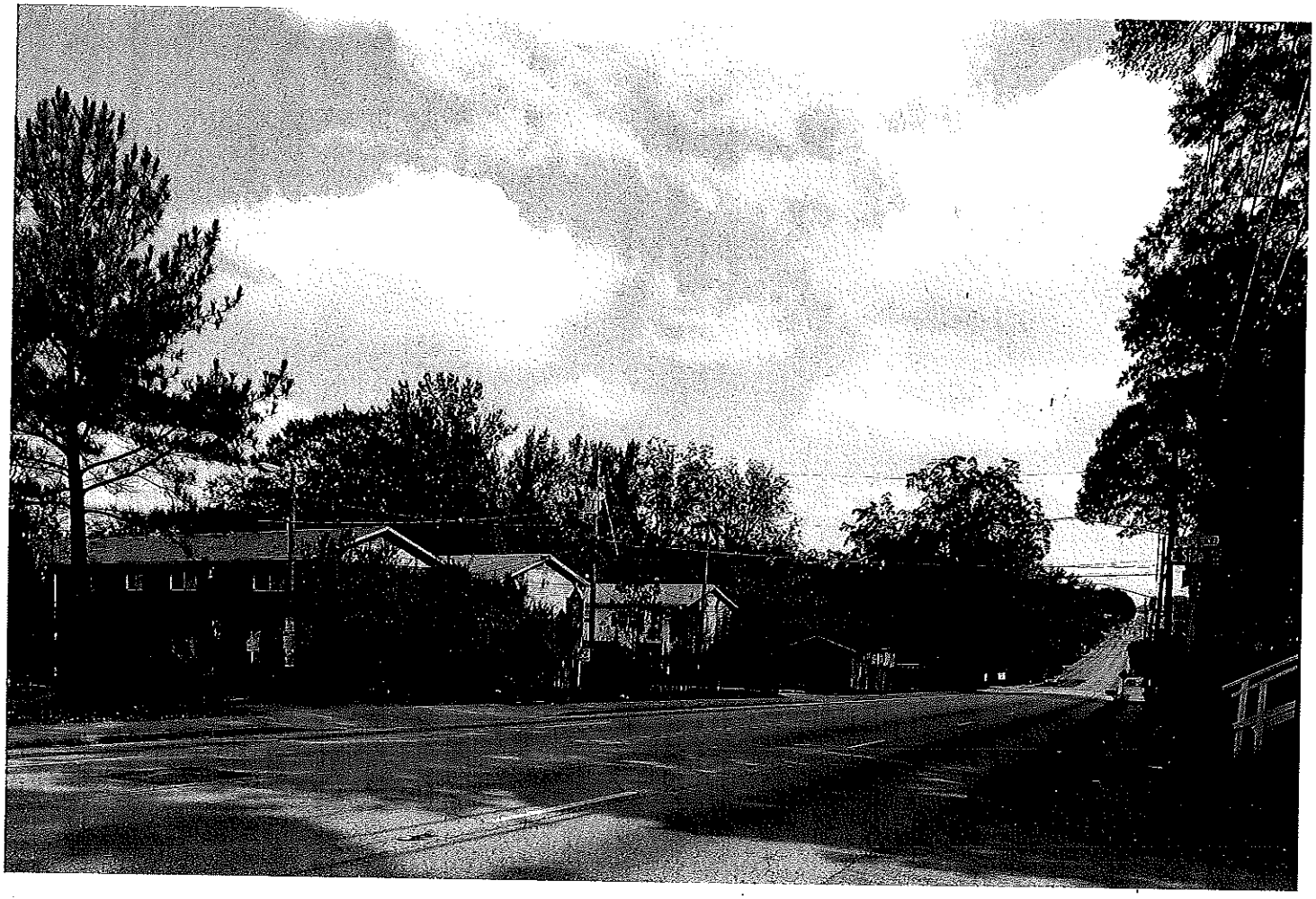


Kirkwood Historic District
DeKalb County, Georgia
Photograph 49 of 137



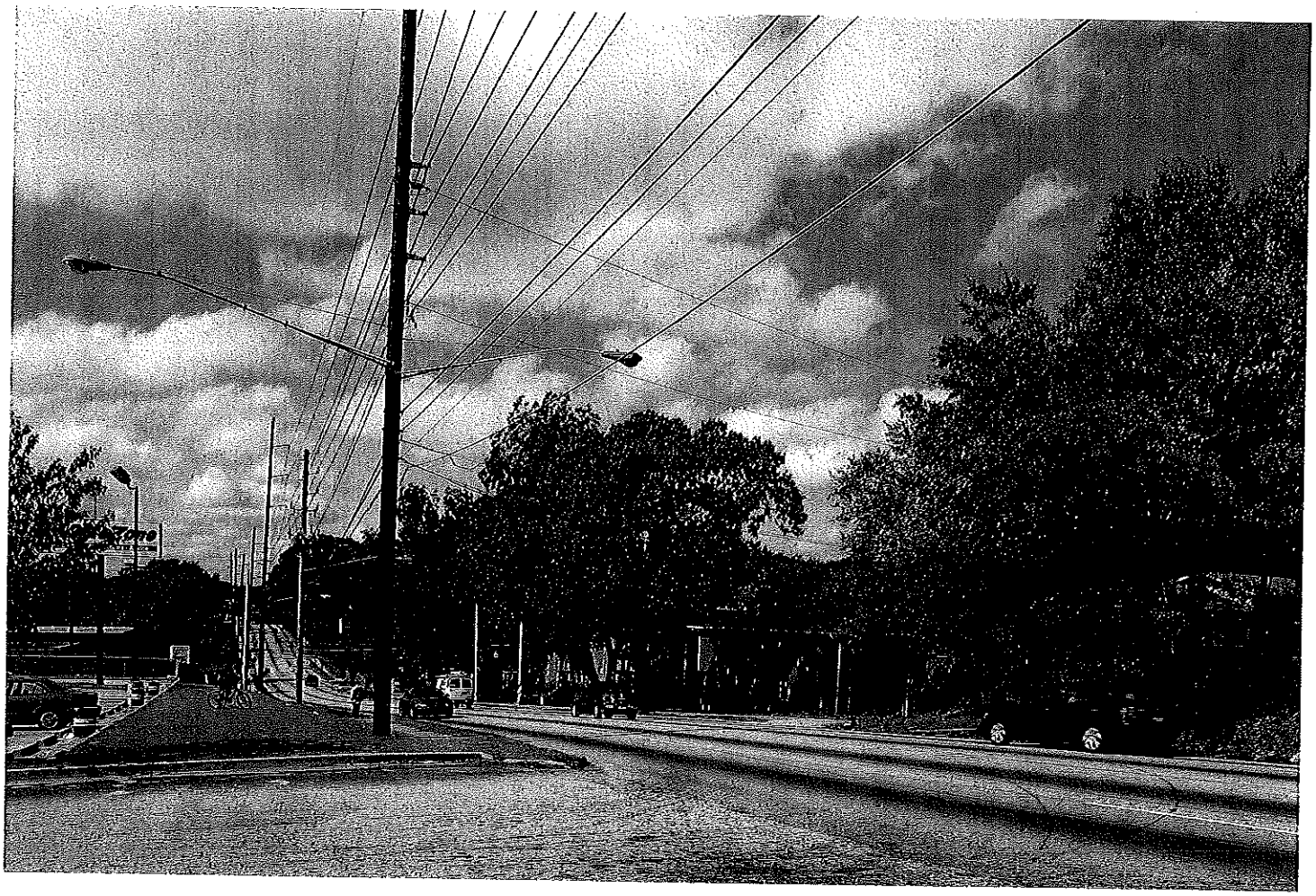
Kirkwood Historic District
DeKalb County, Georgia
Photograph 50 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 51 of 137



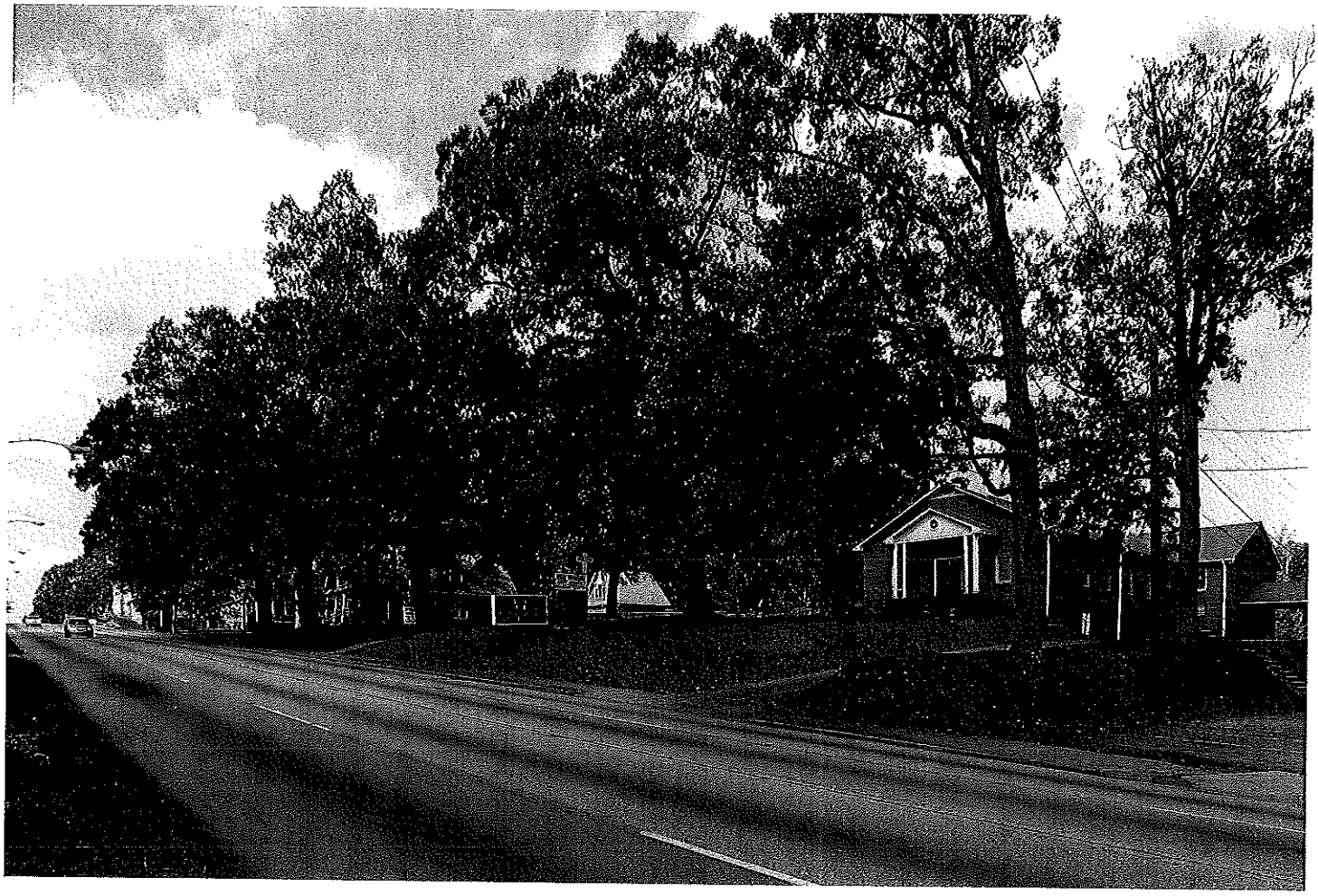
Kirkwood Historic District
DeKalb County, Georgia
Photograph 52 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 53 of 137



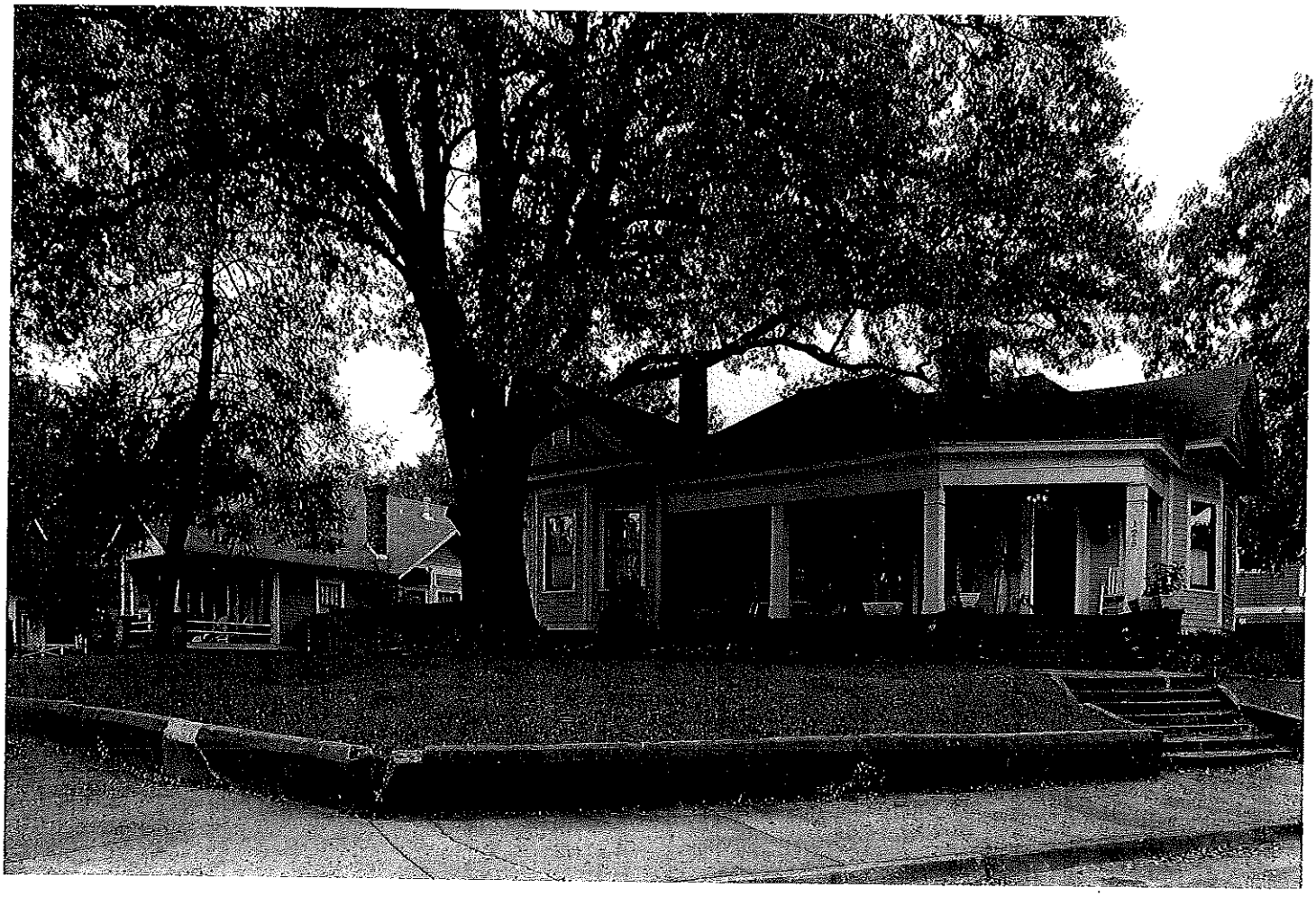
Kirkwood Historic District
DeKalb County, Georgia
Photograph 54 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 55 of 137

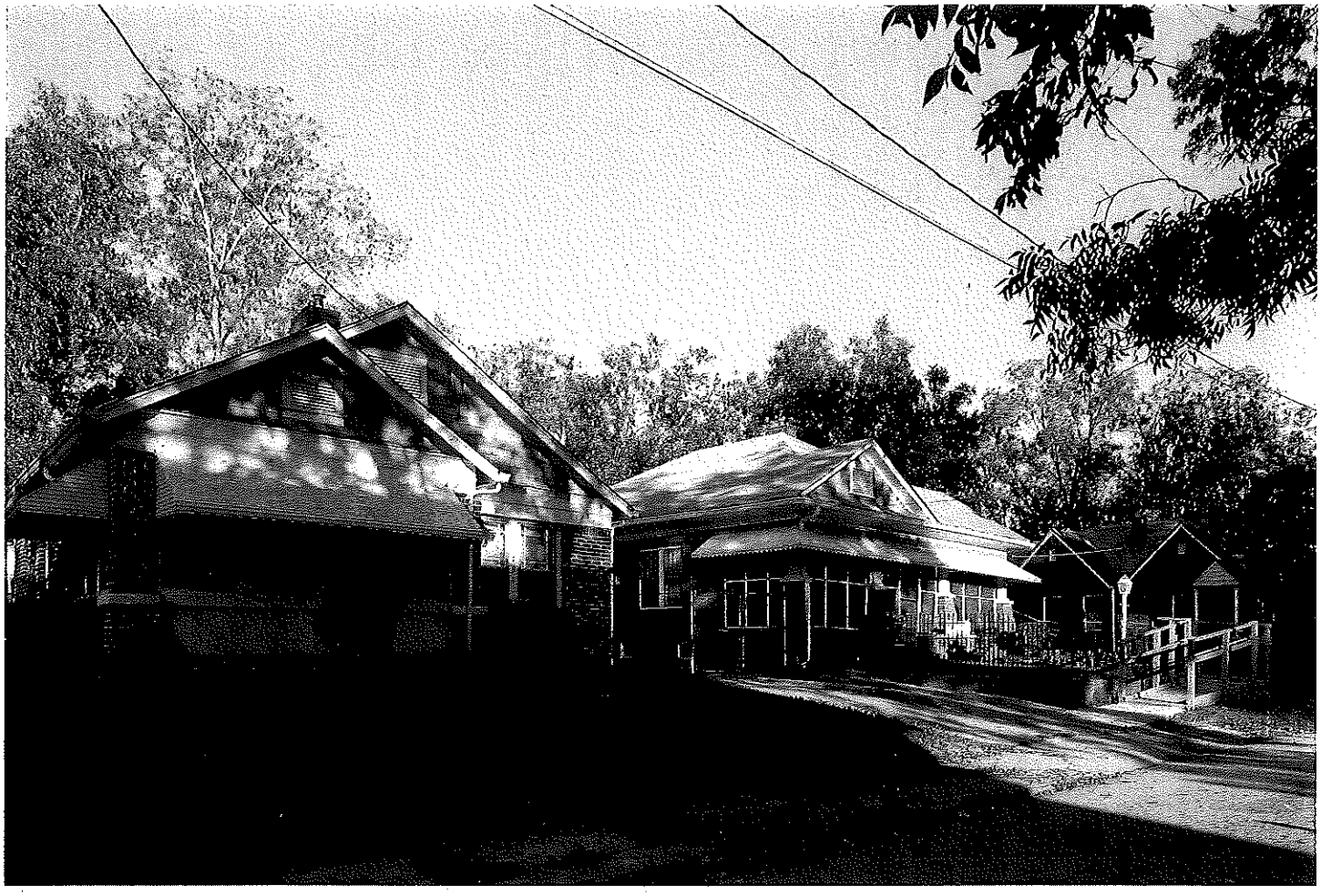


Kirkwood Historic District
DeKalb County, Georgia
Photograph 56 of 137

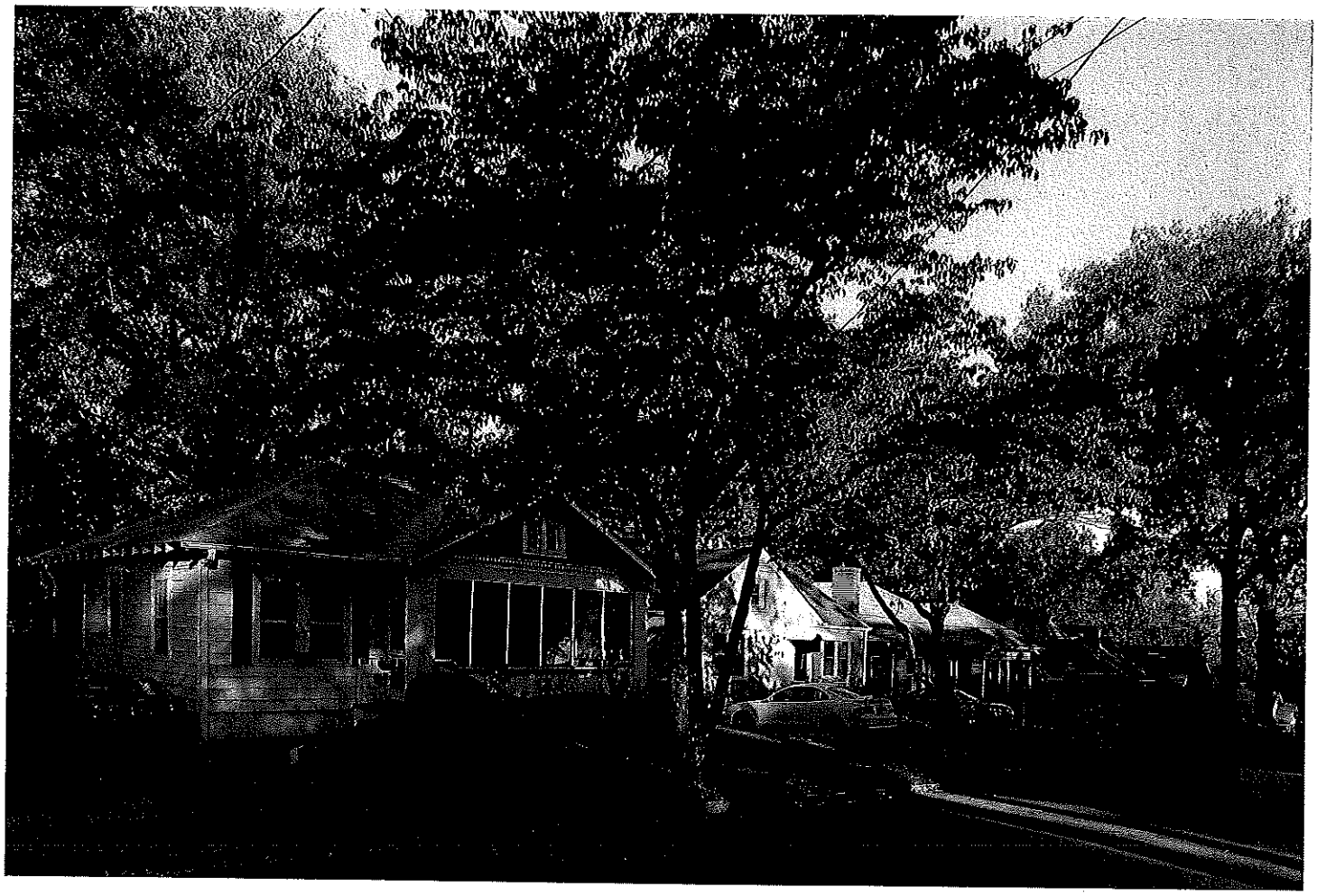
Kirkwood Historic District
DeKalb County, Georgia
Photograph 57 of 137



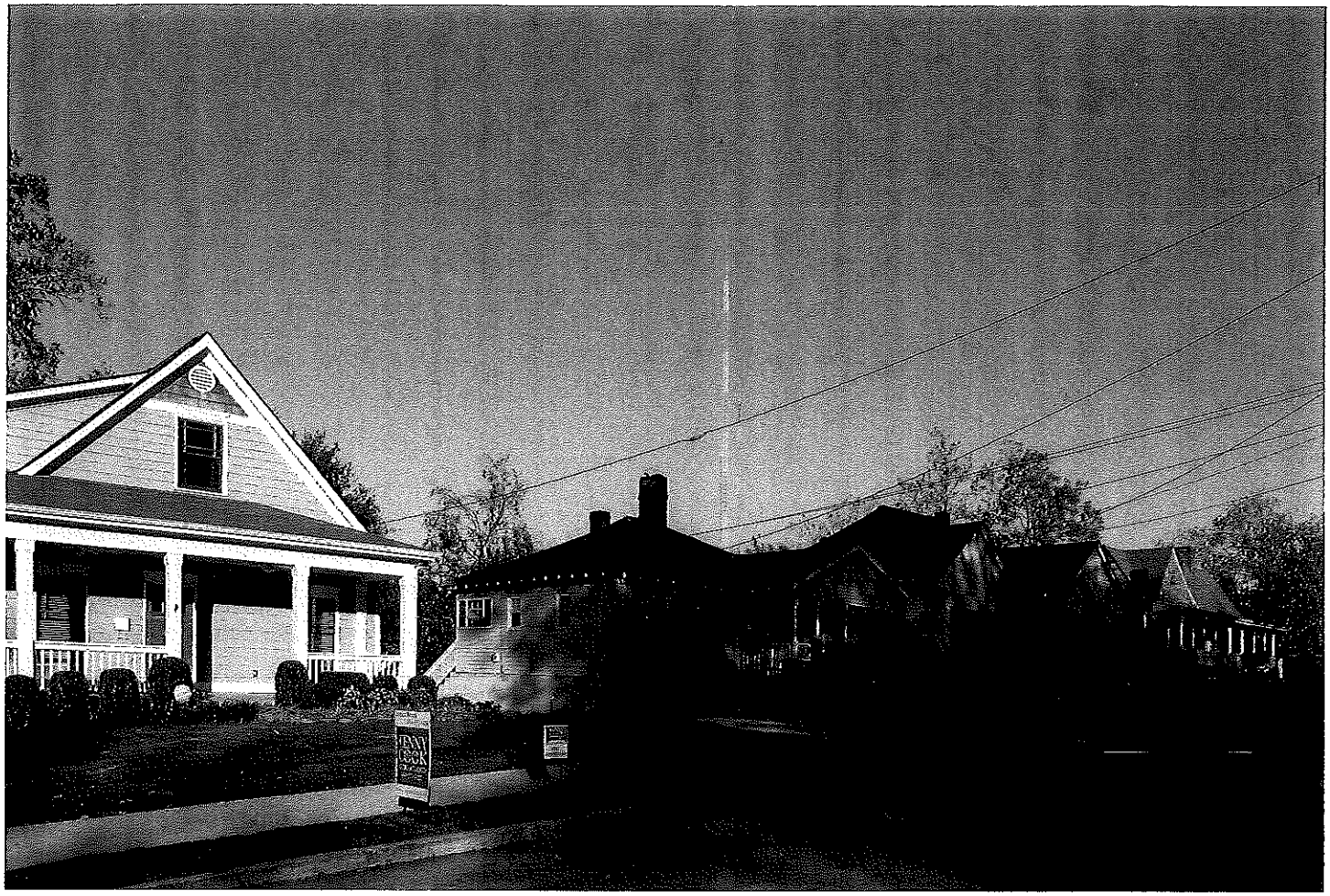
Kirkwood Historic District
DeKalb County, Georgia
Photograph 58 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 59 of 137

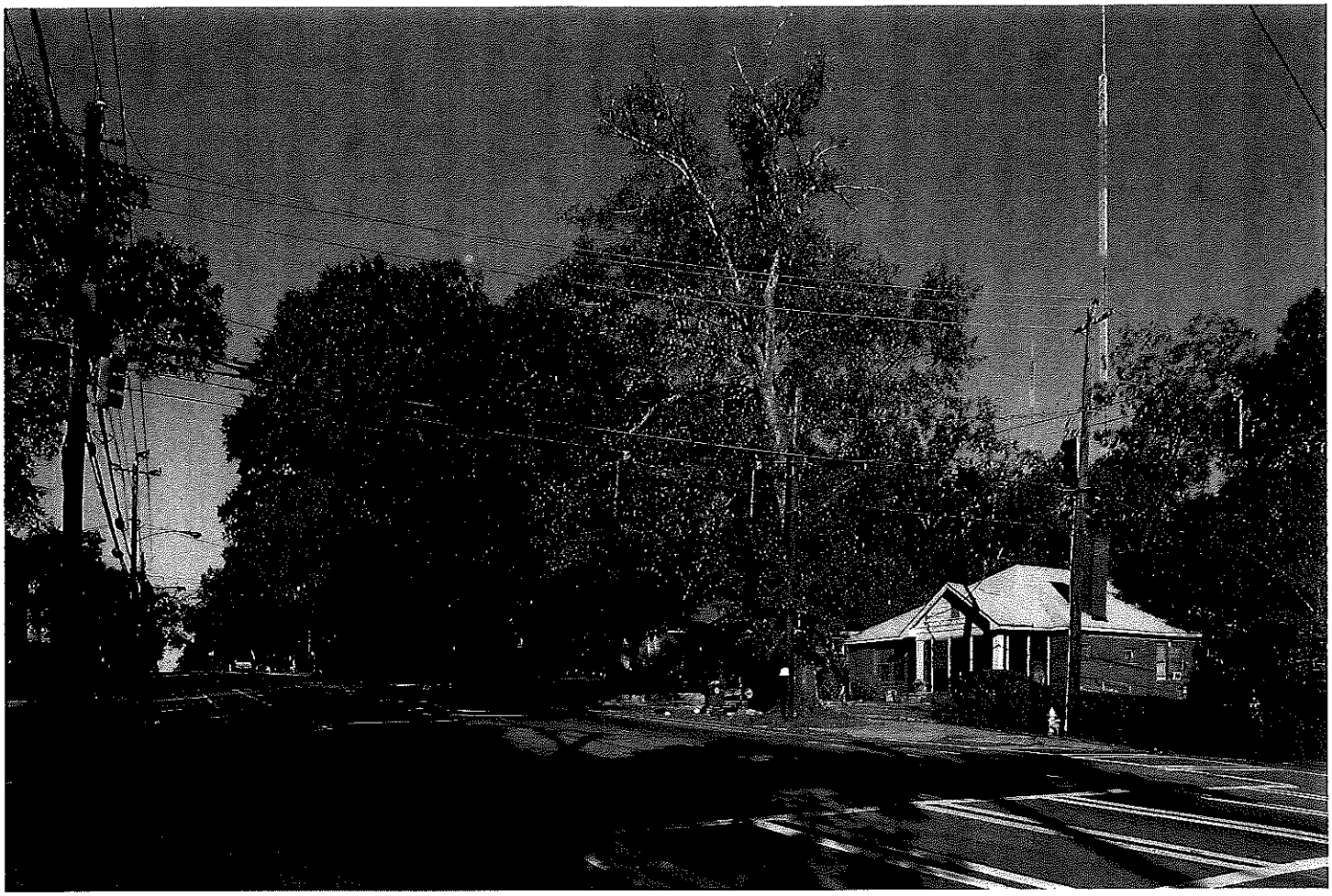


Kirkwood Historic District
DeKalb County, Georgia
Photograph 60 of 137

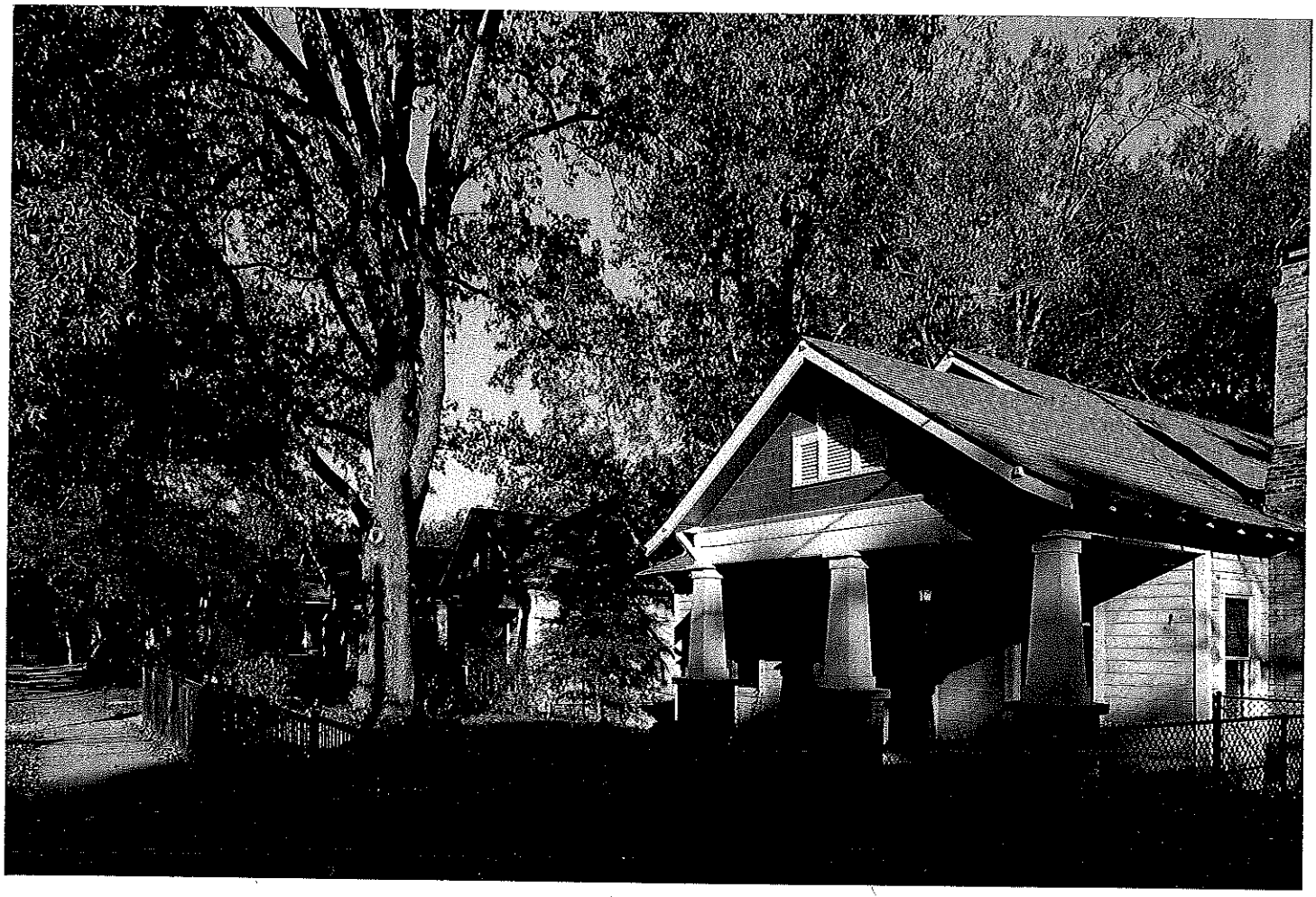


Kirkwood Historic District
DeKalb County, Georgia
Photograph 61 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 62 of 137

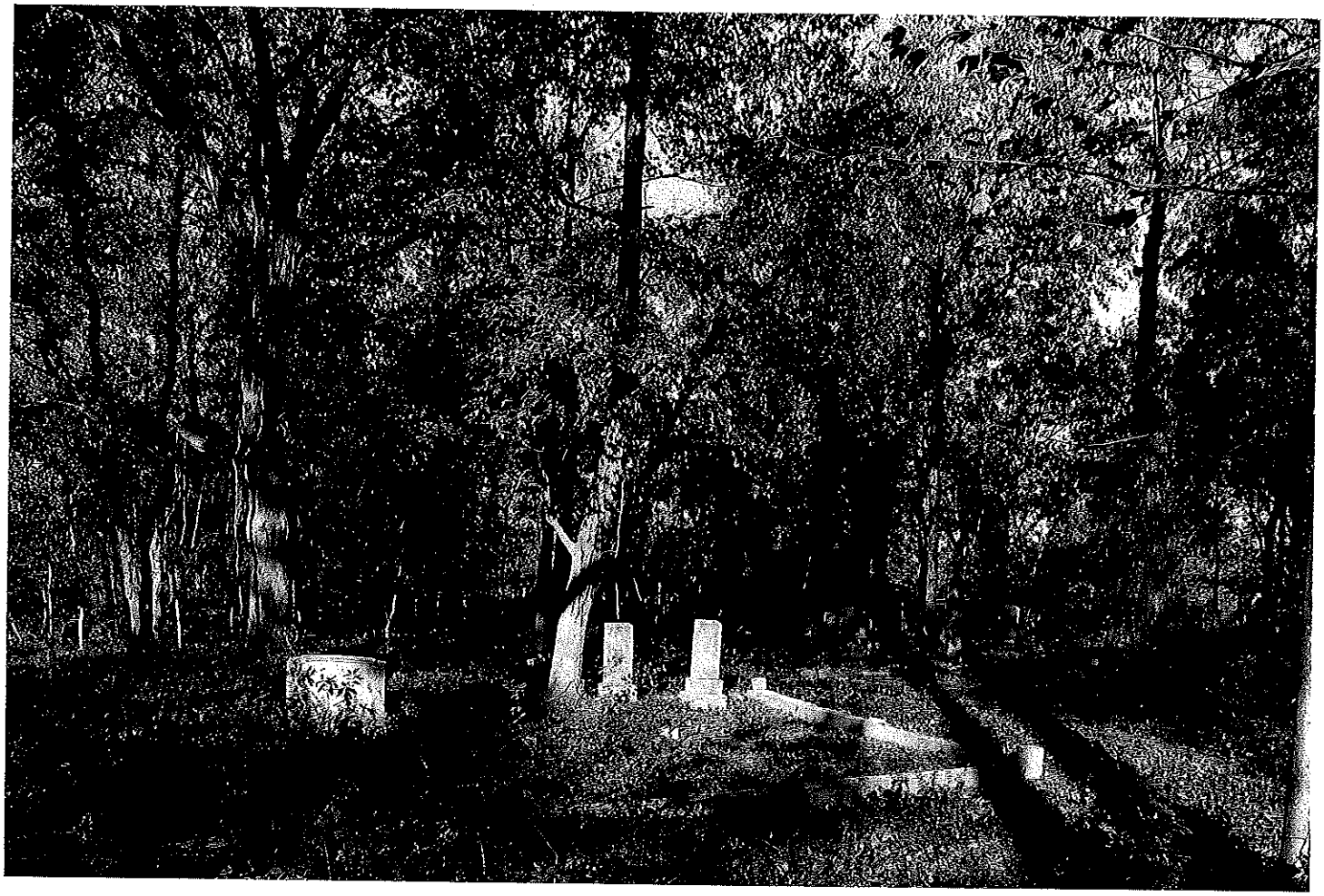


Kirkwood Historic District
DeKalb County, Georgia
Photograph 63 of 137



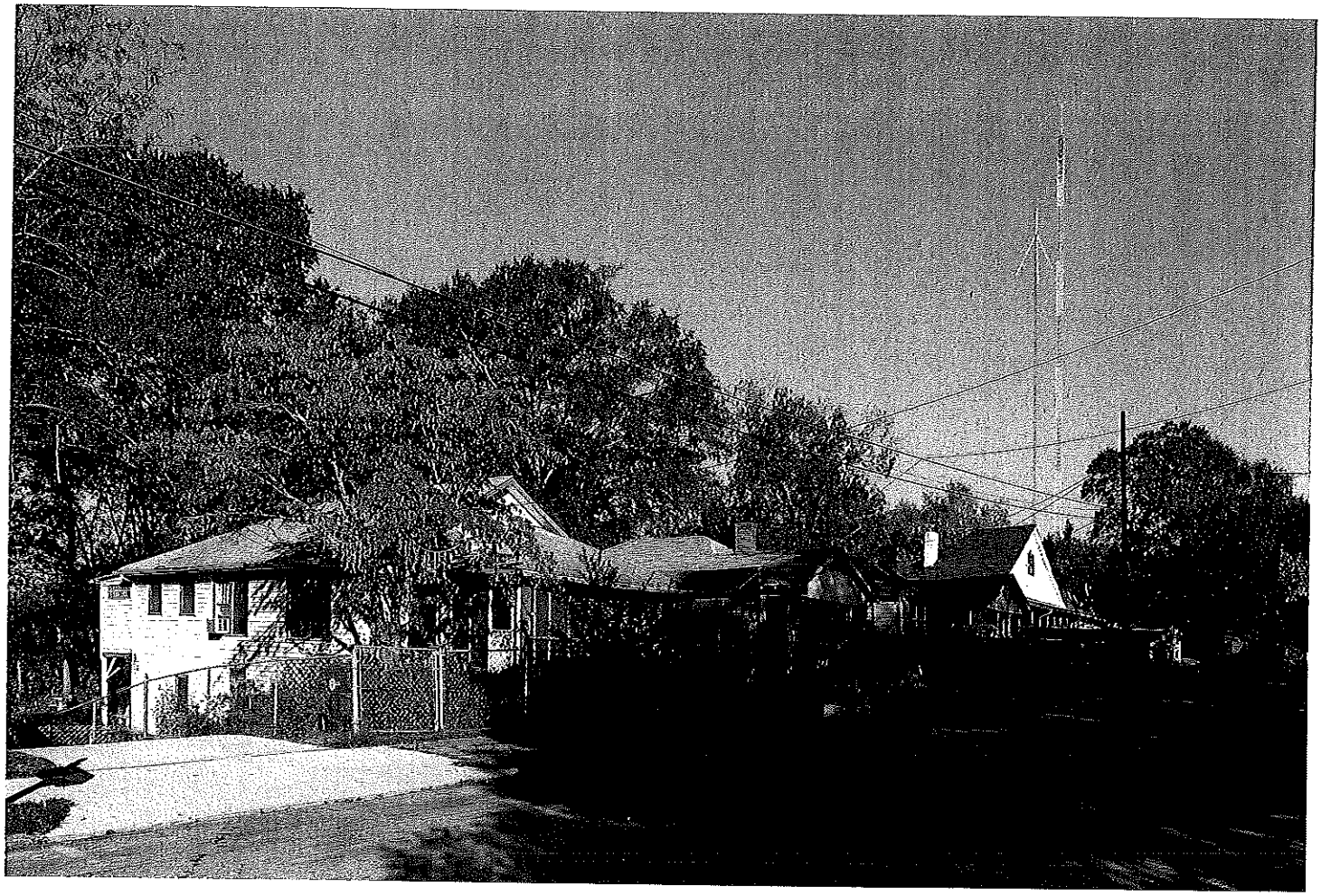
Kirkwood Historic District
DeKalb County, Georgia
Photograph 64 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 65 of 137

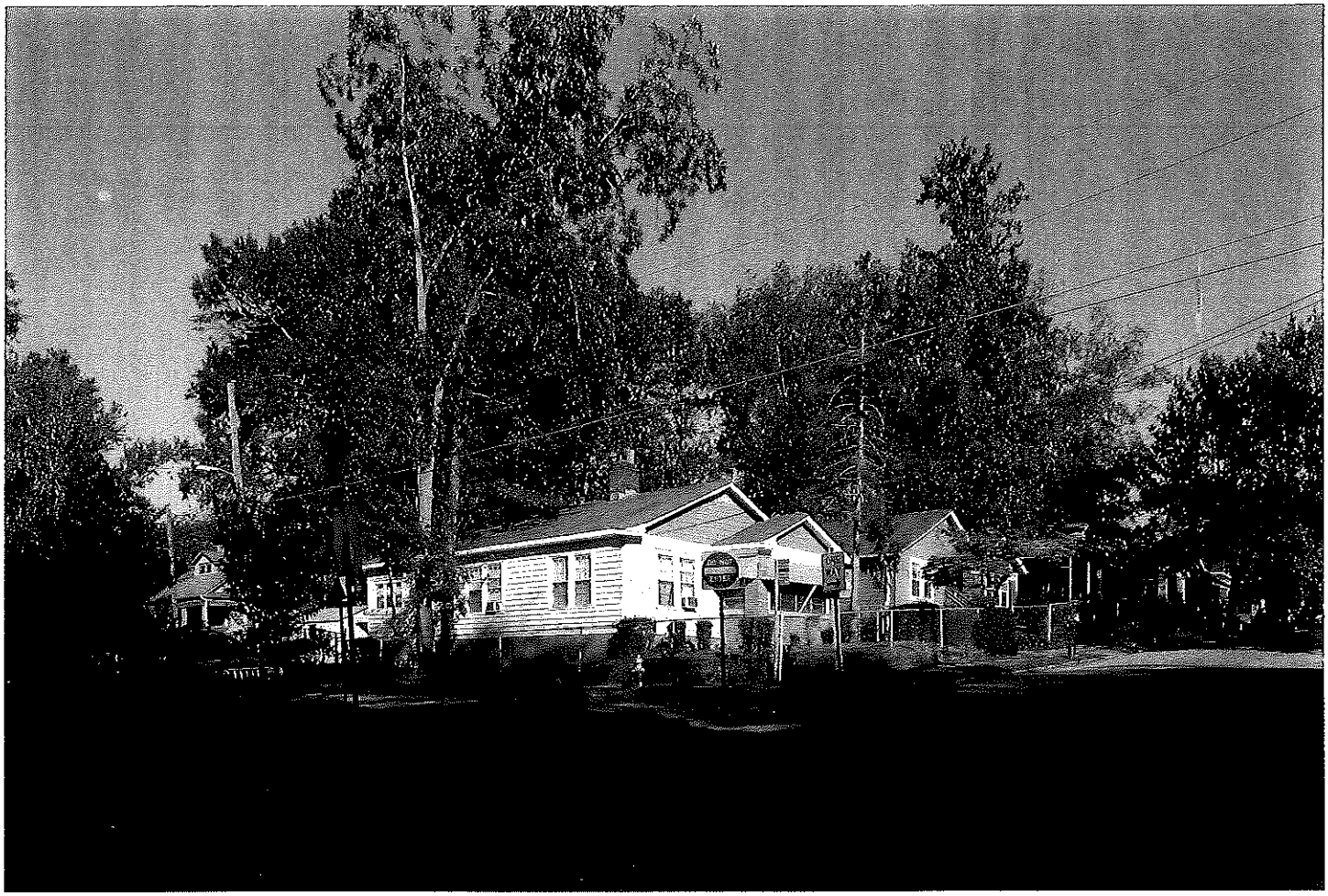


Kirkwood Historic District
DeKalb County, Georgia
Photograph 66 of 137

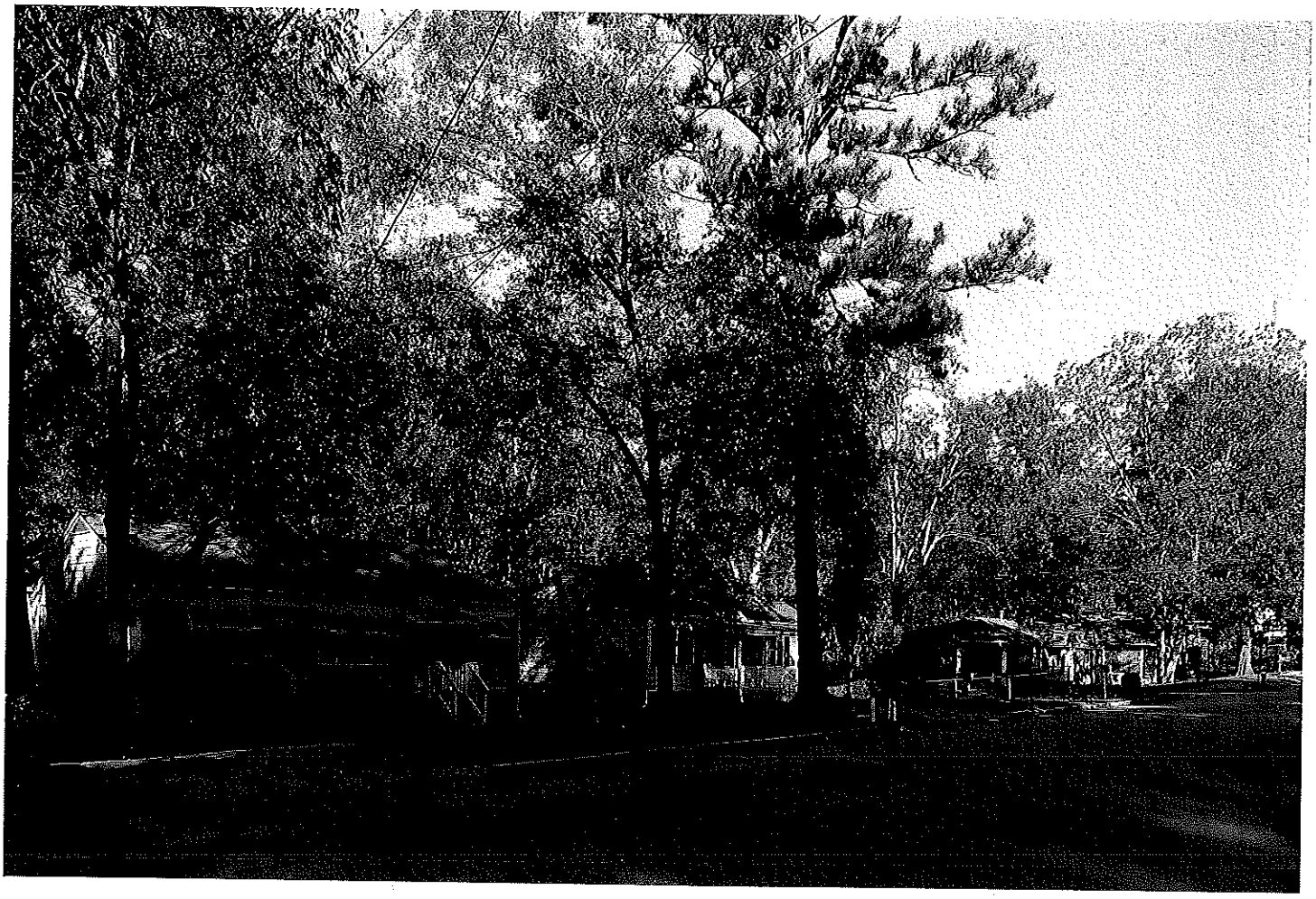
Kirkwood Historic District
DeKalb County, Georgia
Photograph 67 of 137



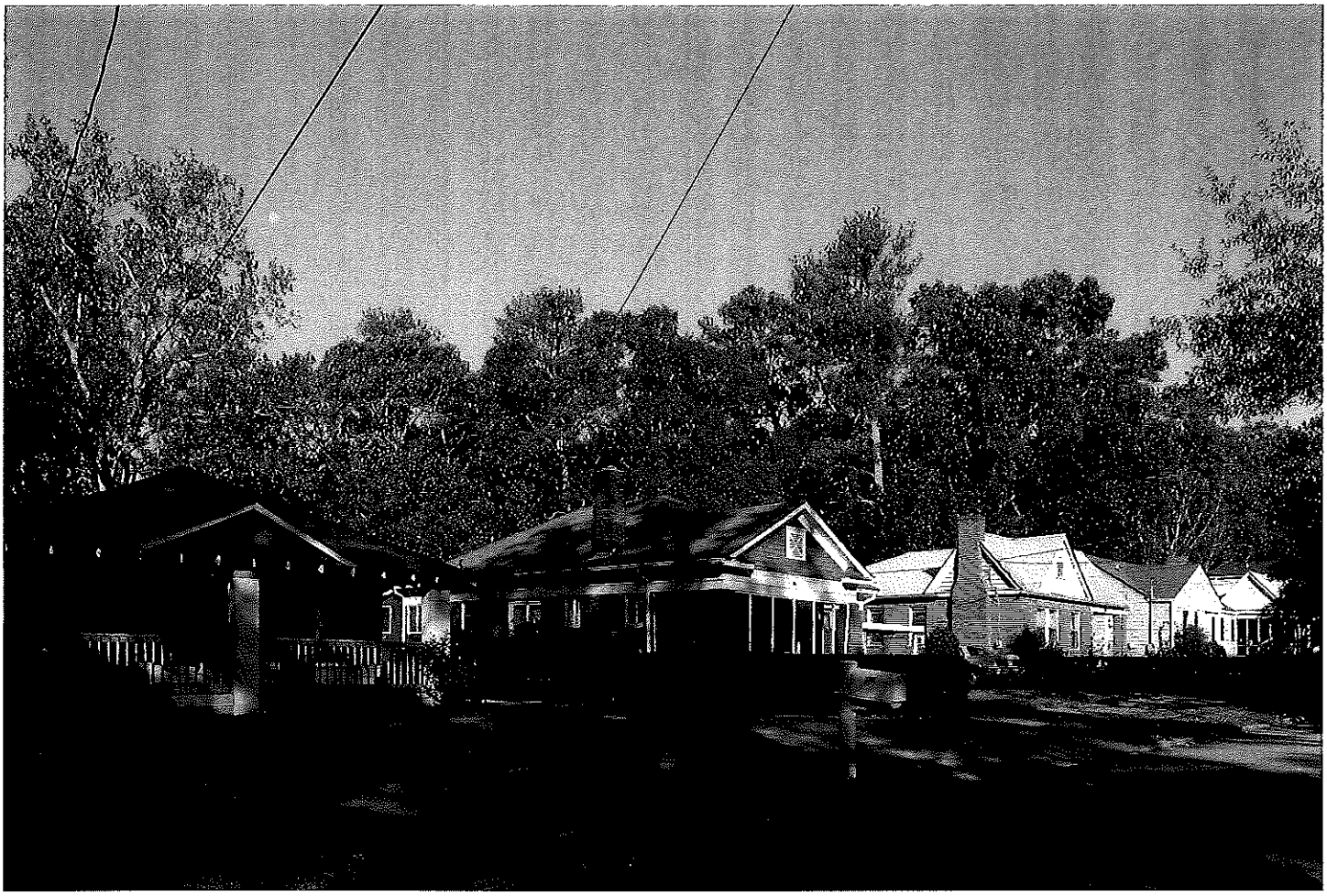
Kirkwood Historic District
DeKalb County, Georgia
Photograph 68 of 137



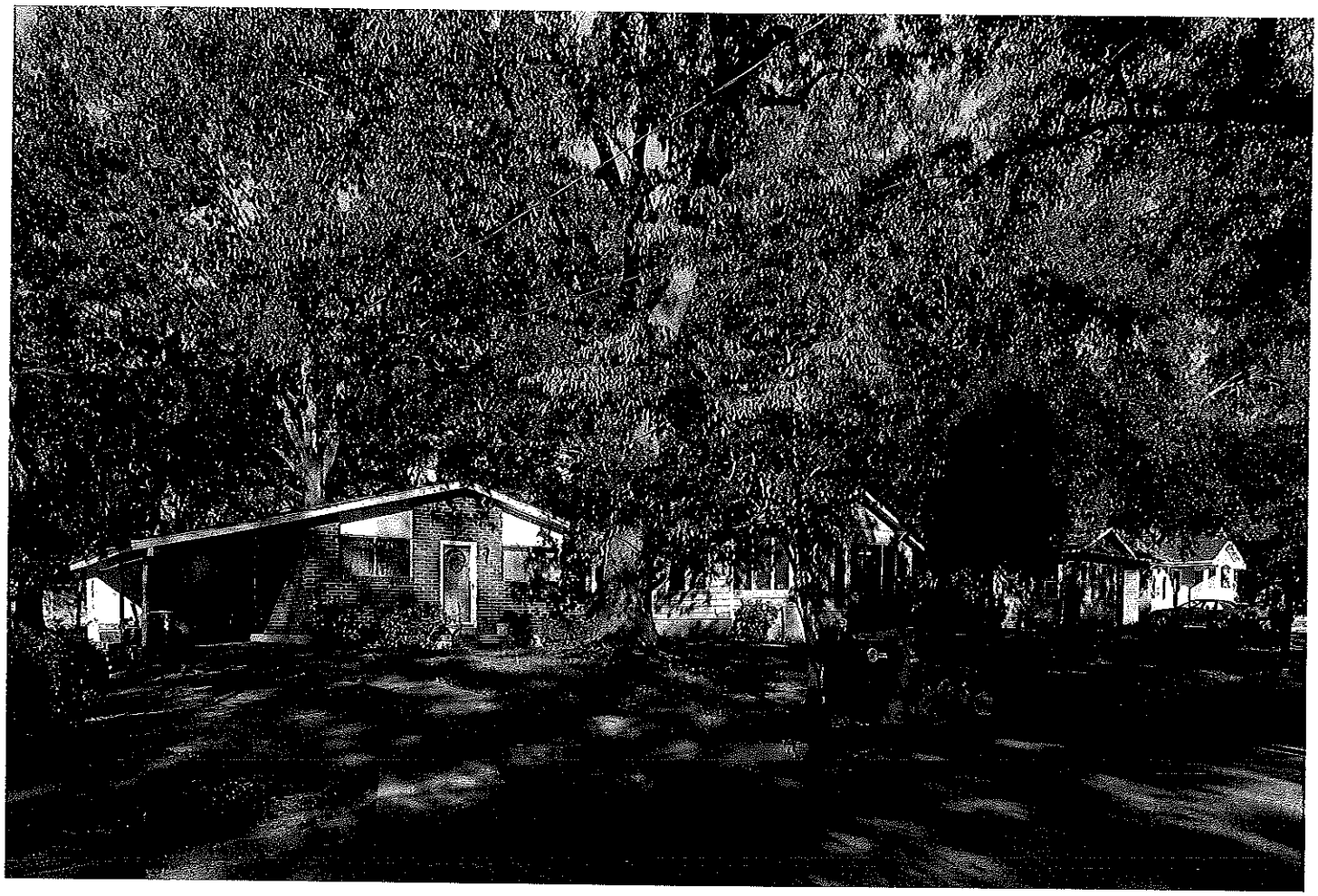
Kirkwood Historic District
DeKalb County, Georgia
Photograph 69 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 70 of 137

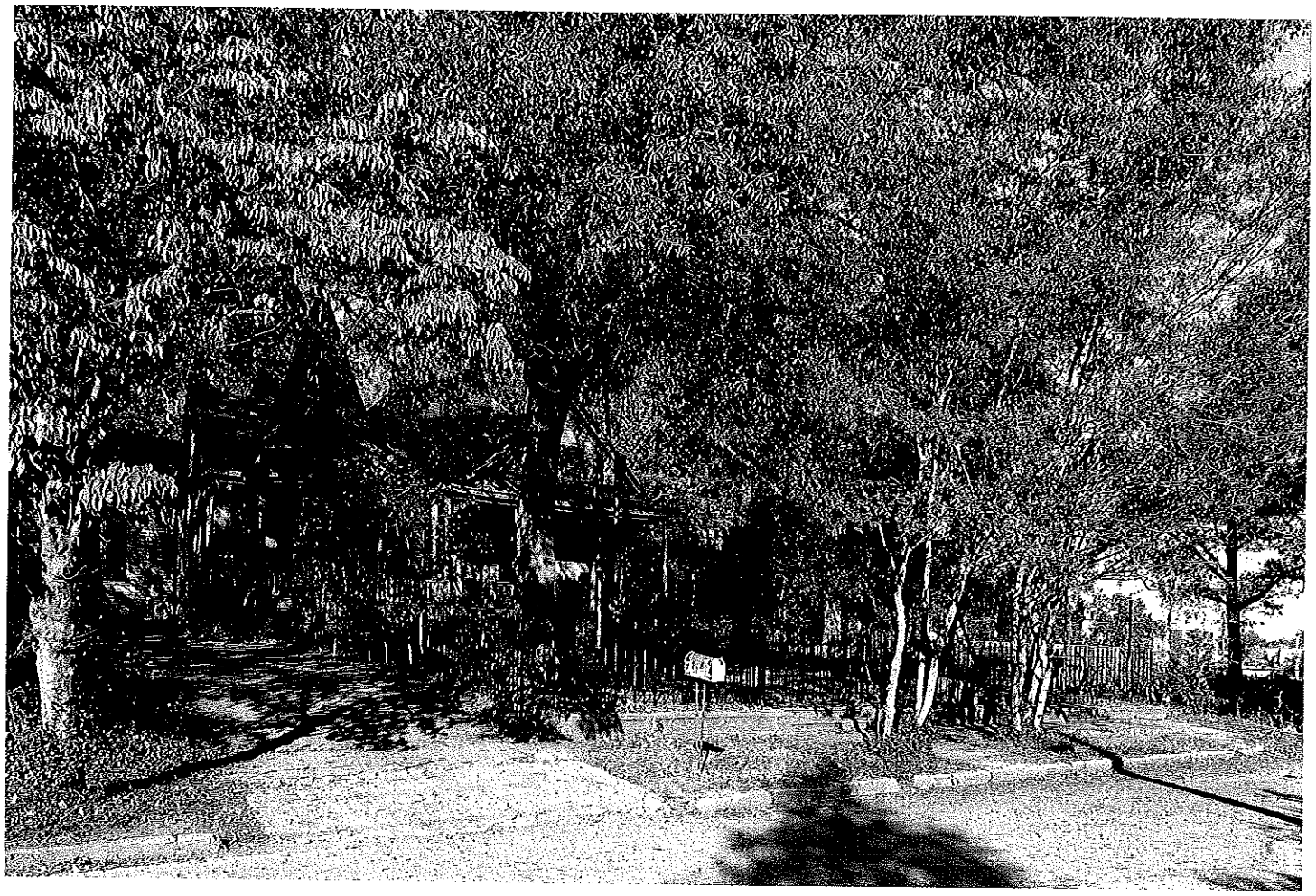


Kirkwood Historic District
DeKalb County, Georgia
Photograph 71 of 137

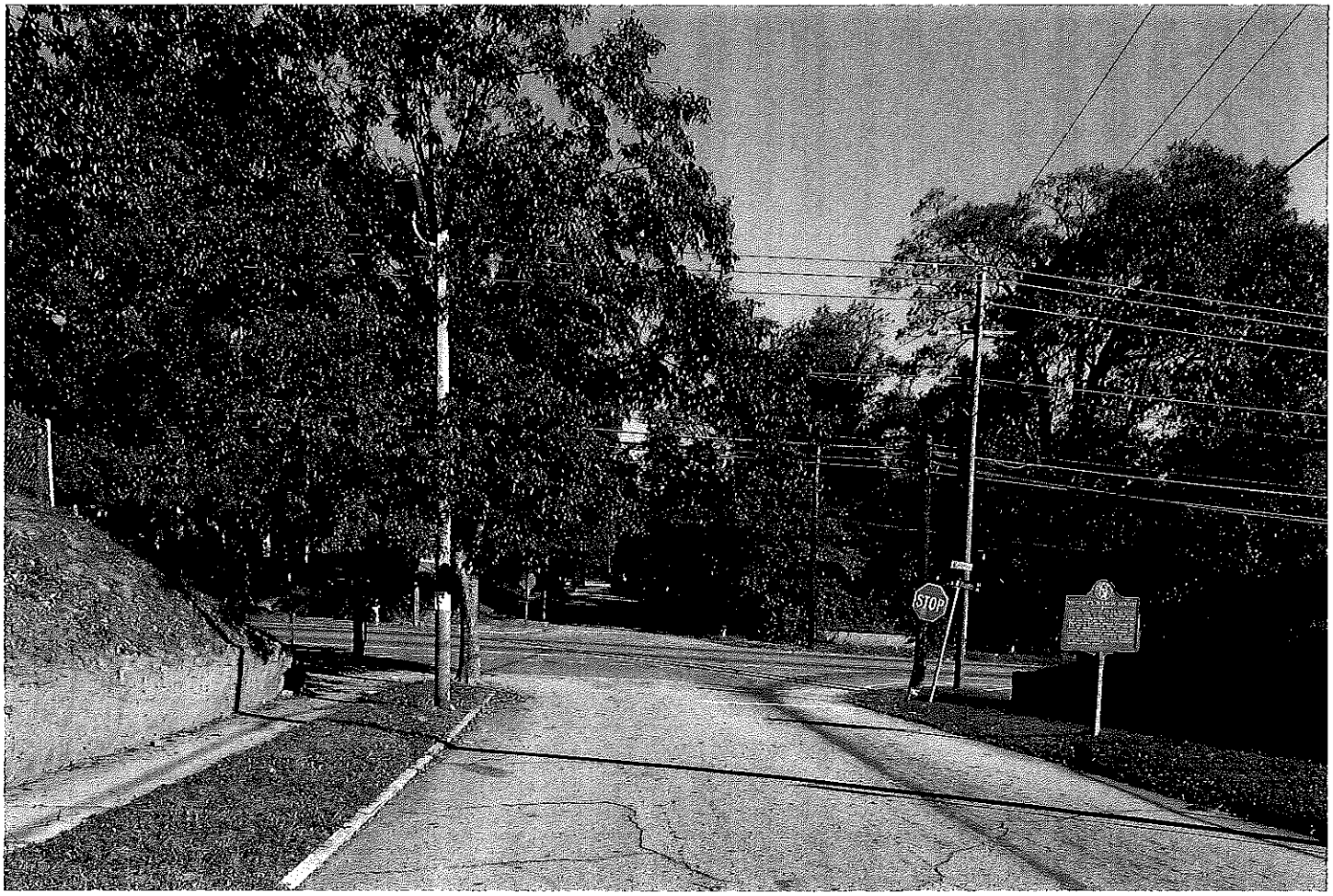


Kirkwood Historic District
DeKalb County, Georgia
Photograph 72 of 137

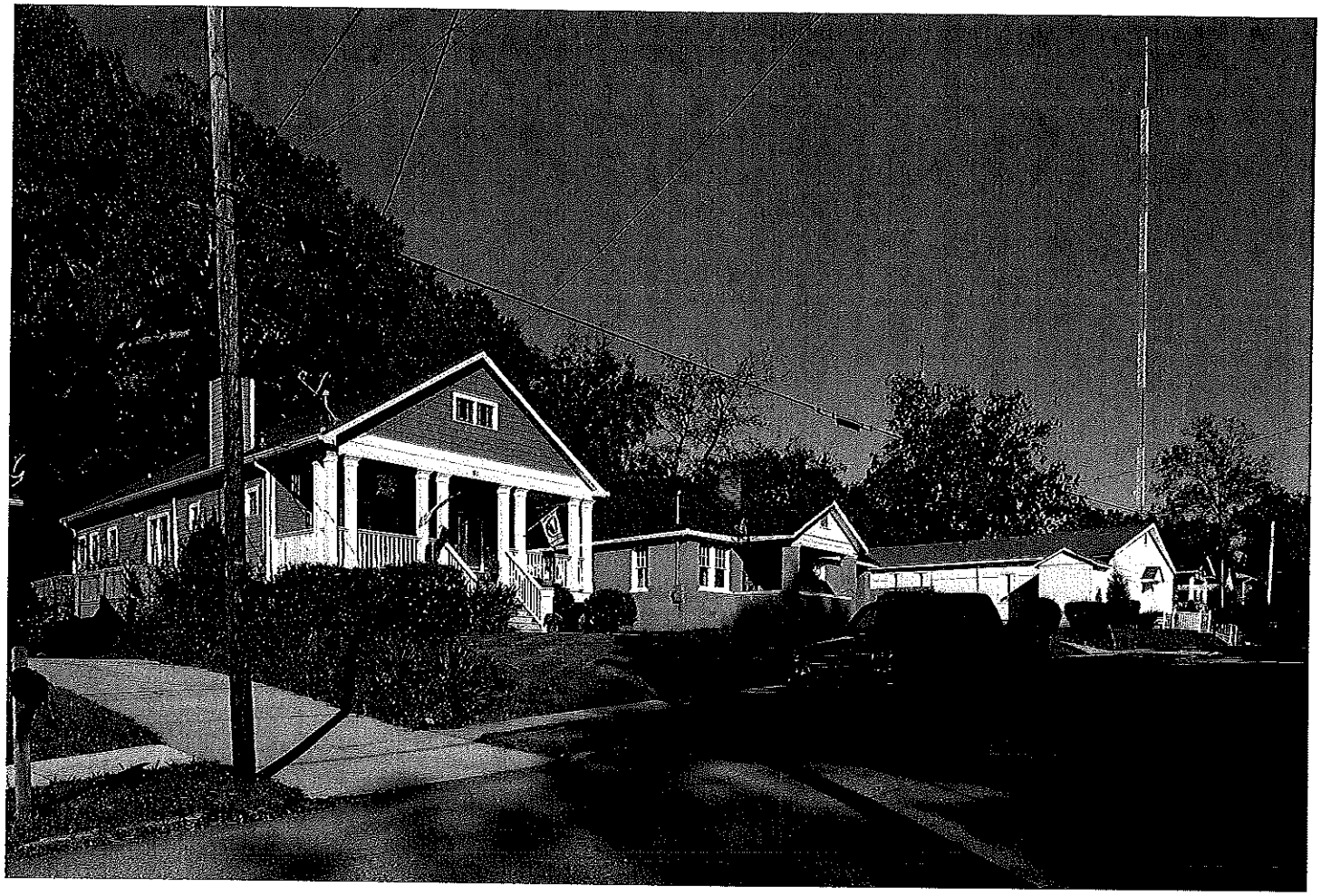
Kirkwood Historic District
DeKalb County, Georgia
Photograph 73 of 137



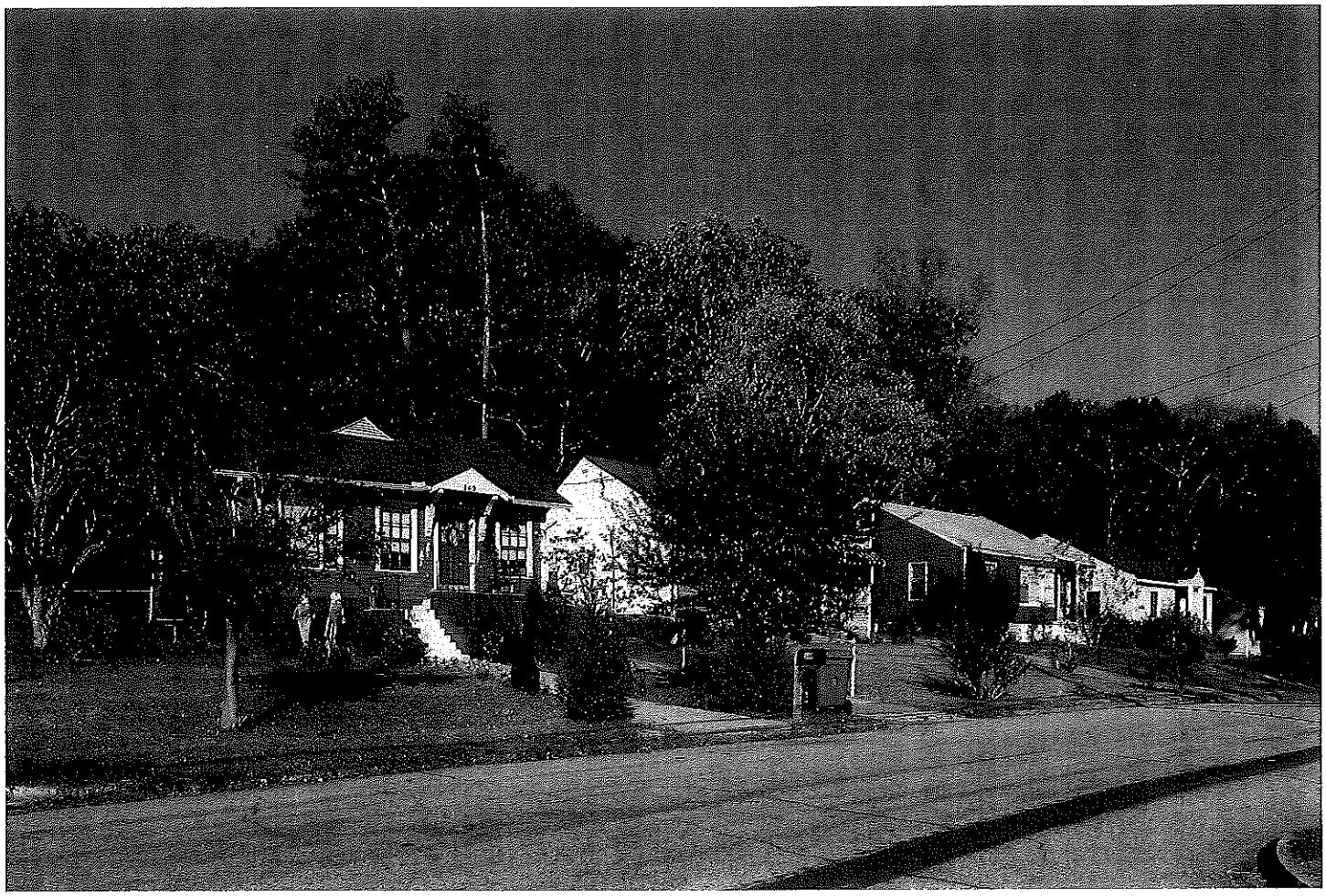
Kirkwood Historic District
DeKalb County, Georgia
Photograph 74 of 137



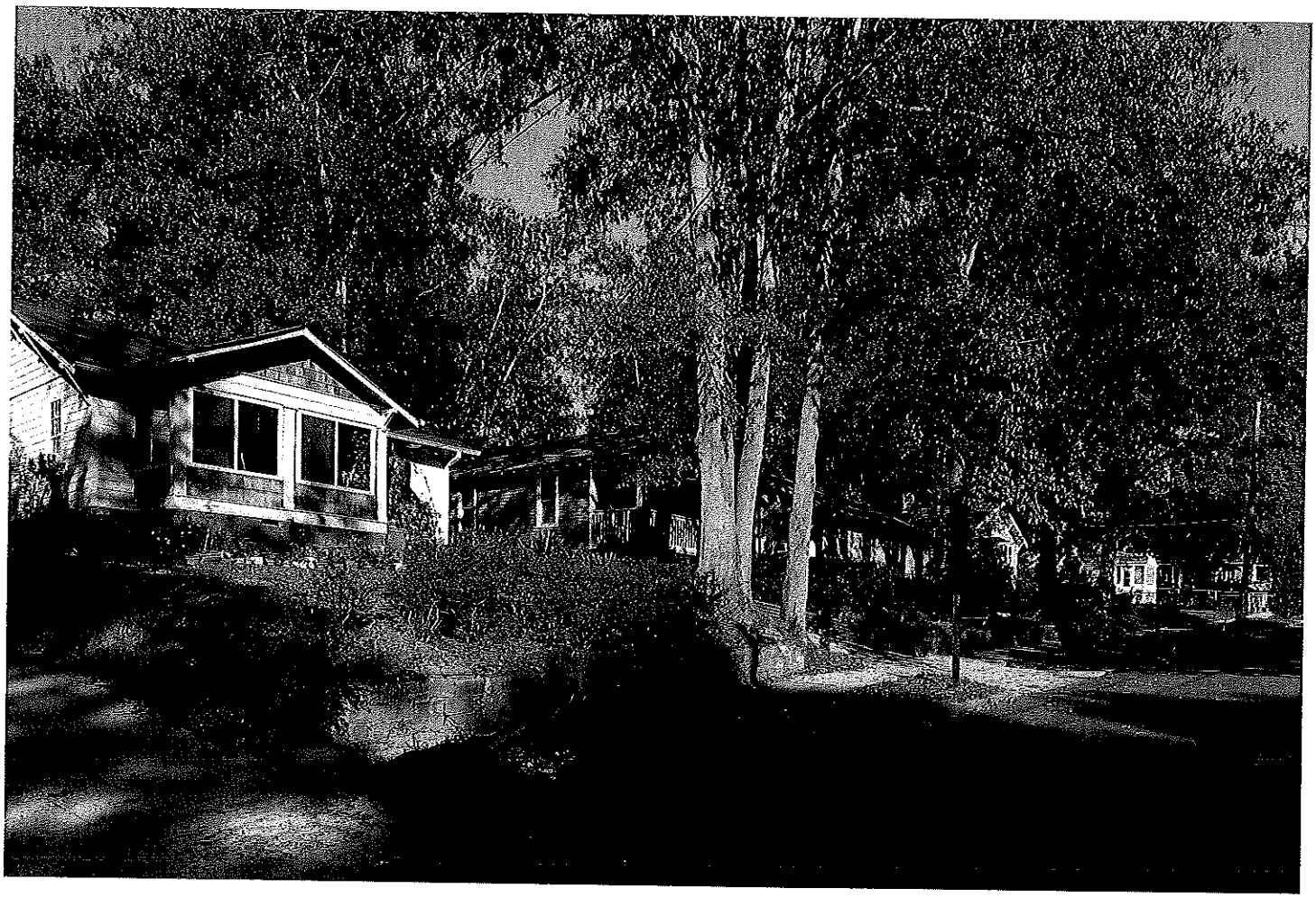
Kirkwood Historic District
DeKalb County, Georgia
Photograph 75 of 137



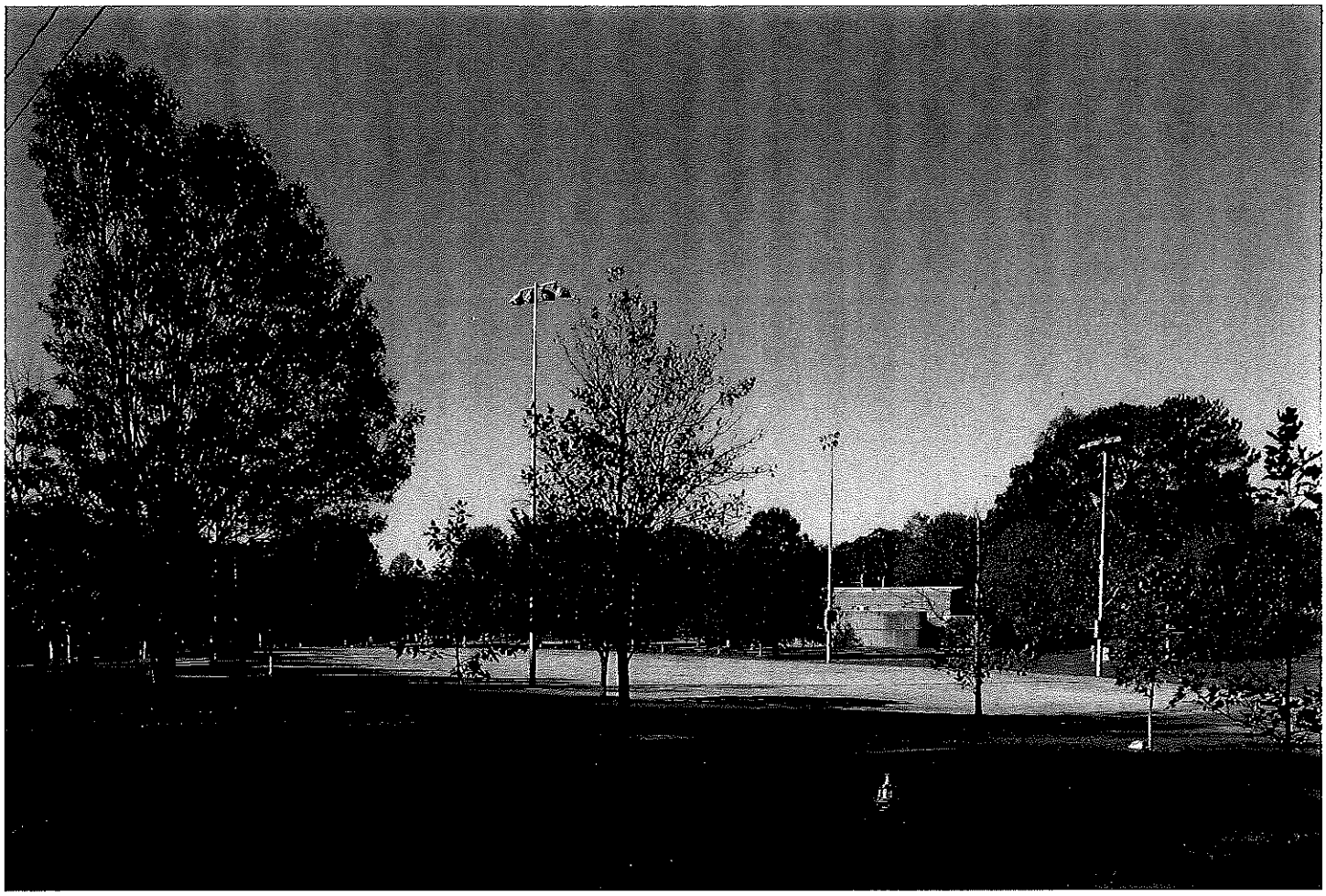
Kirkwood Historic District
DeKalb County, Georgia
Photograph 76 of 137



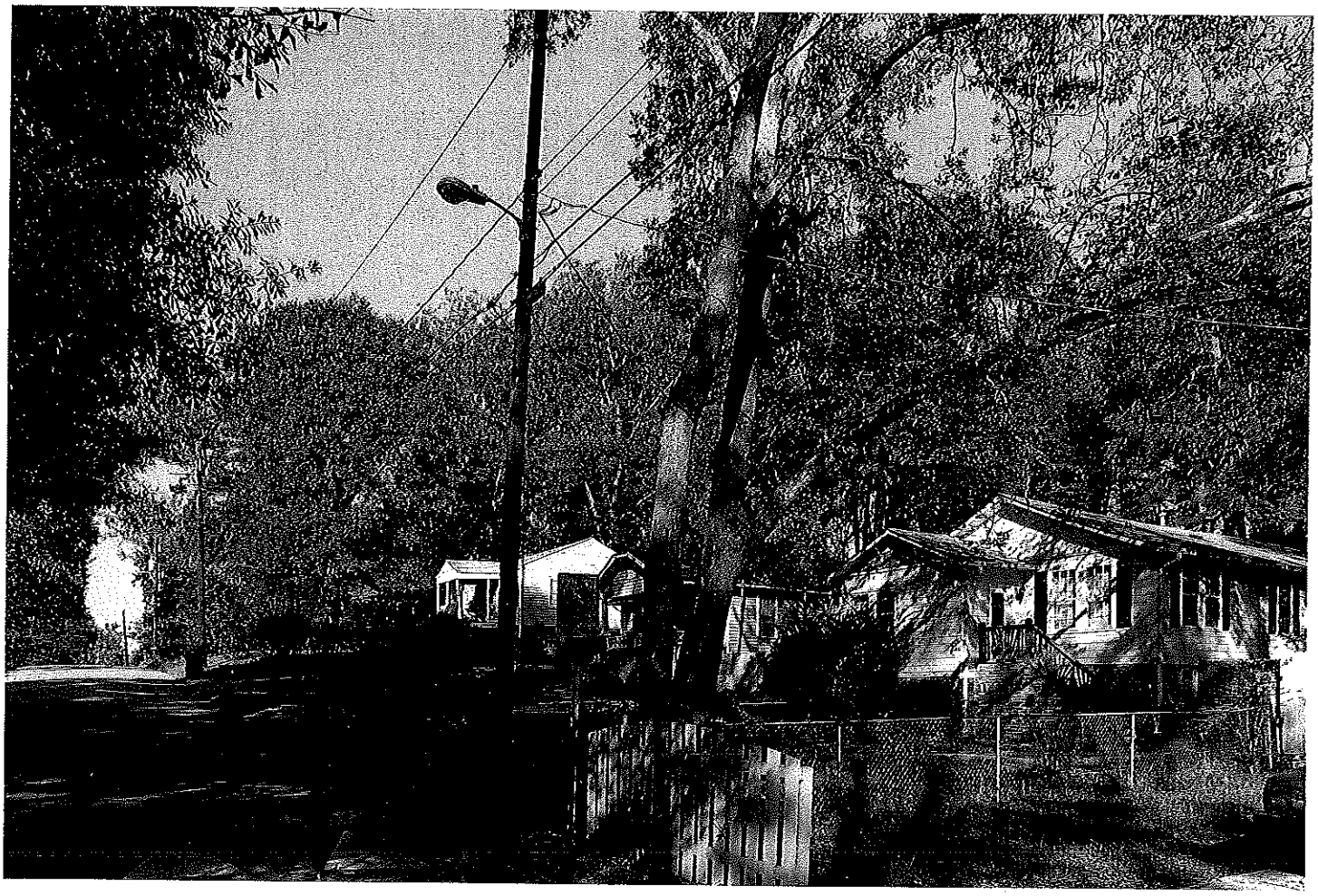
Kirkwood Historic District
DeKalb County, Georgia
Photograph 77 of 137



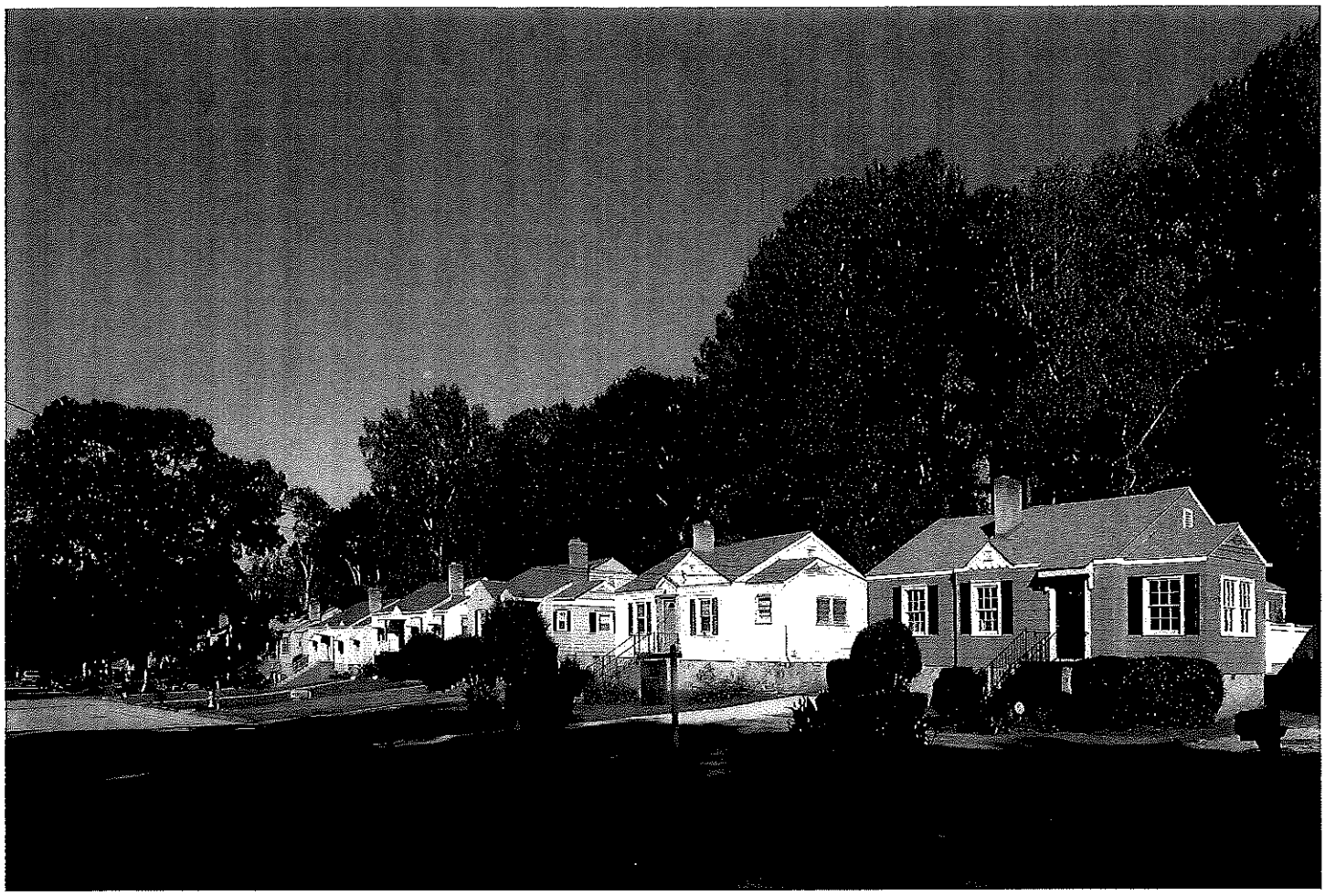
Kirkwood Historic District
DeKalb County, Georgia
Photograph 78 of 137



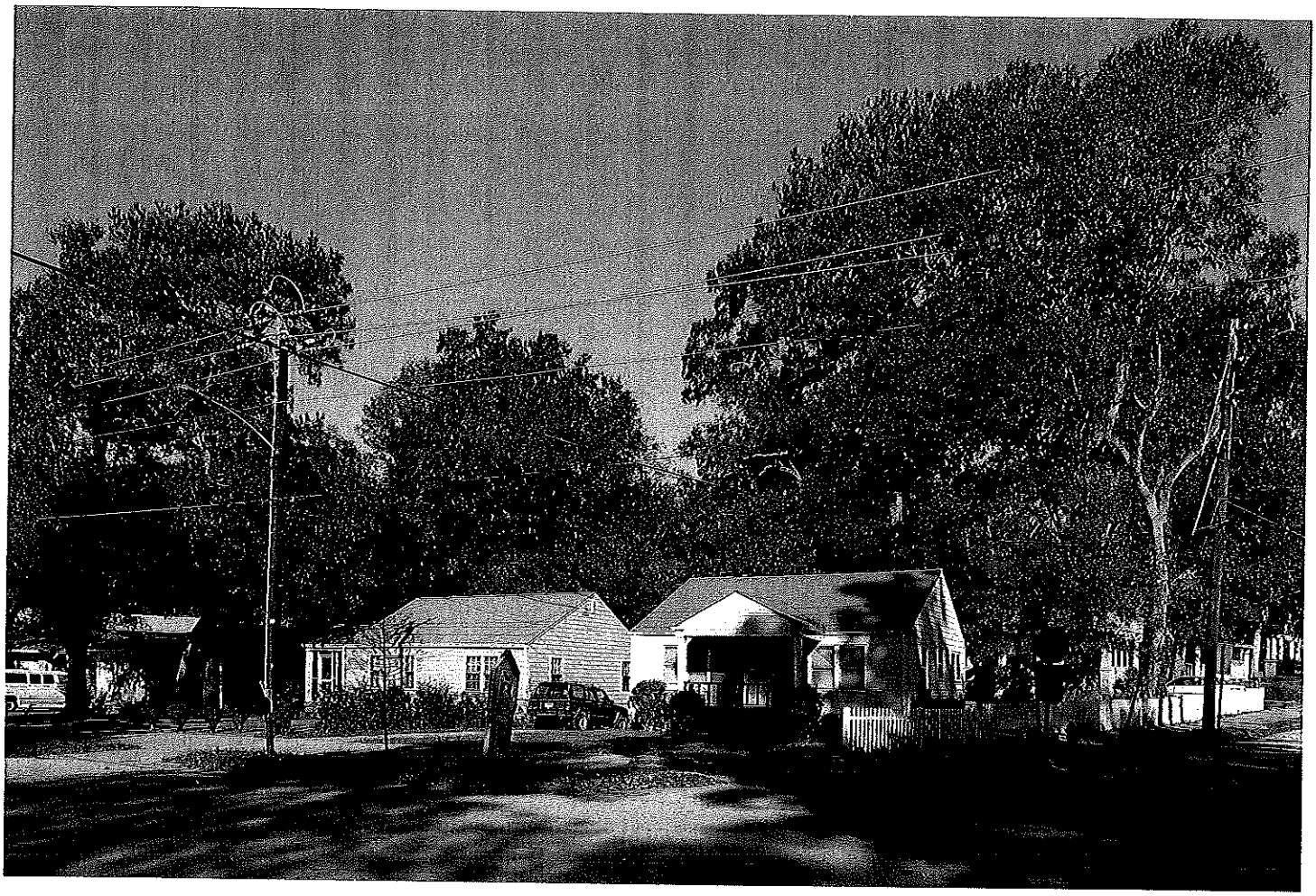
Kirkwood Historic District
DeKalb County, Georgia
Photograph 79 of 137



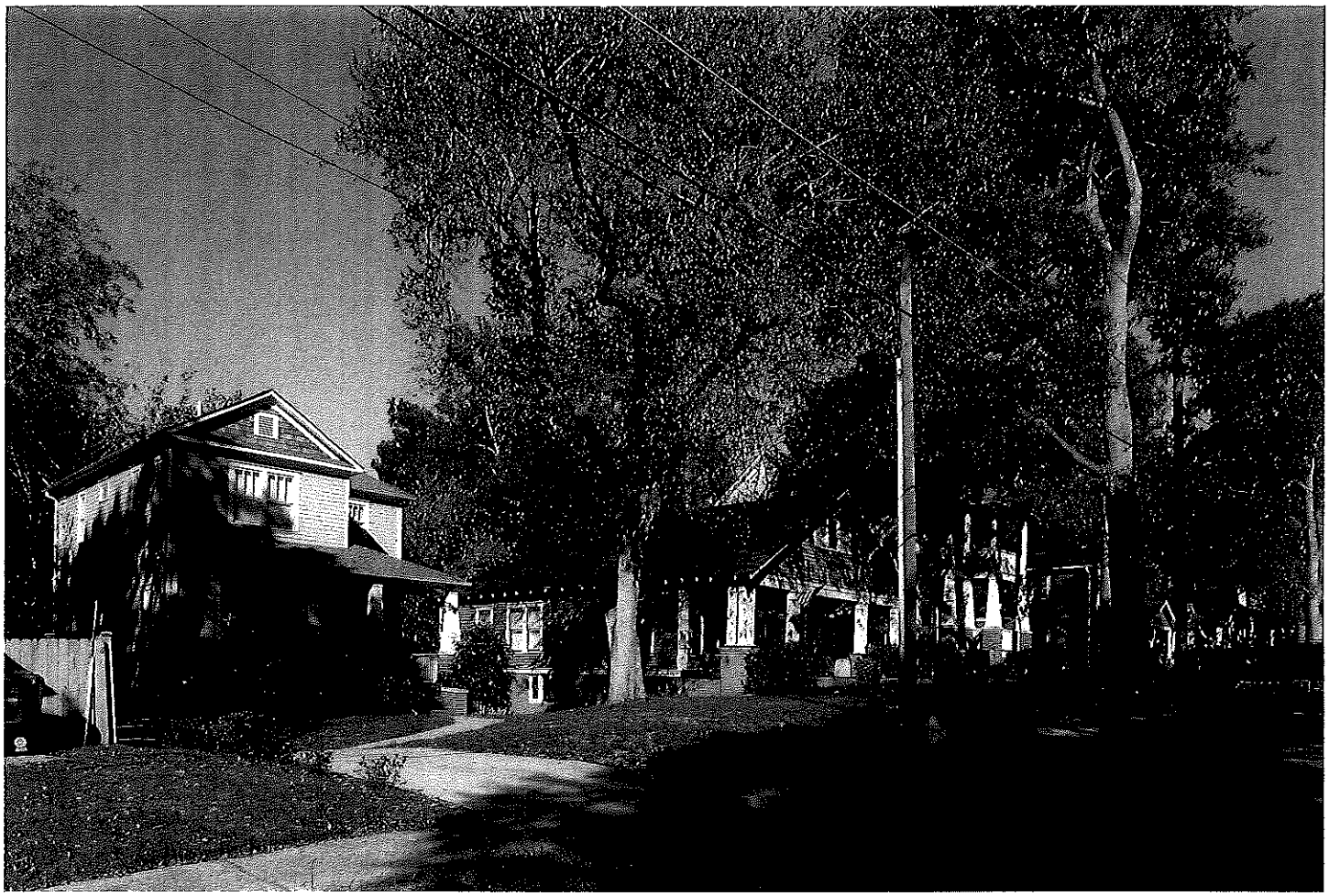
Kirkwood Historic District
DeKalb County, Georgia
Photograph 80 of 137



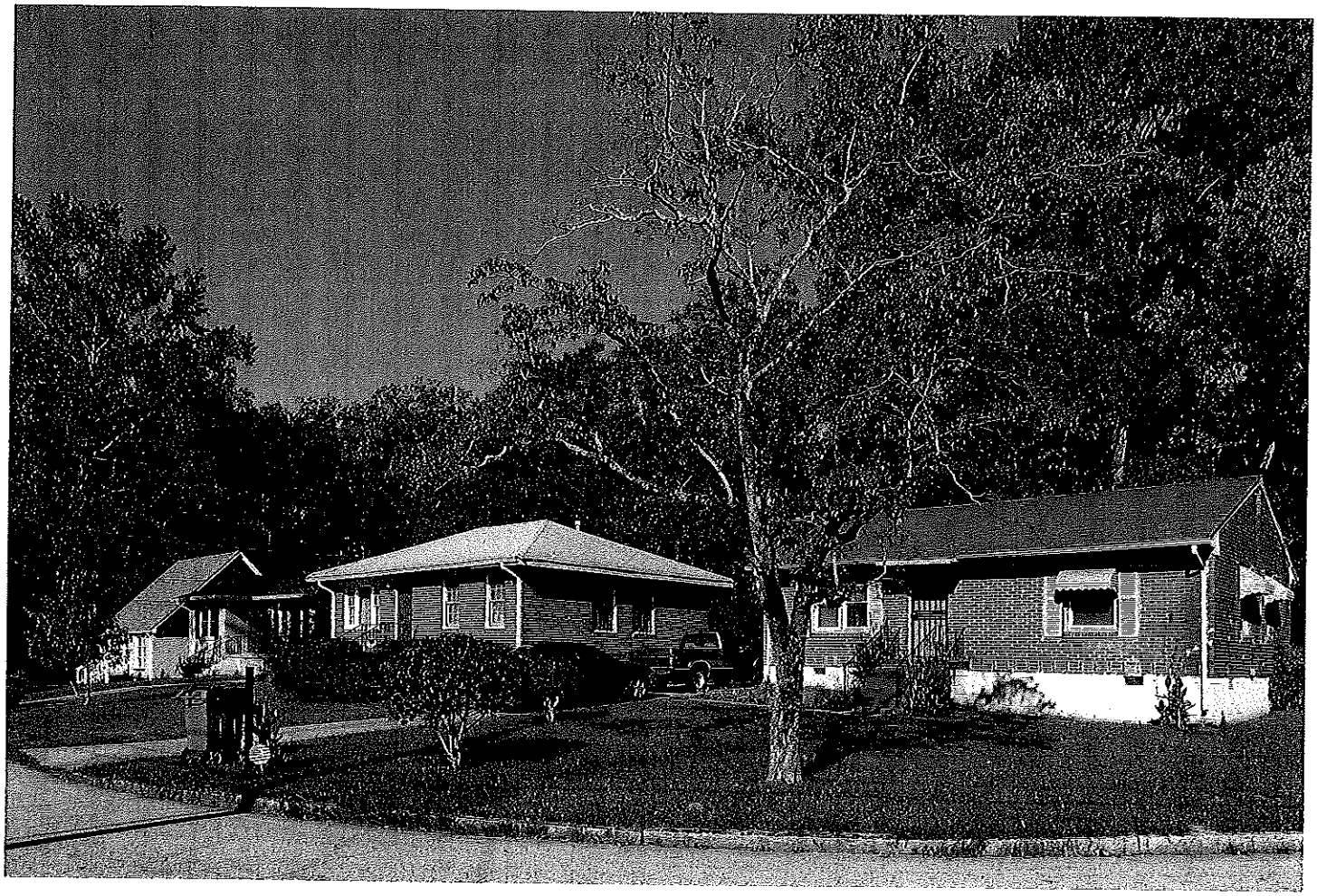
Kirkwood Historic District
DeKalb County, Georgia
Photograph 81 of 137



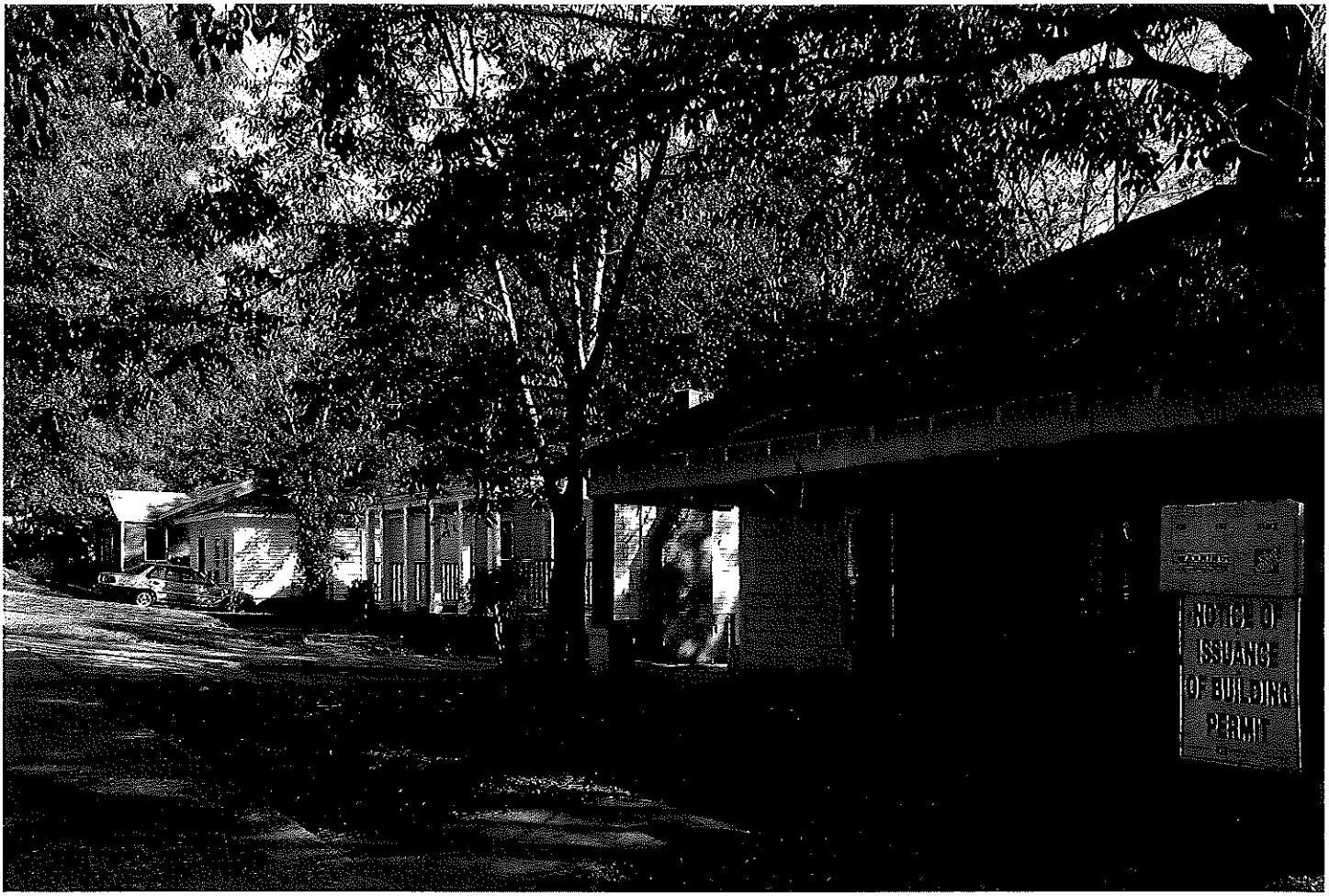
Kirkwood Historic District
DeKalb County, Georgia
Photograph 82 of 137



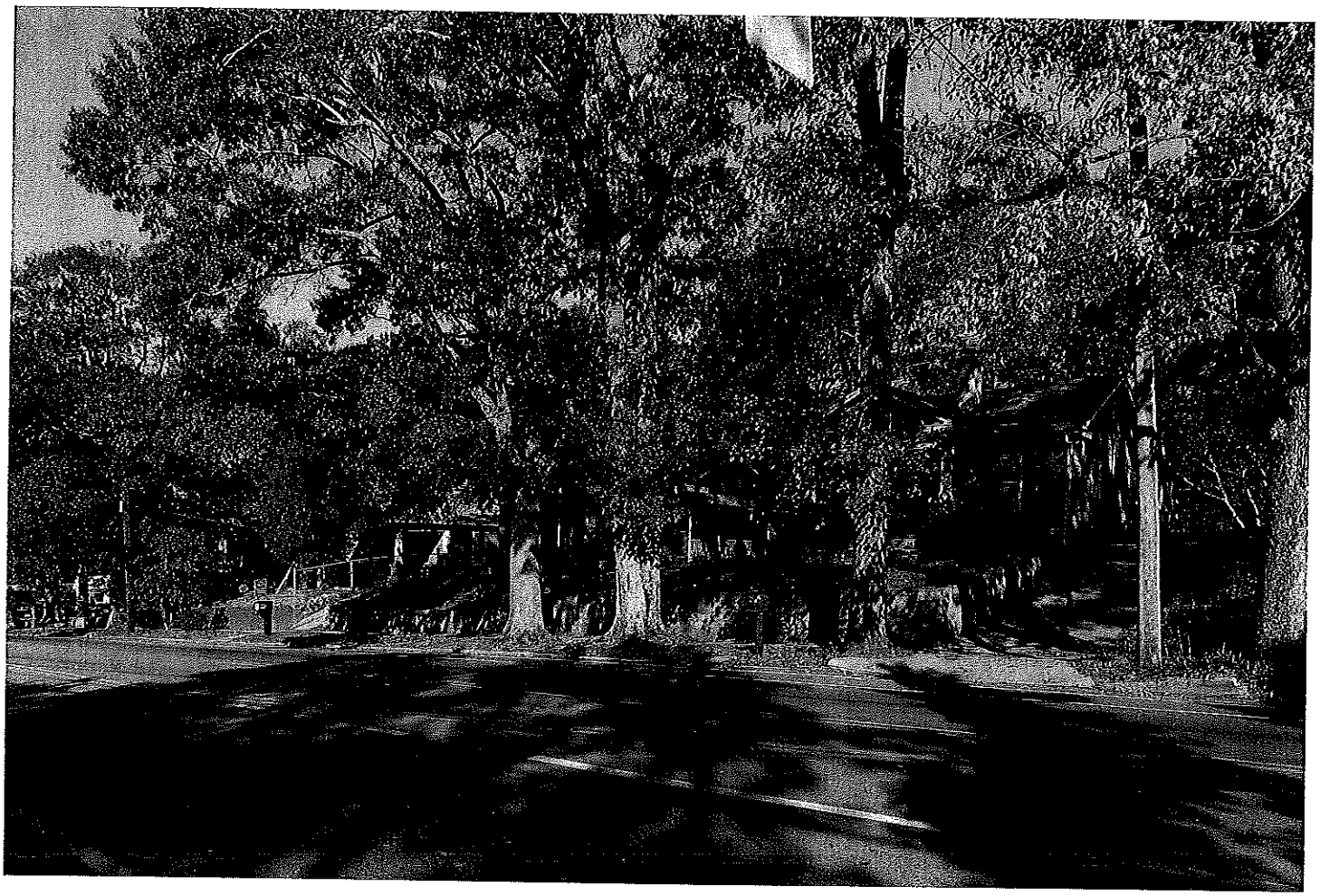
Kirkwood Historic District
DeKalb County, Georgia
Photograph 83 of 137



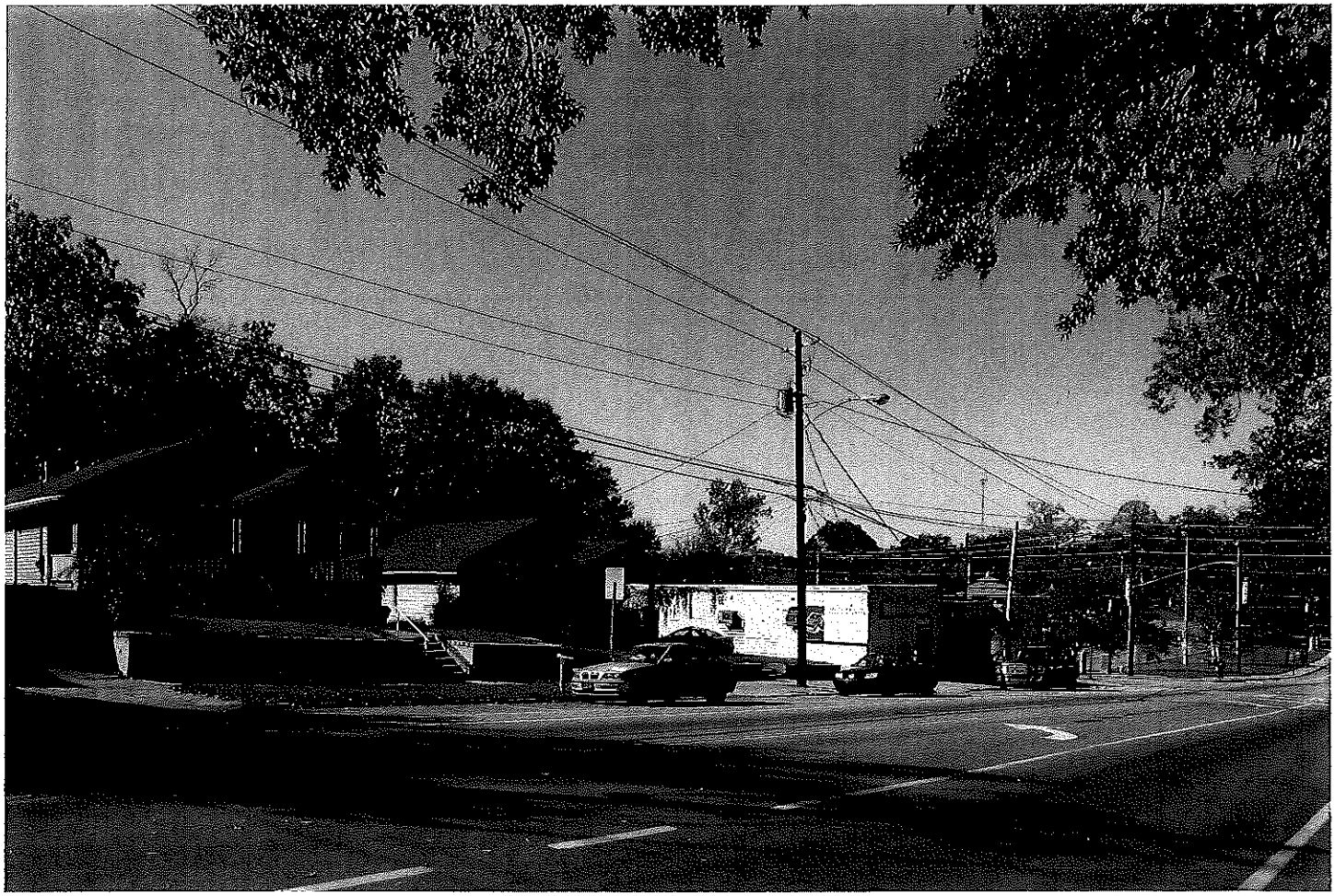
Kirkwood Historic District
DeKalb County, Georgia
Photograph 84 of 137



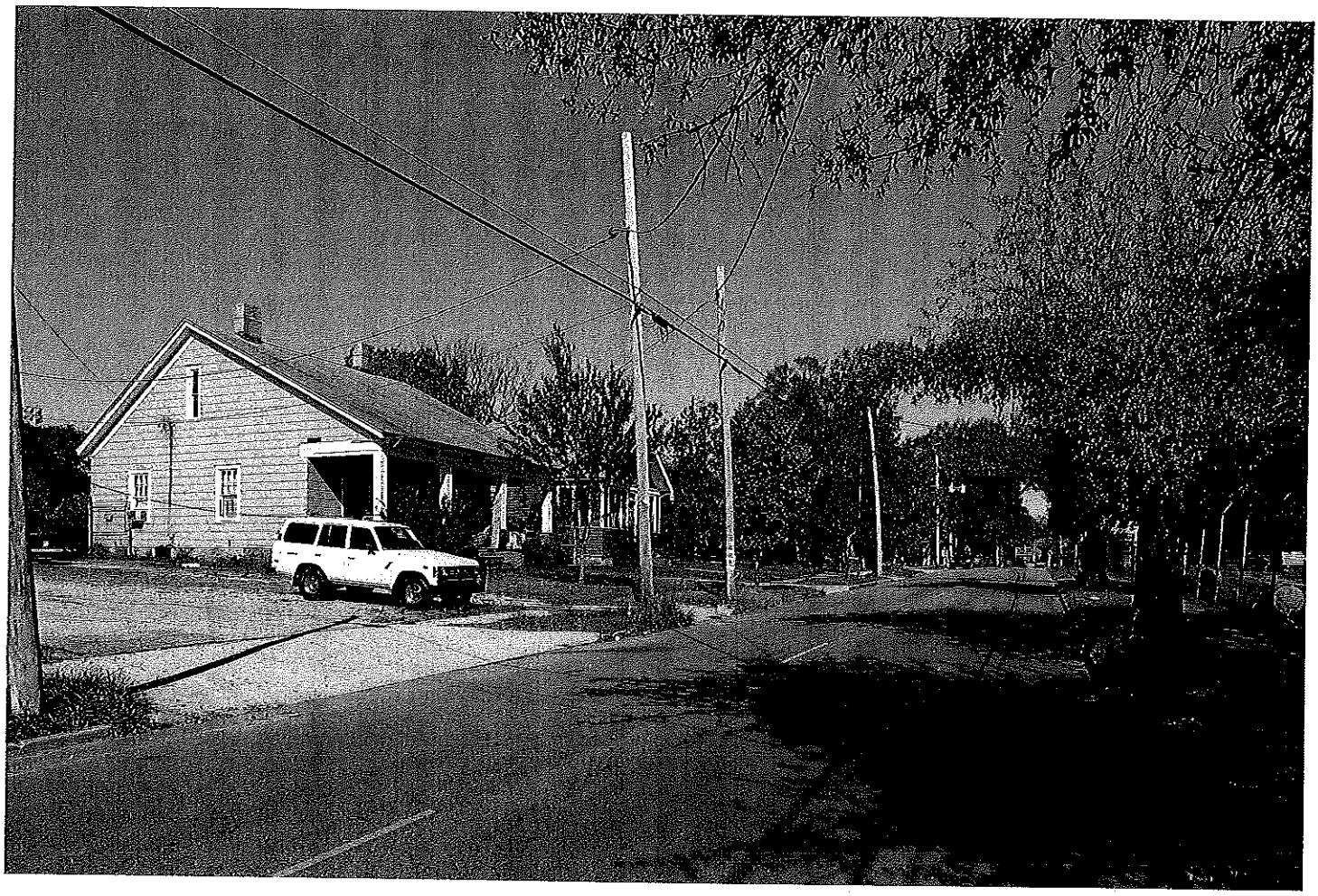
Kirkwood Historic District
DeKalb County, Georgia
Photograph 85 of 137



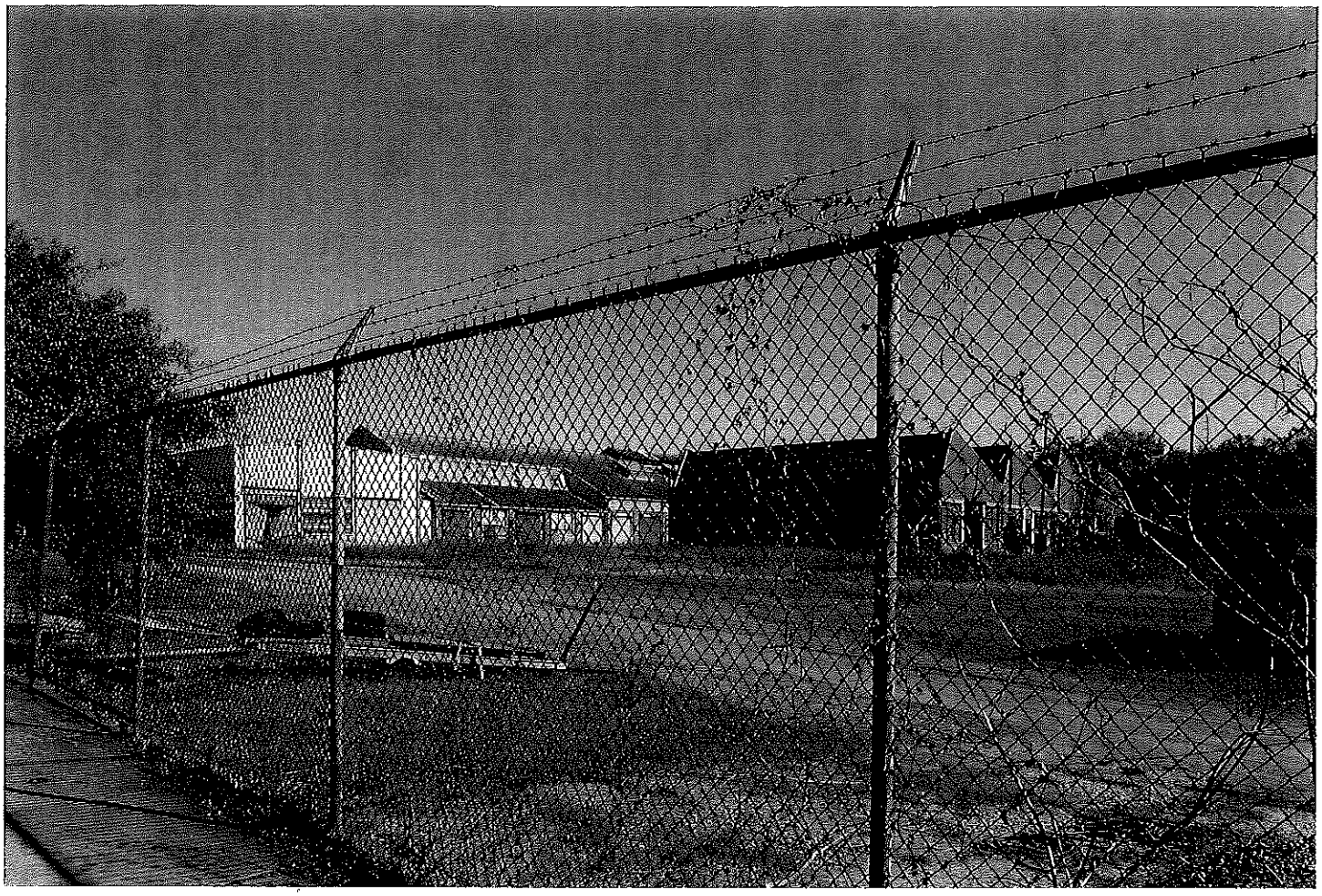
Kirkwood Historic District
DeKalb County, Georgia
Photograph 86 of 137



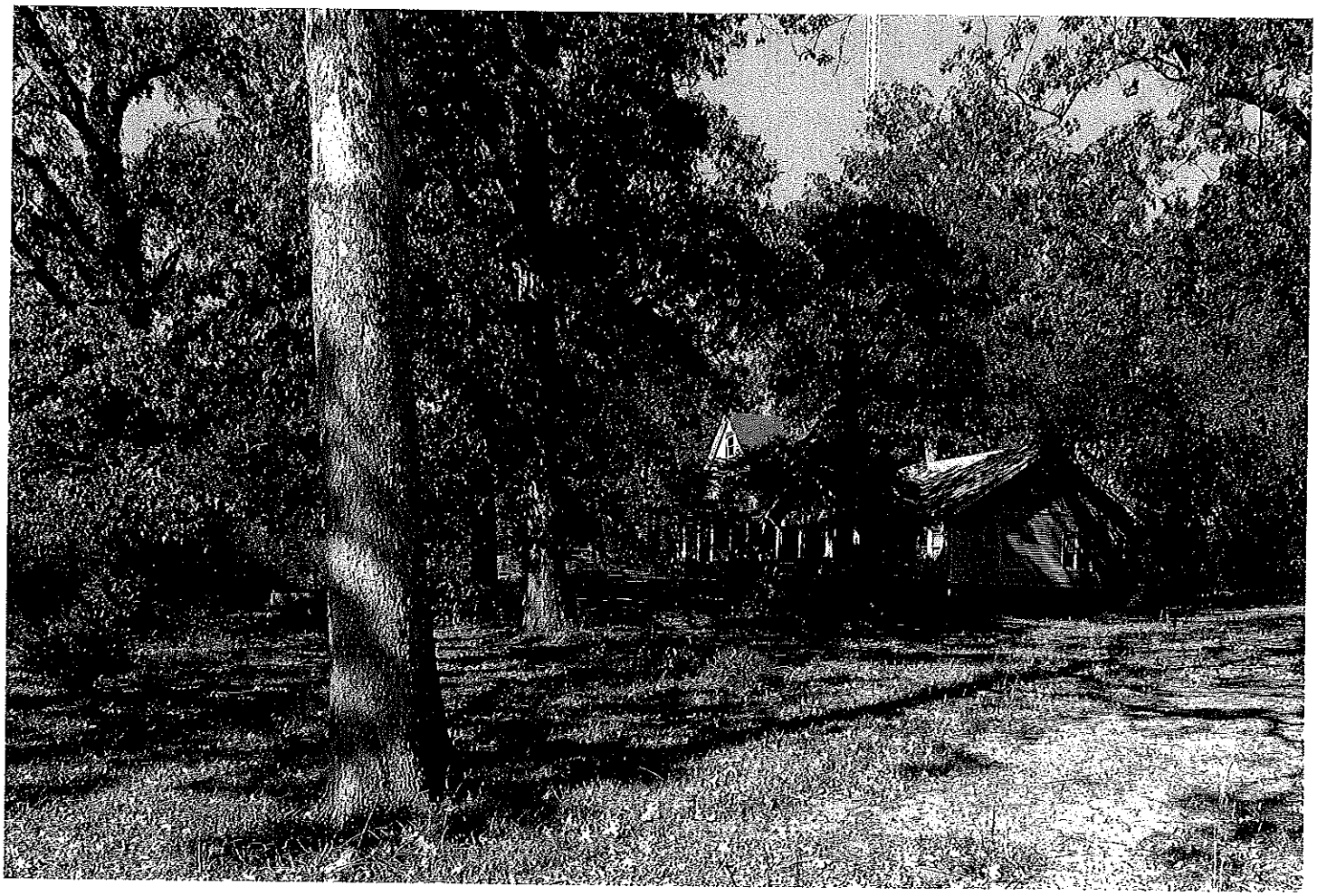
Kirkwood Historic District
DeKalb County, Georgia
Photograph 87 of 137



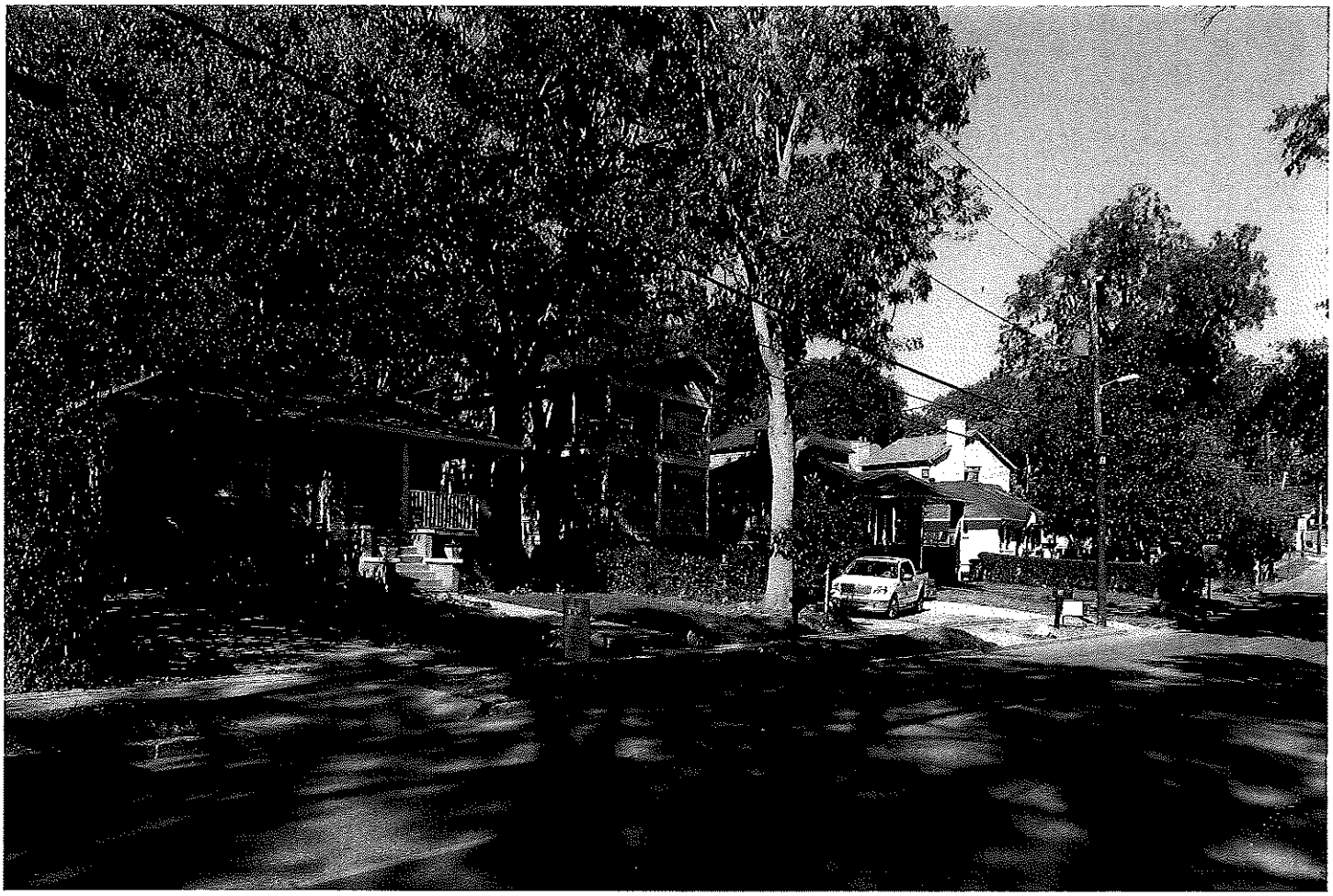
Kirkwood Historic District
DeKalb County, Georgia
Photograph 88 of 137



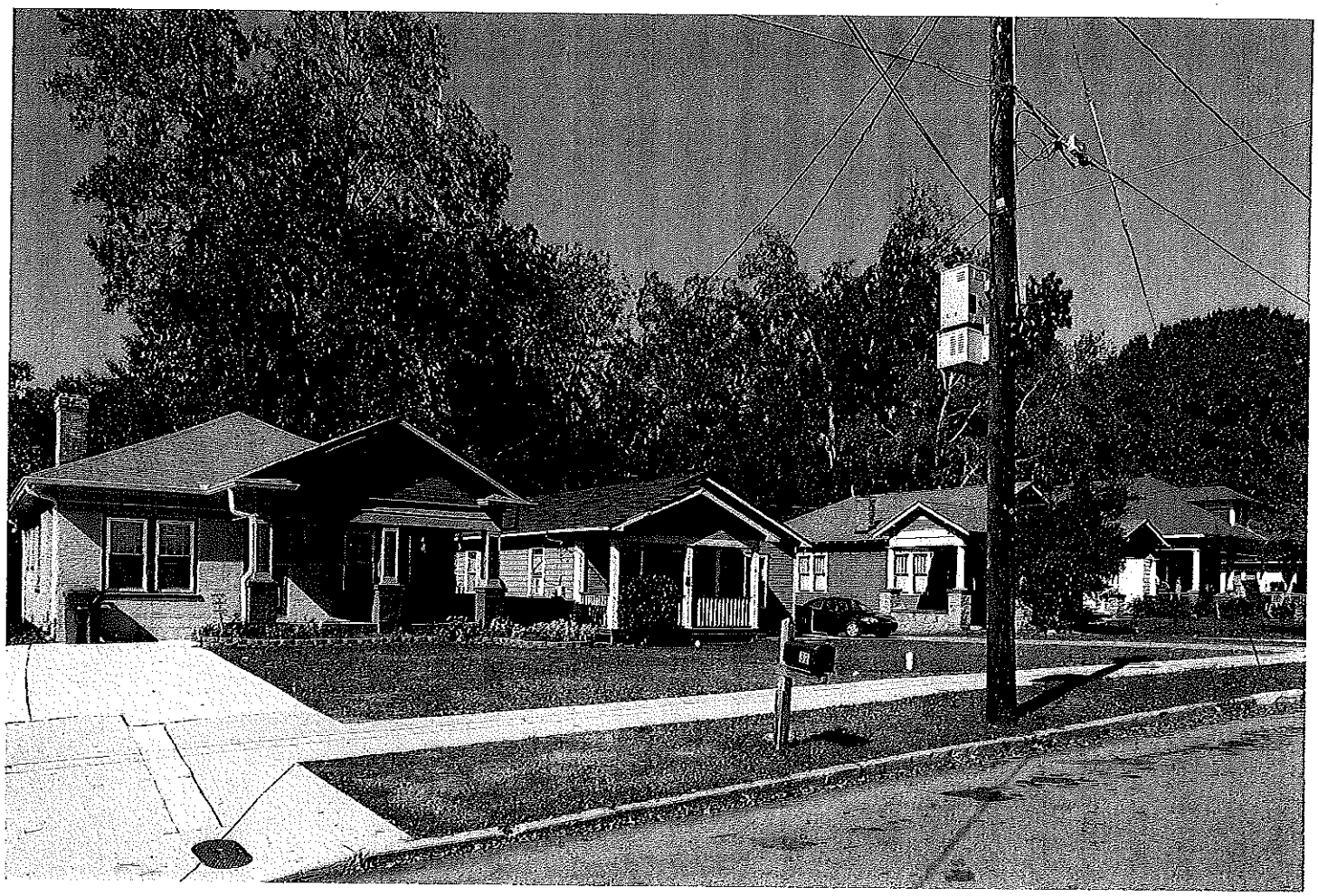
Kirkwood Historic District
DeKalb County, Georgia
Photograph 89 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 90 of 137

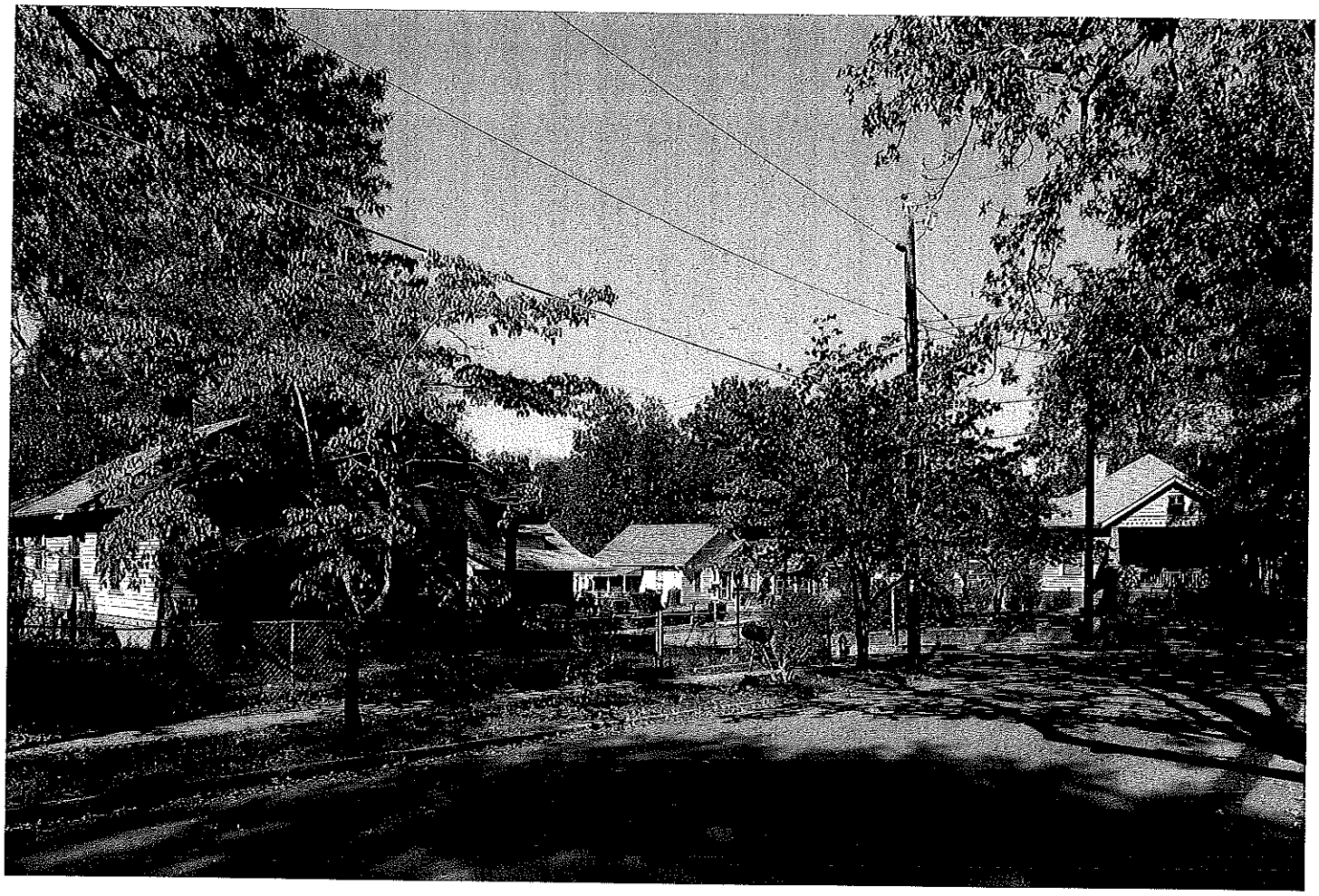


Kirkwood Historic District
DeKalb County, Georgia
Photograph 91 of 137

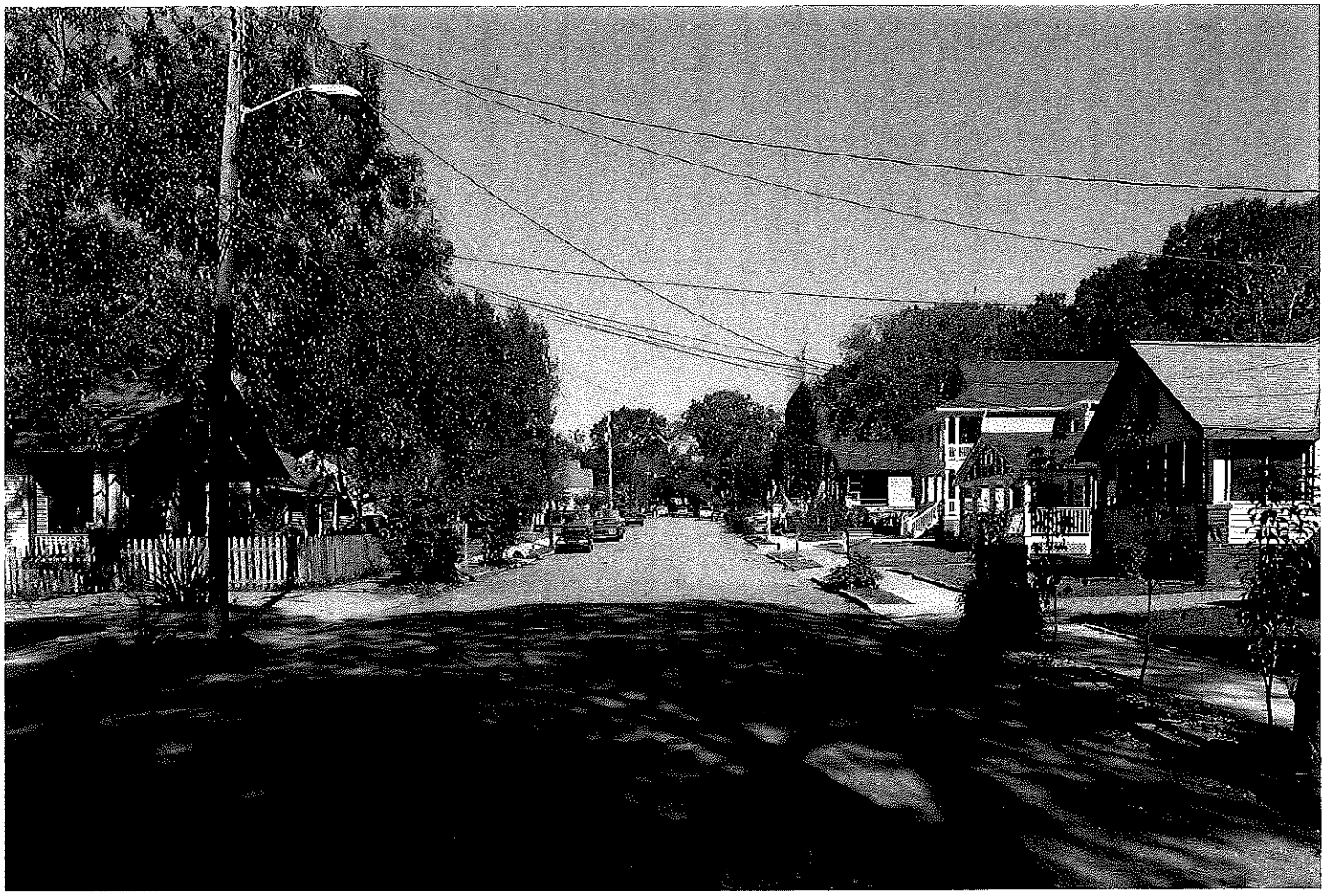


Kirkwood Historic District
DeKalb County, Georgia
Photograph 92 of 137

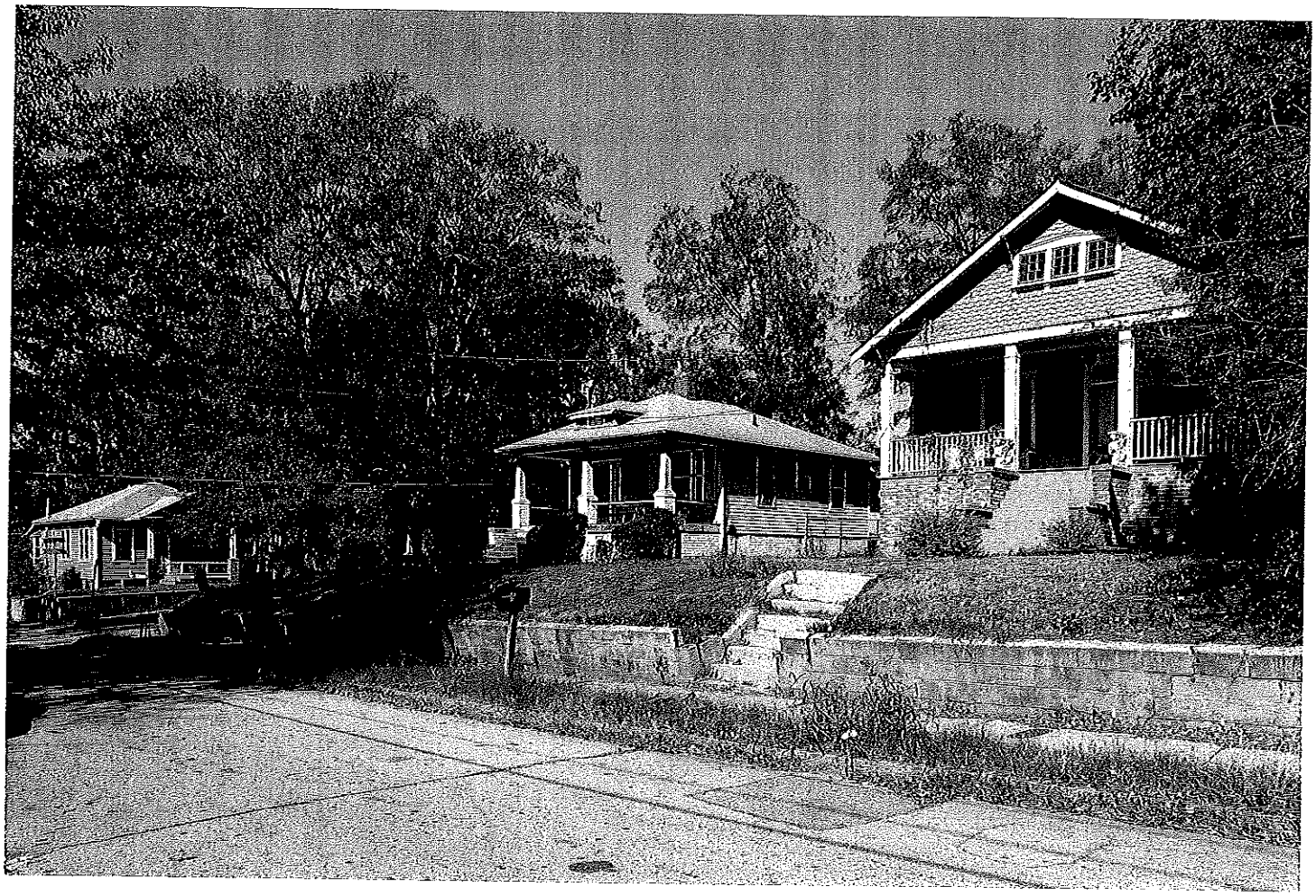
Kirkwood Historic District
DeKalb County, Georgia
Photograph 93 of 137



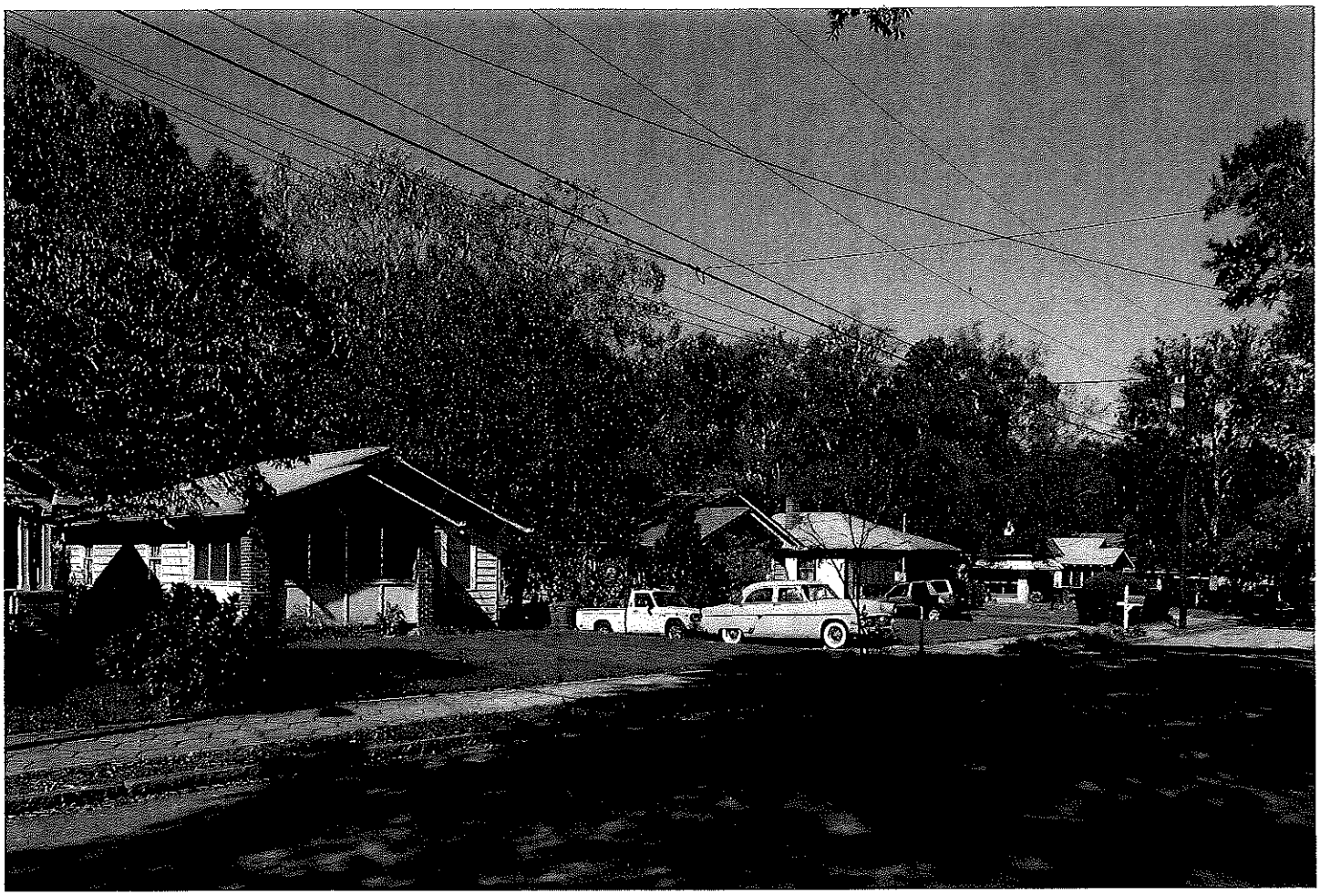
Kirkwood Historic District
DeKalb County, Georgia
Photograph 94 of 137



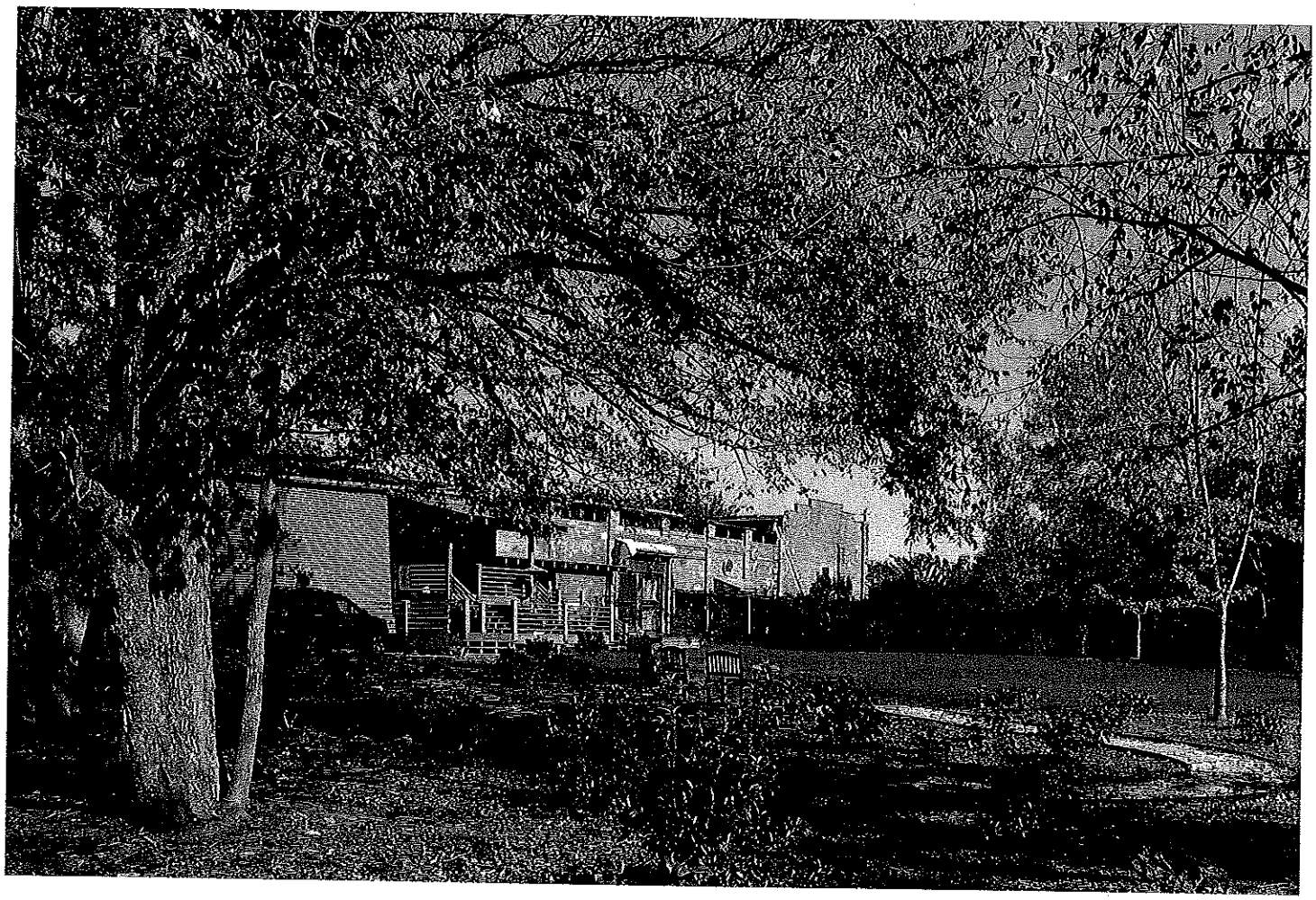
Kirkwood Historic District
DeKalb County, Georgia
Photograph 95 of 137



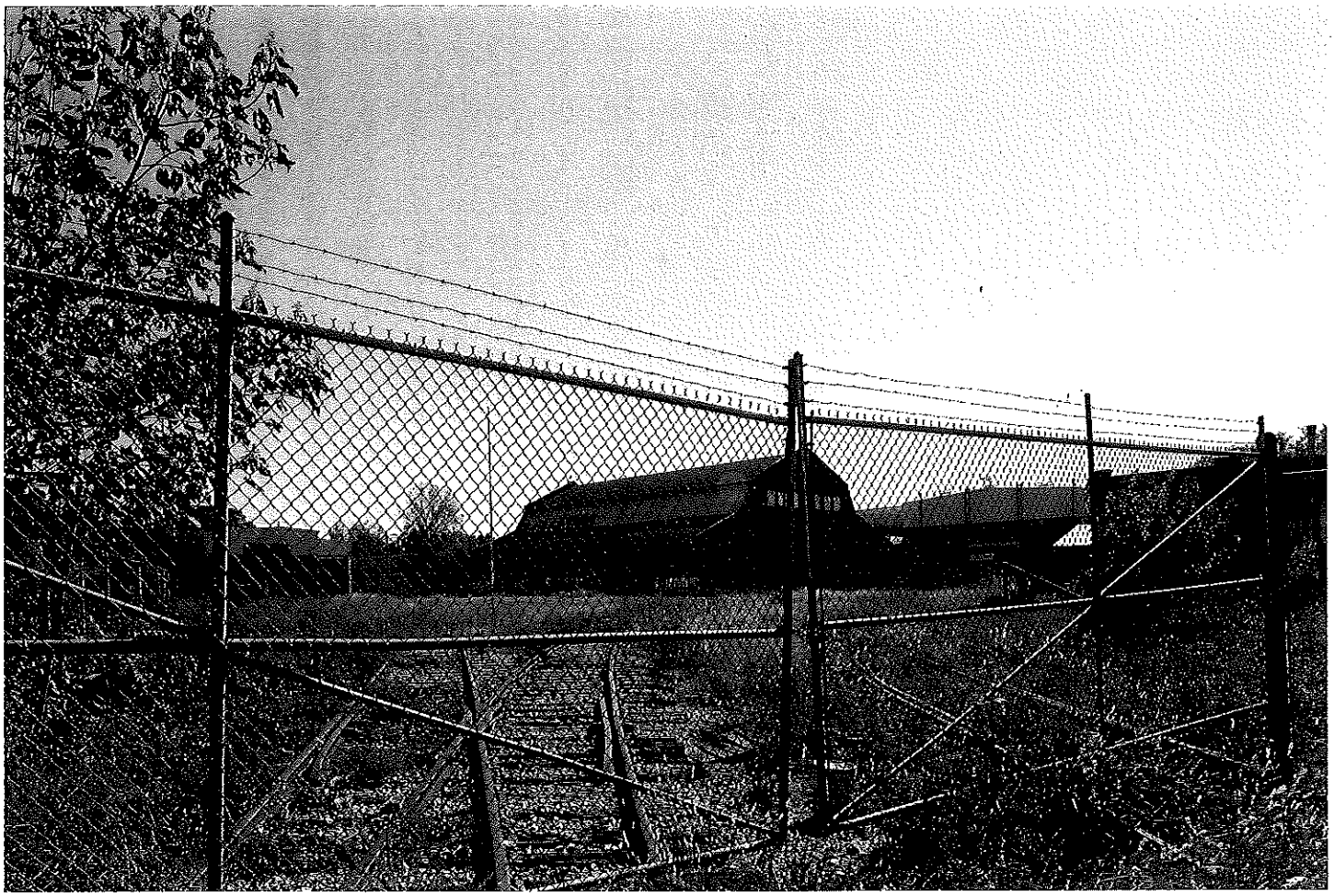
Kirkwood Historic District
DeKalb County, Georgia
Photograph 96 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 97 of 137

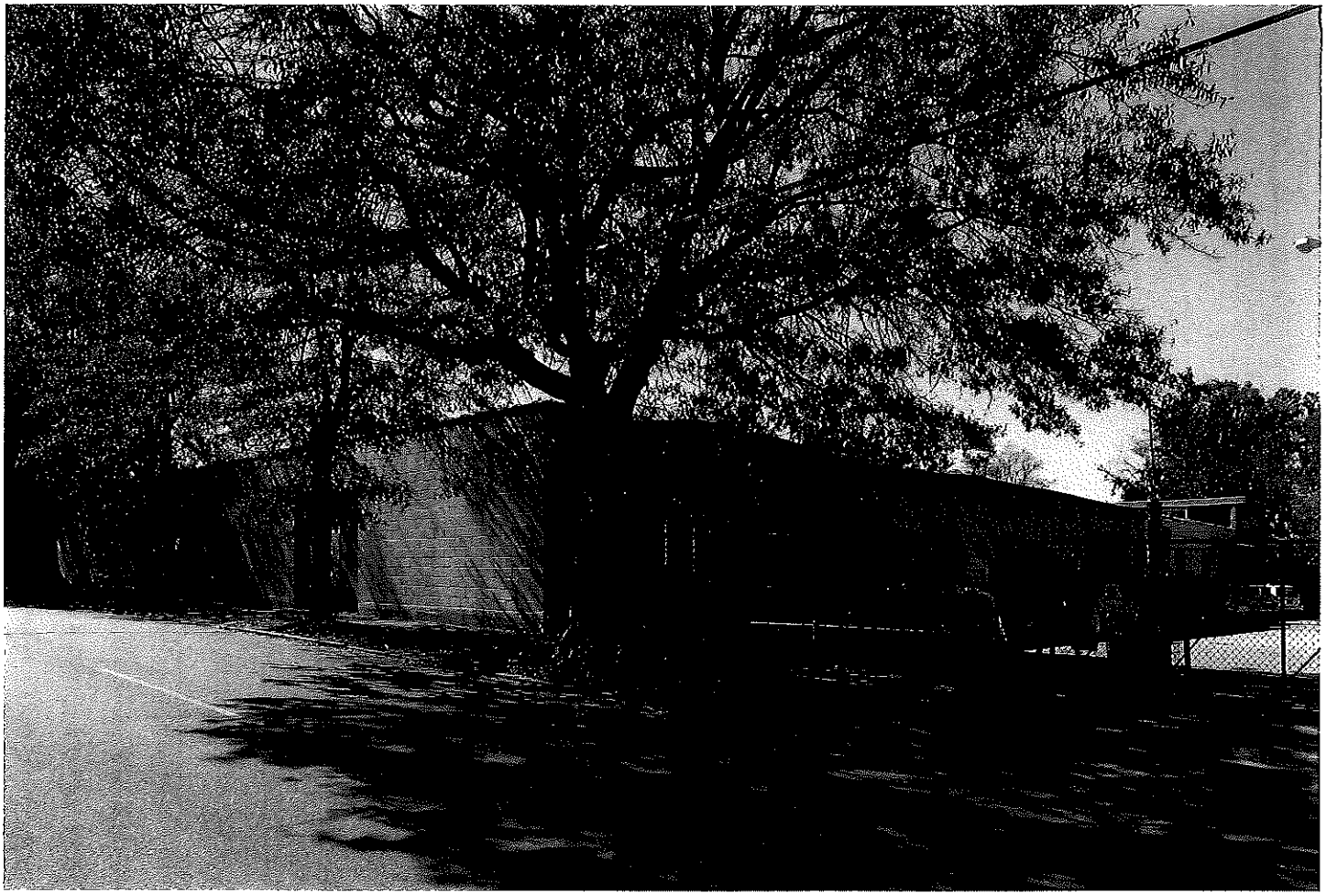


Kirkwood Historic District
DeKalb County, Georgia
Photograph 98 of 137

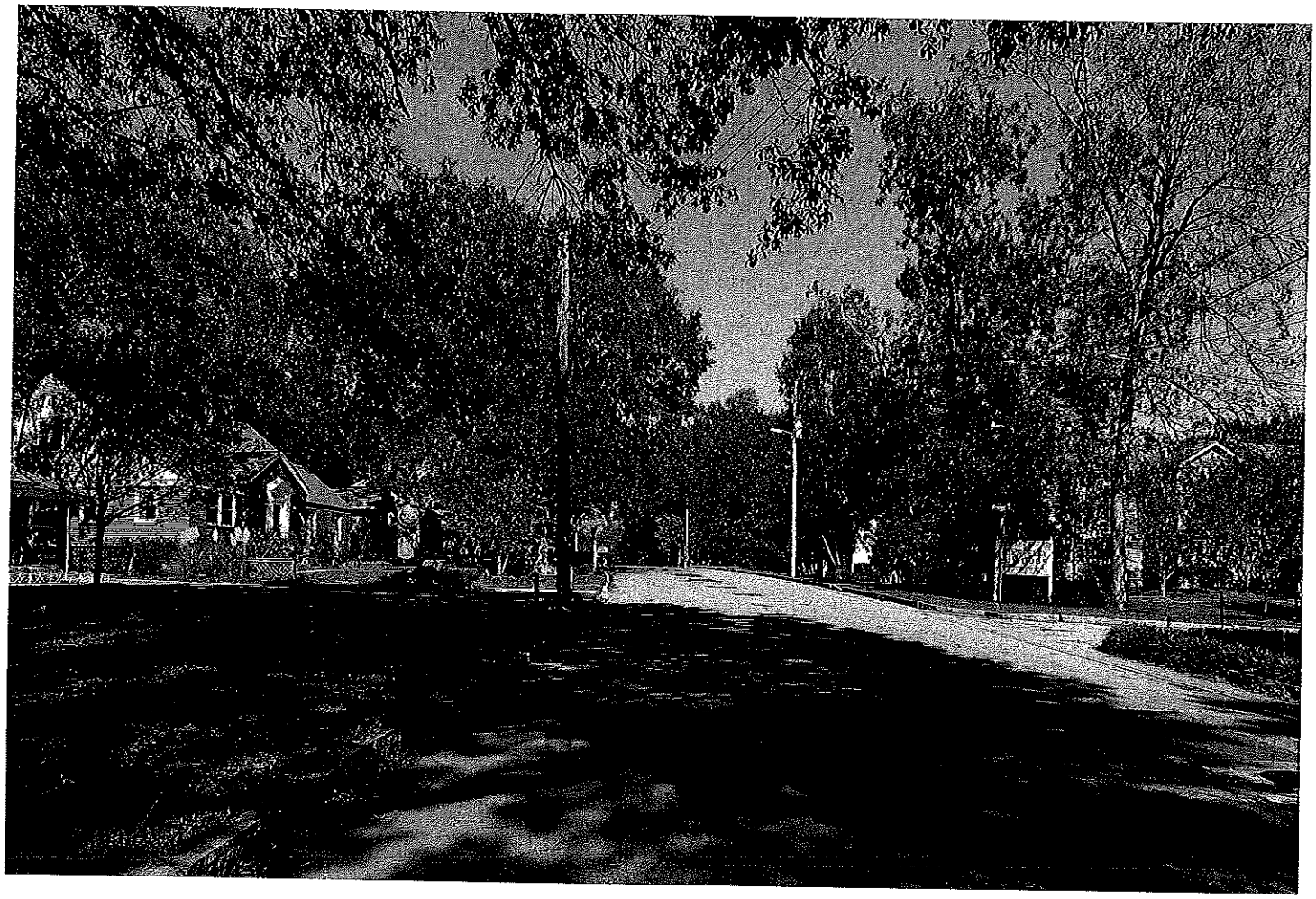


Kirkwood Historic District
DeKalb County, Georgia
Photograph 99 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 100 of 137

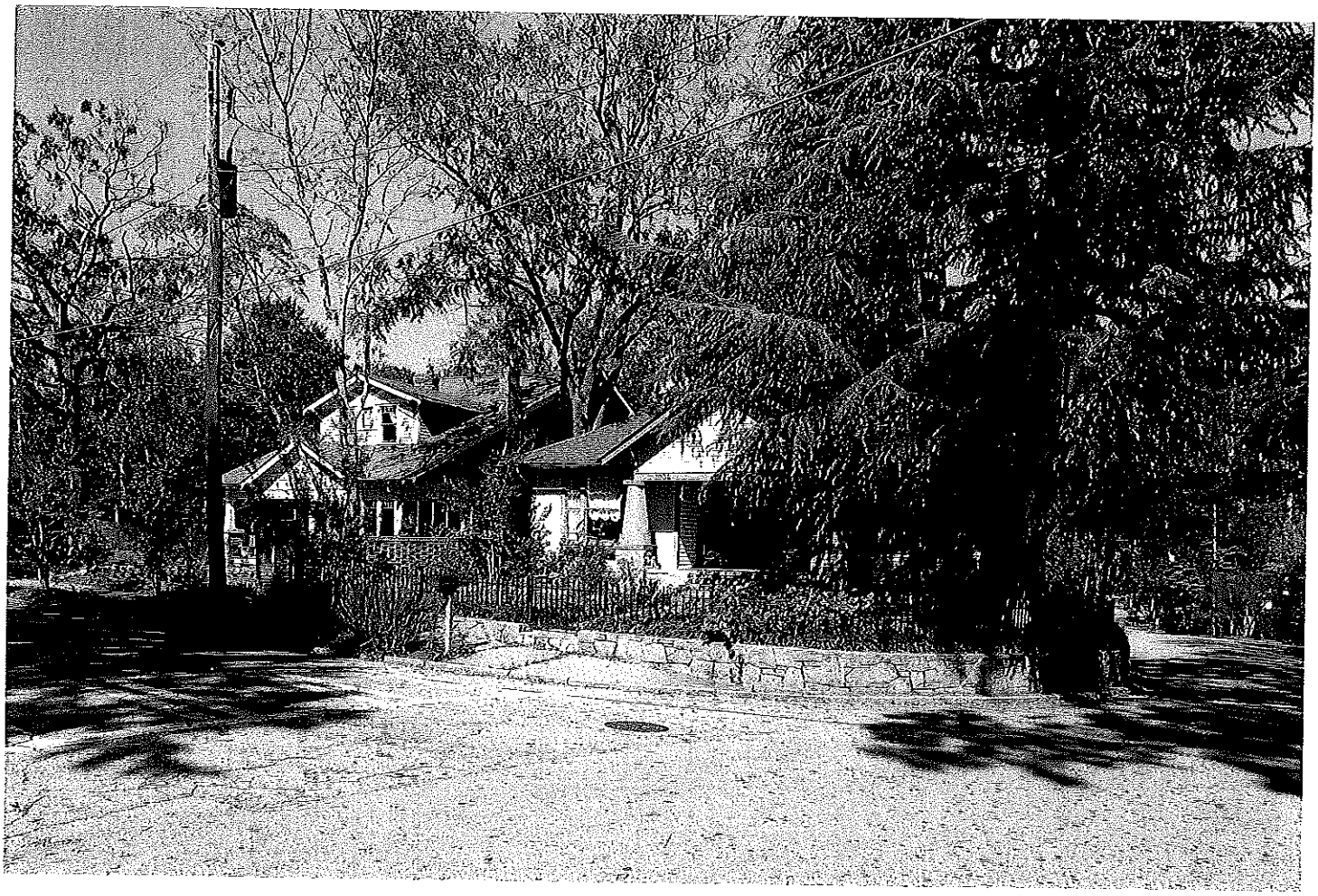


Kirkwood Historic District
DeKalb County, Georgia
Photograph 101 of 137

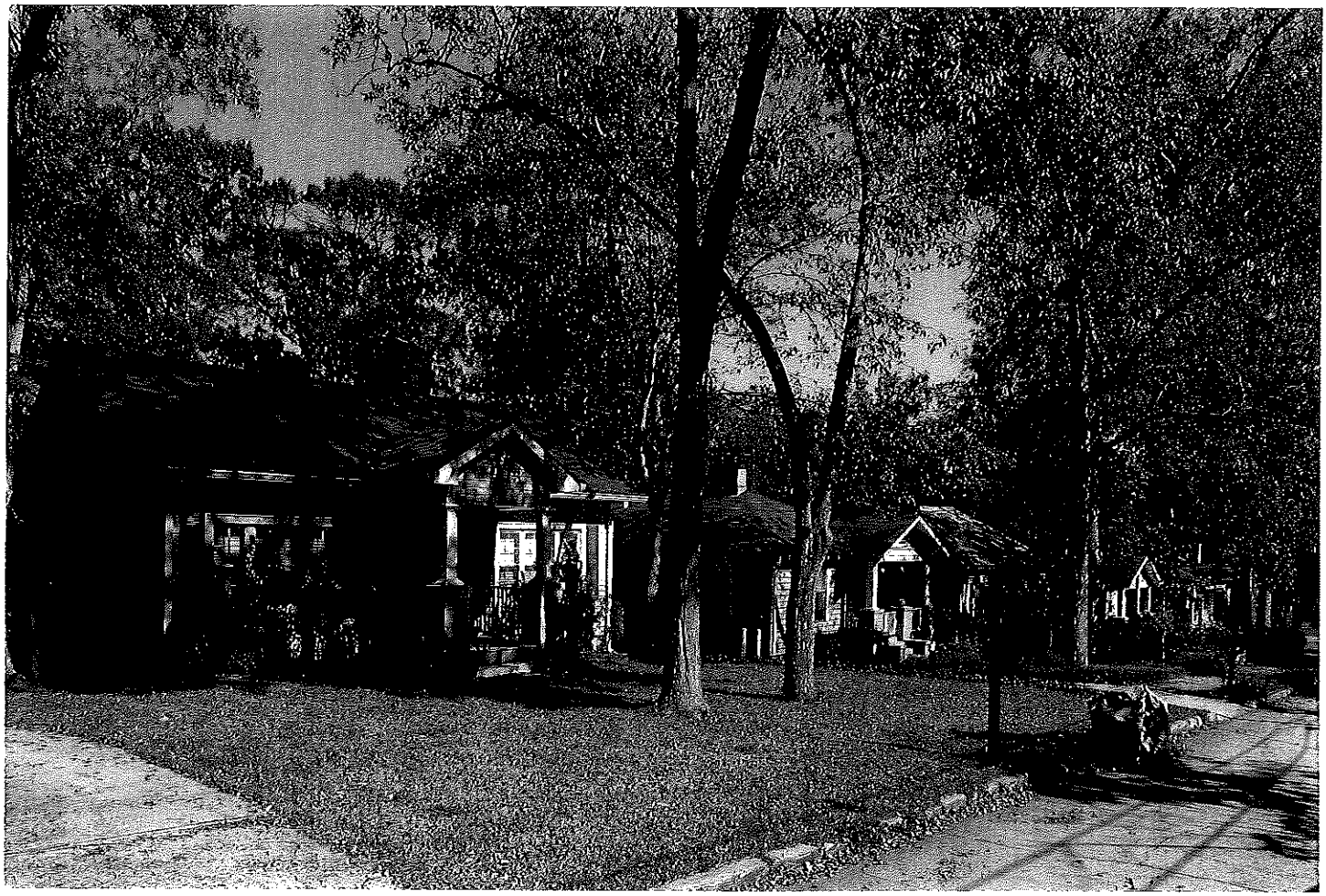


Kirkwood Historic District
DeKalb County, Georgia
Photograph 102 of 137

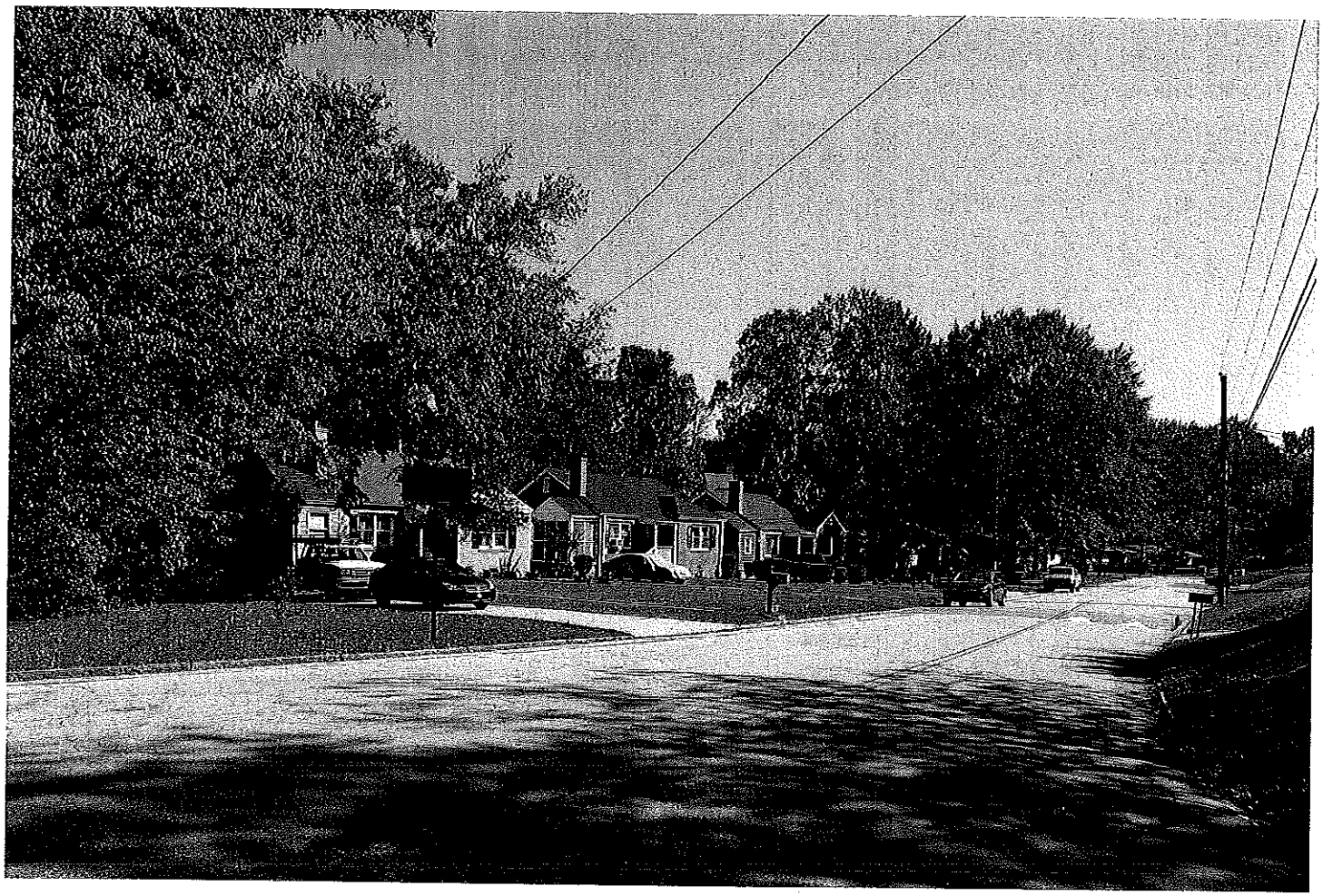
Kirkwood Historic District
DeKalb County, Georgia
Photograph 103 of 137



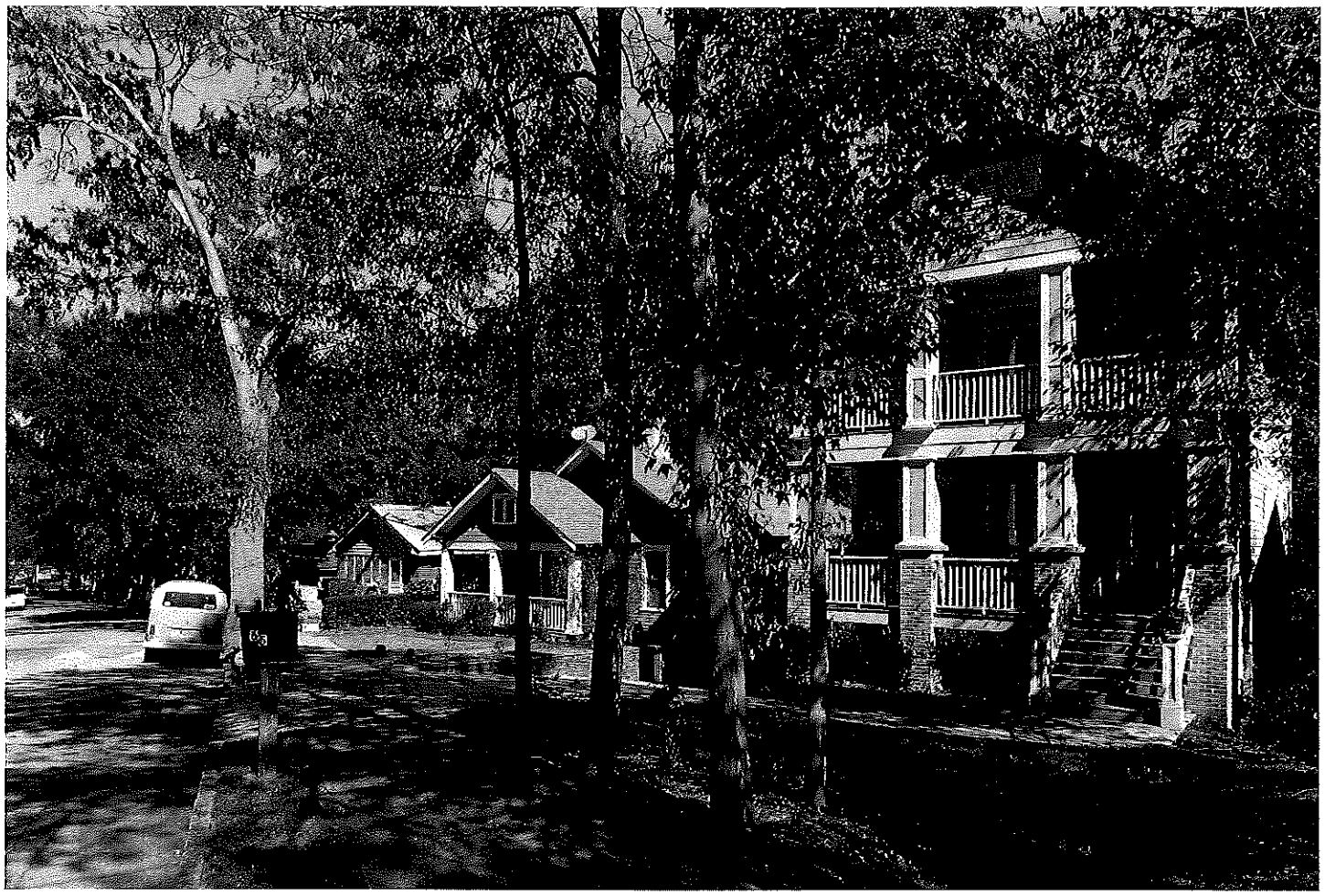
Kirkwood Historic District
DeKalb County, Georgia
Photograph 104 of 137



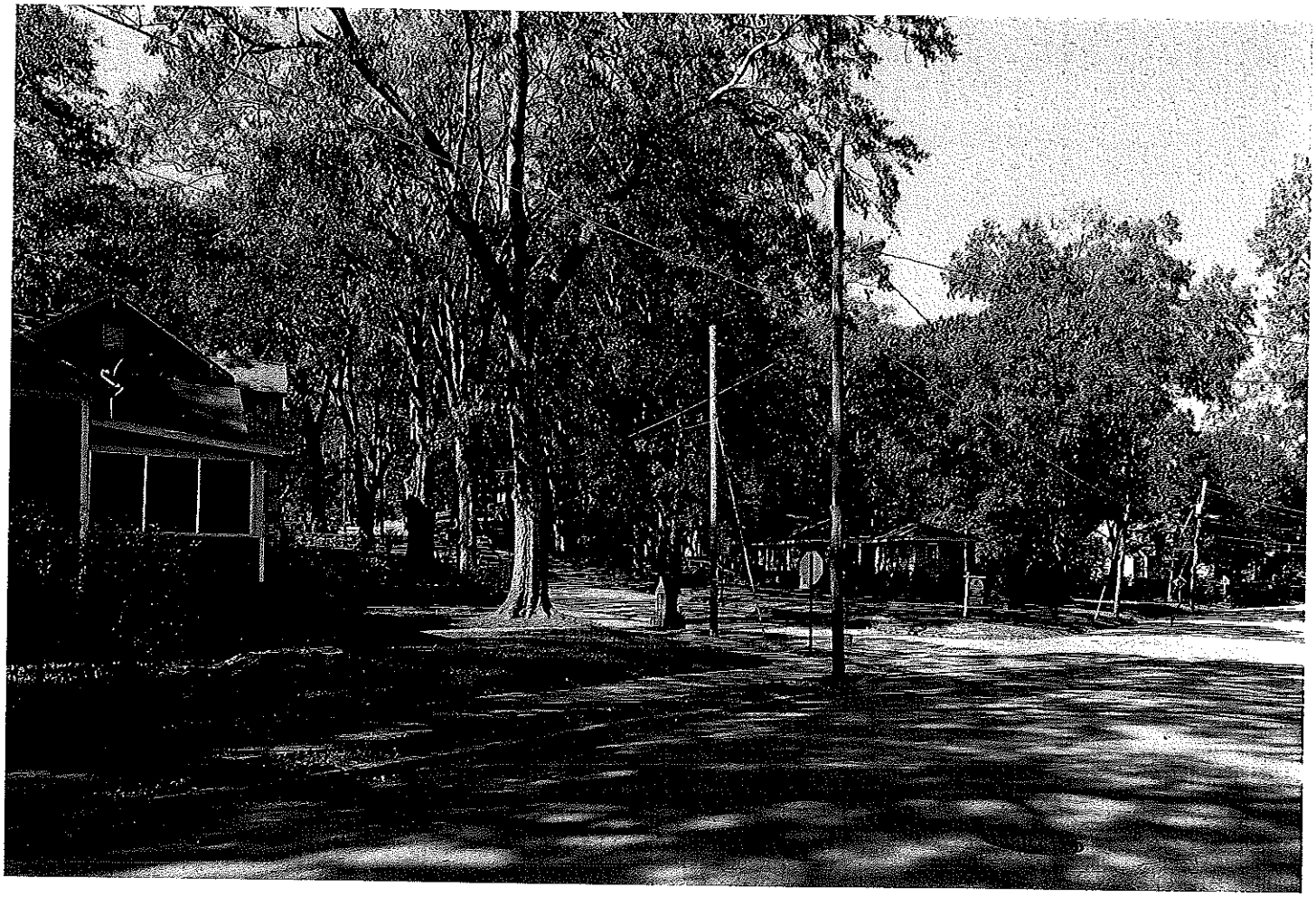
Kirkwood Historic District
DeKalb County, Georgia
Photograph 105 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 106 of 137

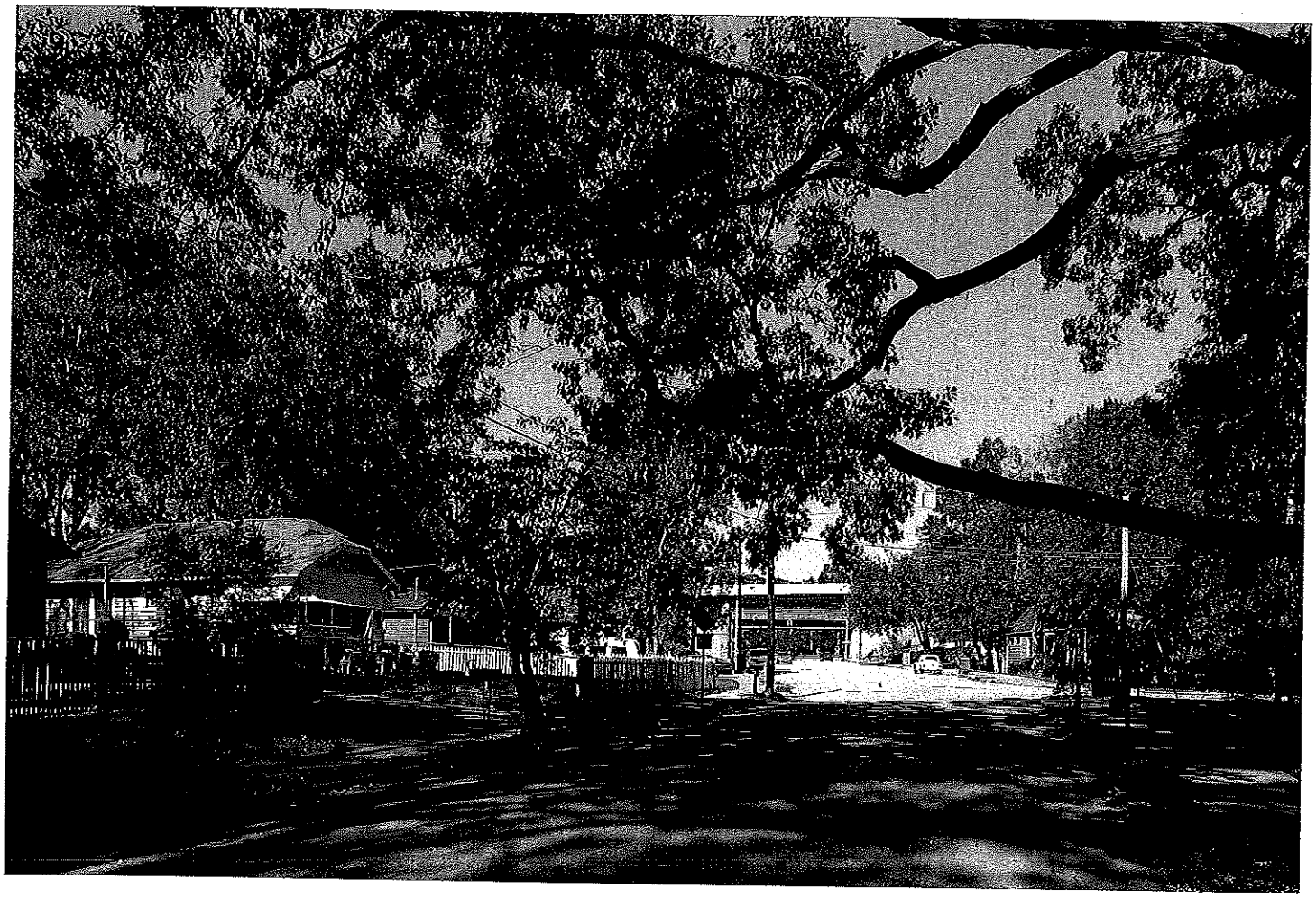


Kirkwood Historic District
DeKalb County, Georgia
Photograph 107 of 137

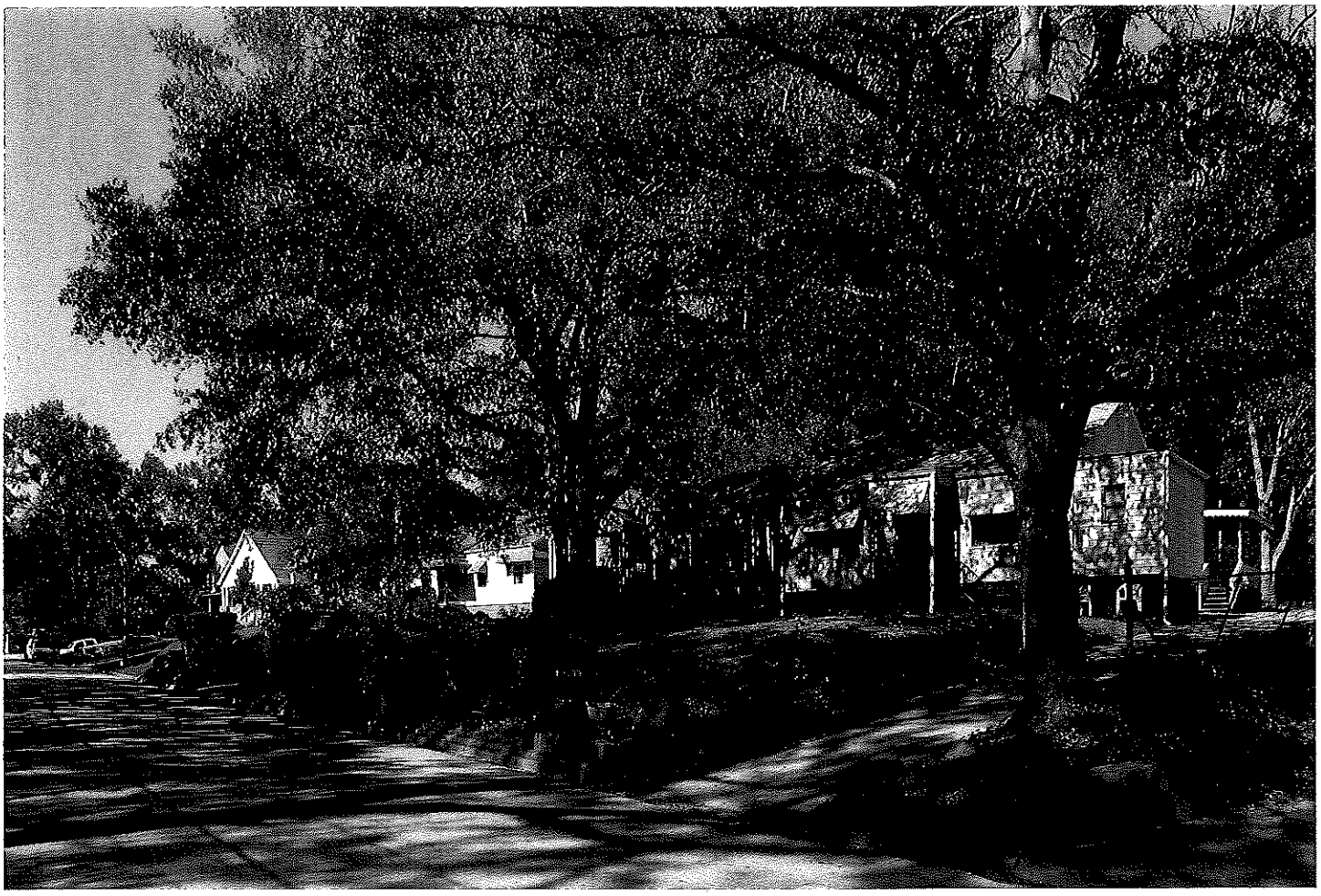


Kirkwood Historic District
DeKalb County, Georgia
Photograph 108 of 137

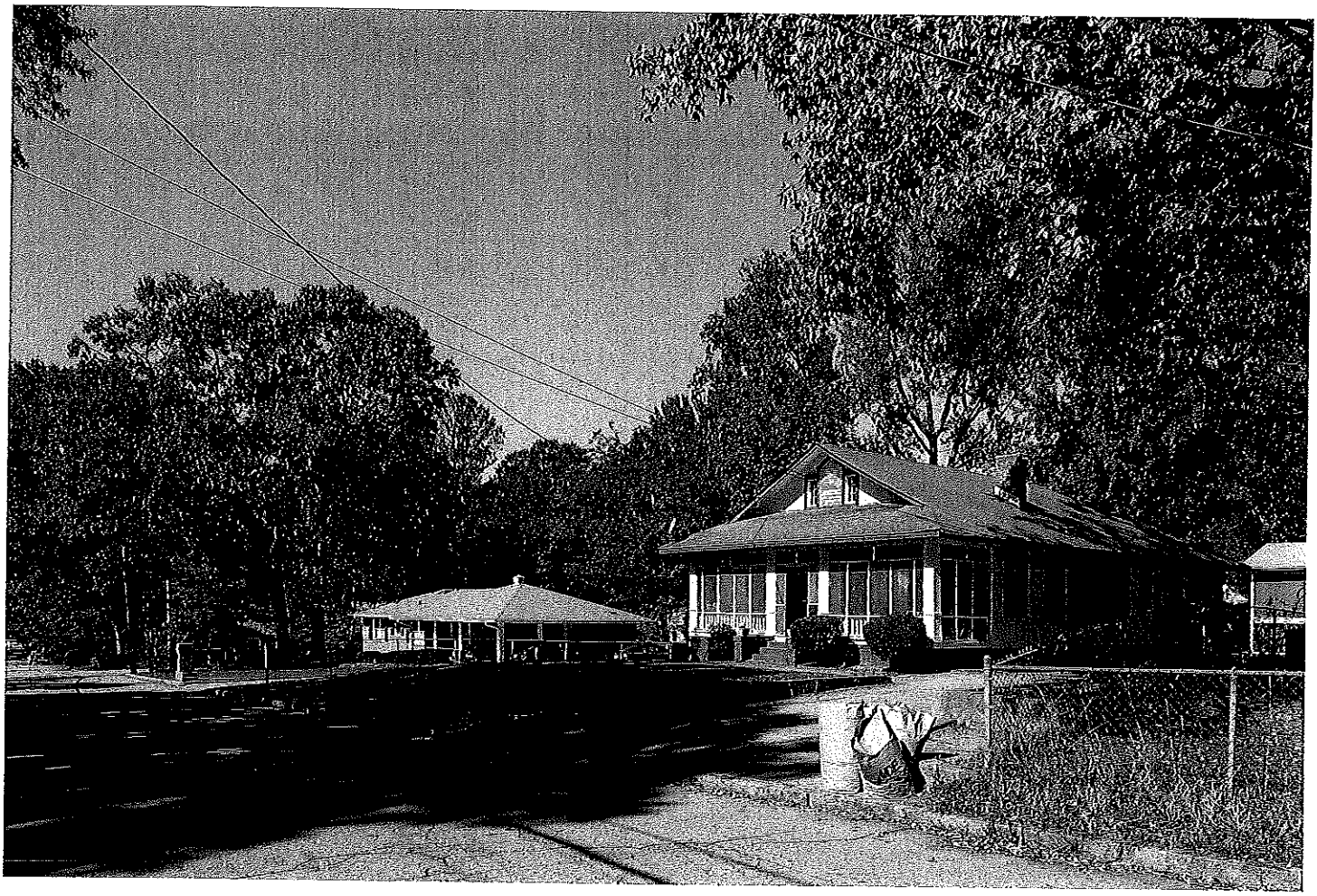
Kirkwood Historic District
DeKalb County, Georgia
Photograph 109 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 110 of 137

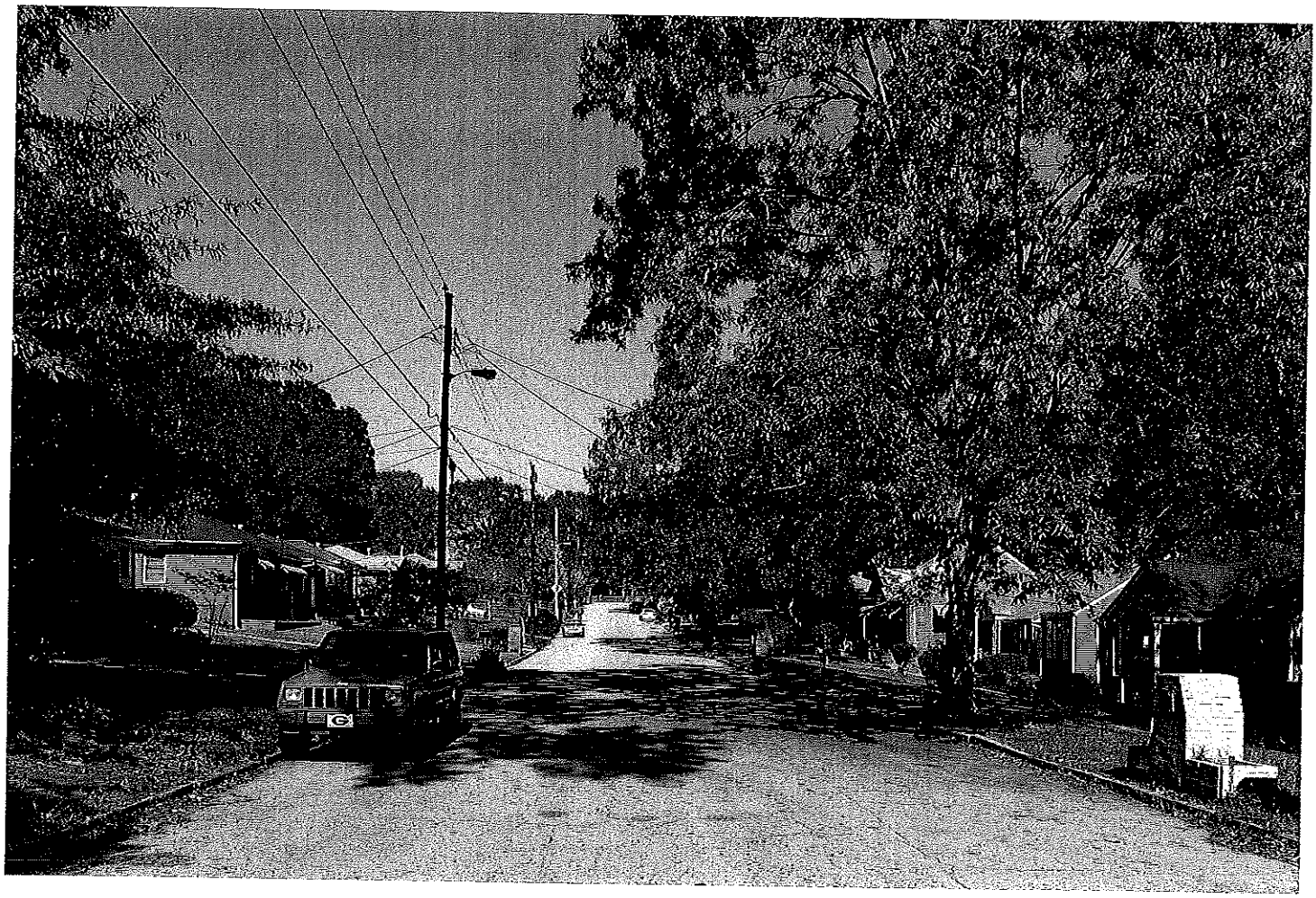


Kirkwood Historic District
DeKalb County, Georgia
Photograph 111 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 112 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 113 of 137



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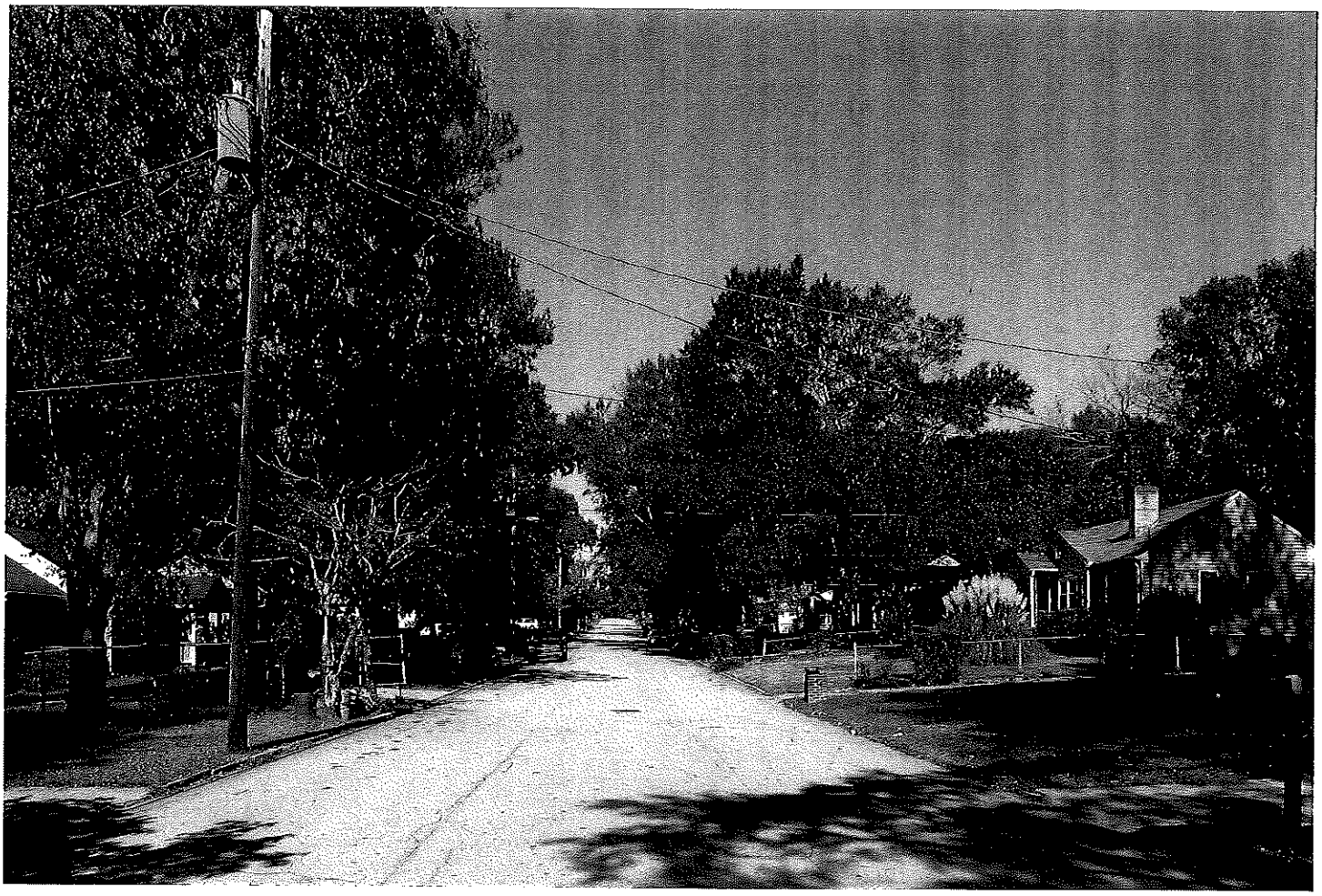
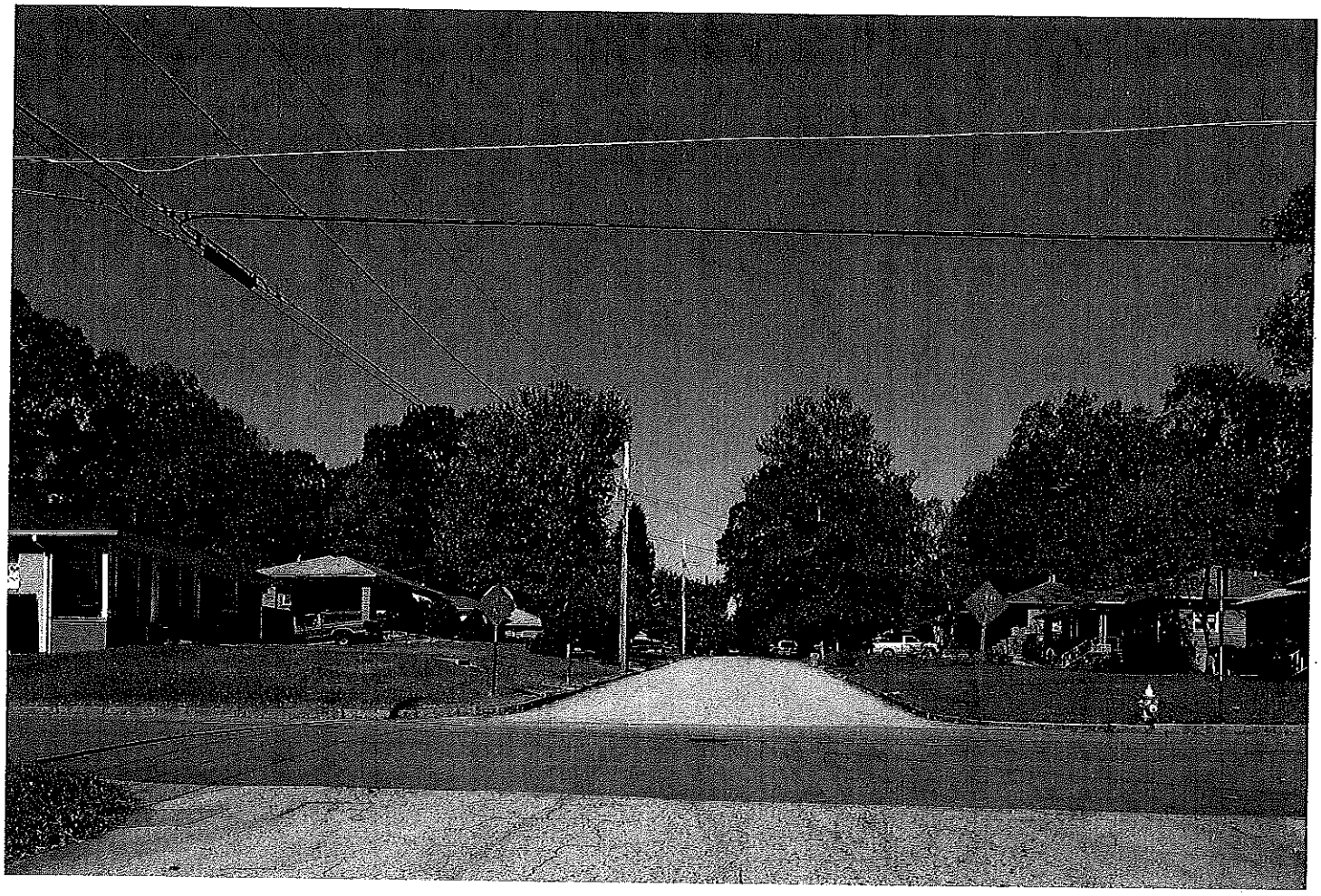
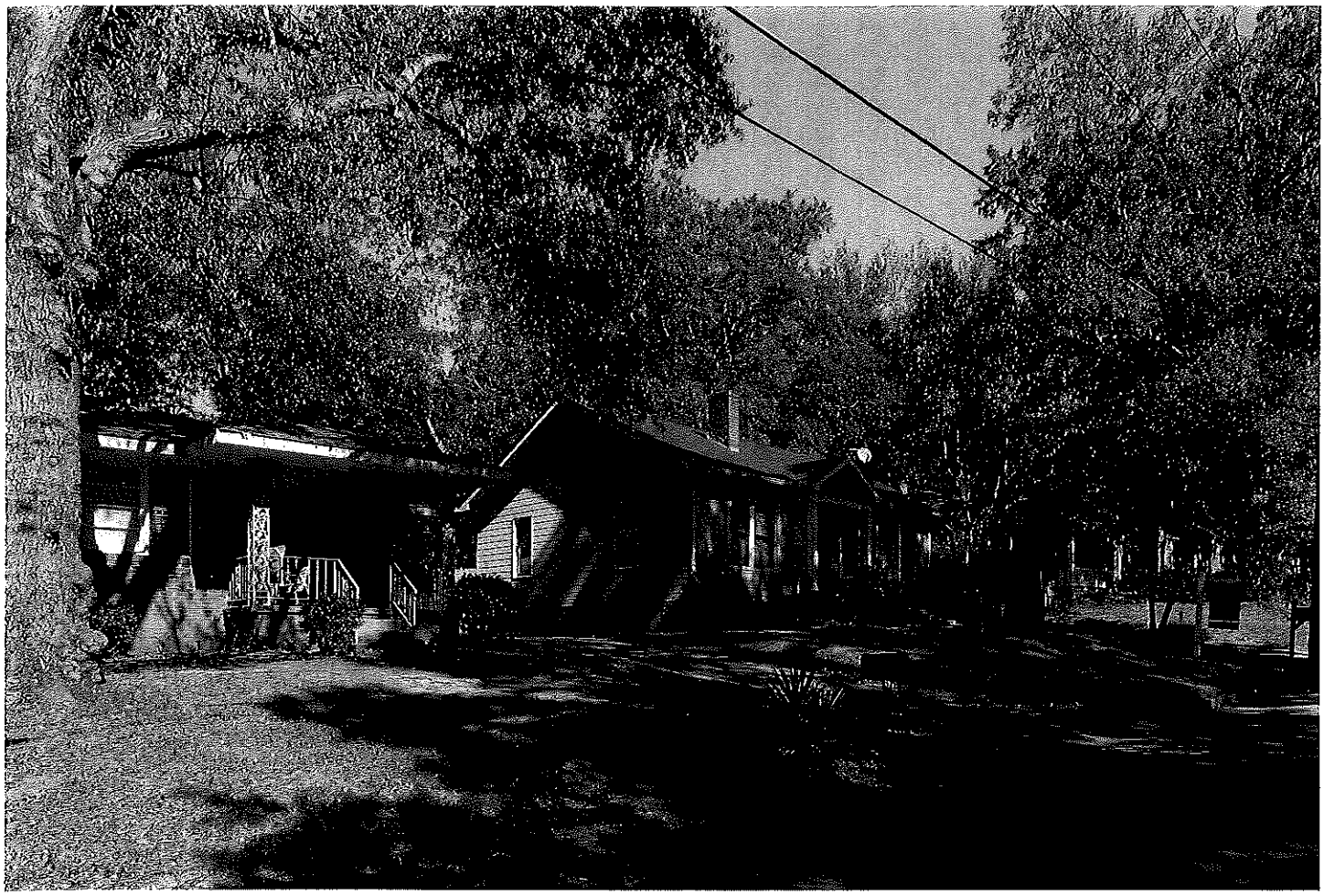
DeKalb County, Georgia
Photograph 114 of 137



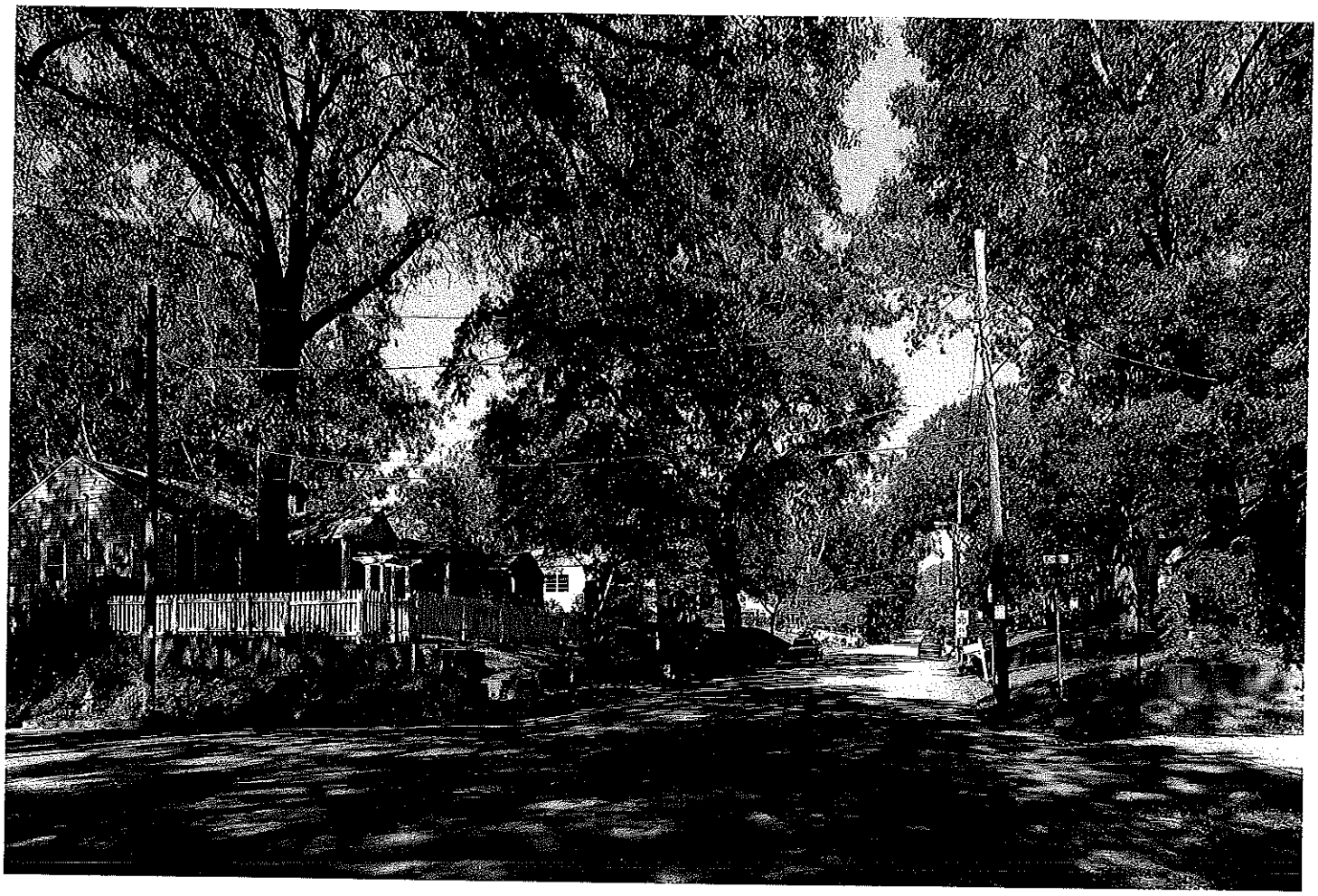
Kirkwood Historic District
DeKalb County, Georgia
Photograph 115 of 137



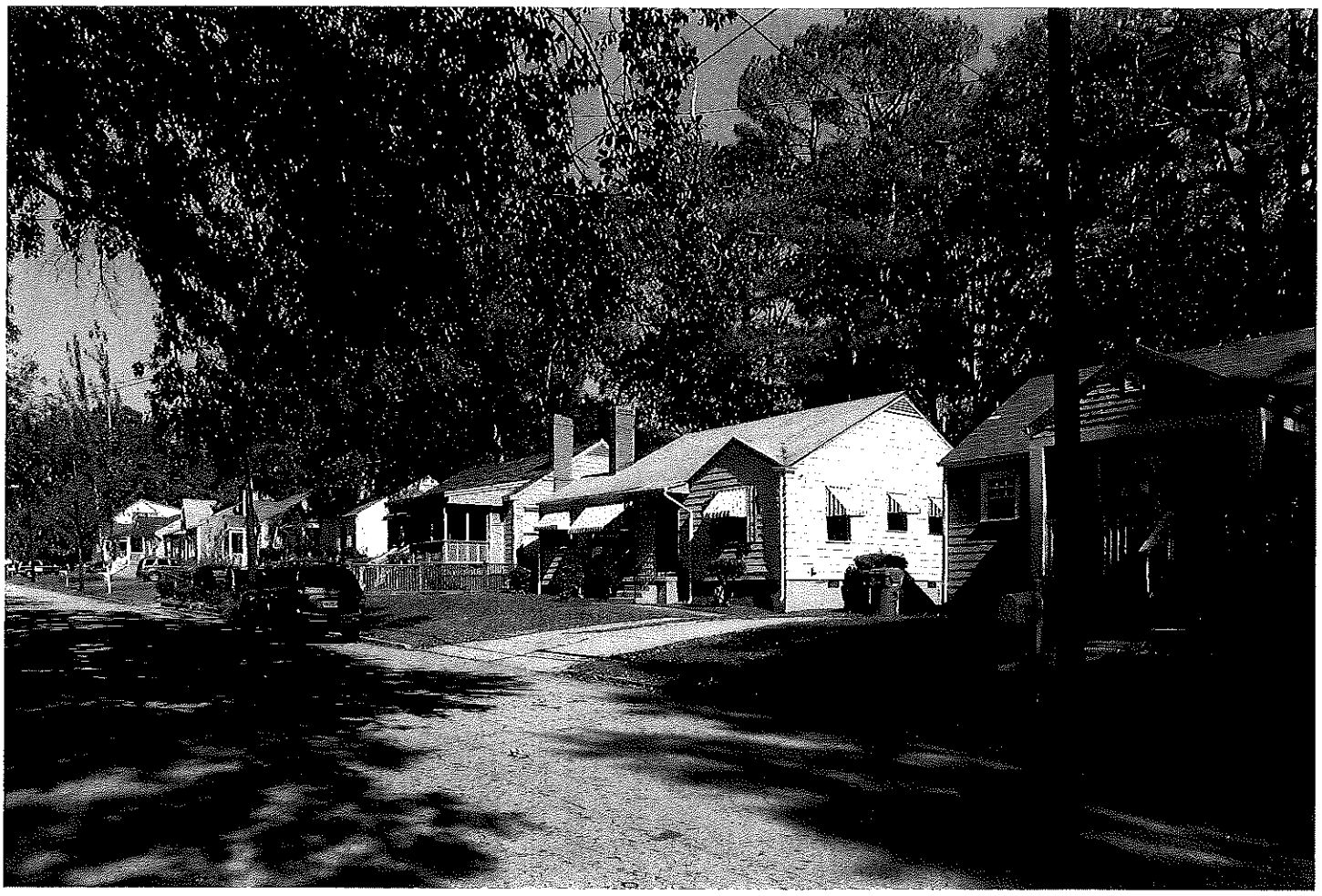
Kirkwood Historic District
DeKalb County, Georgia
Photograph 116 of 137



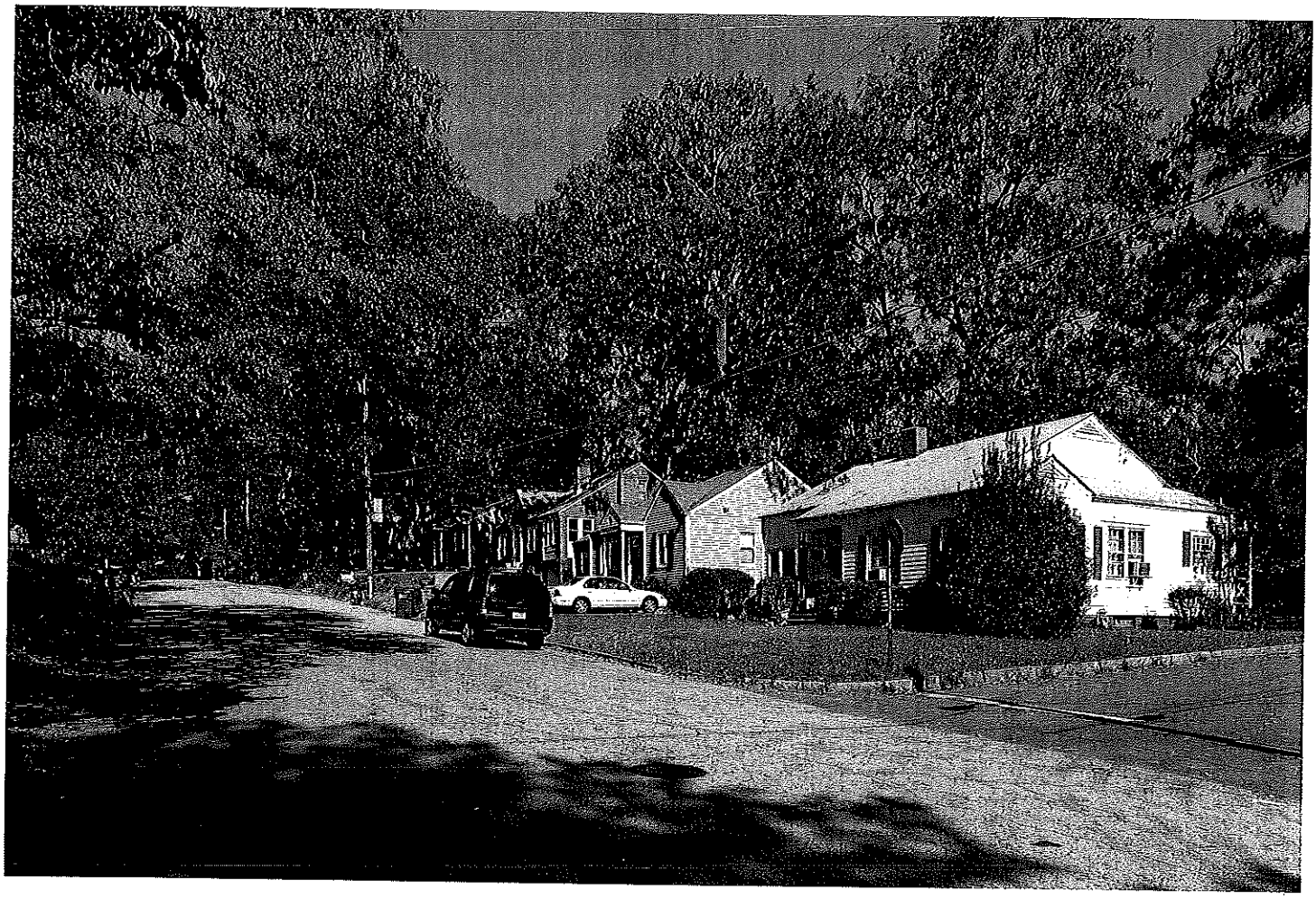
Kirkwood Historic District
DeKalb County, Georgia
Photograph 117 of 137



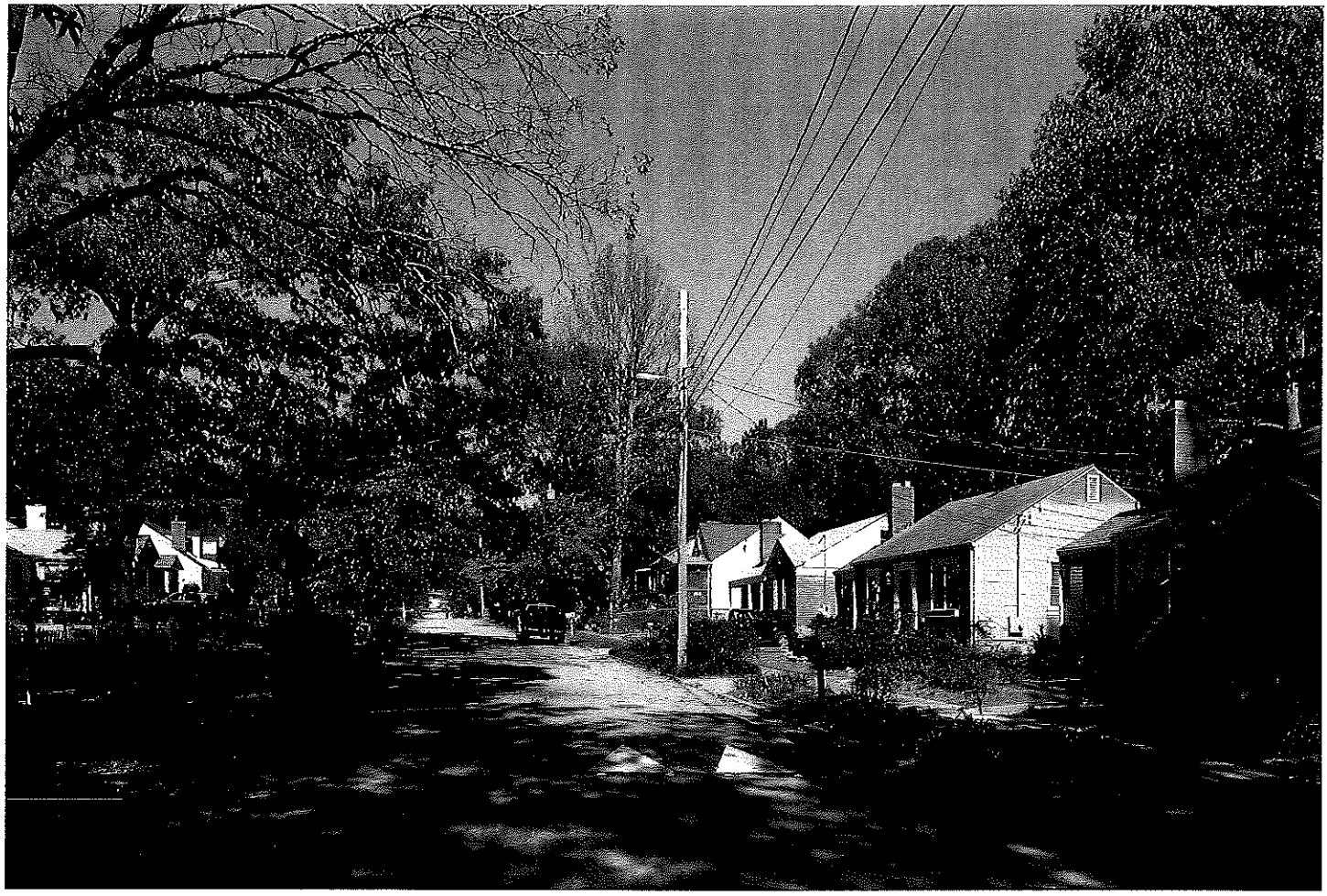
Kirkwood Historic District
DeKalb County, Georgia
Photograph 118 of 137



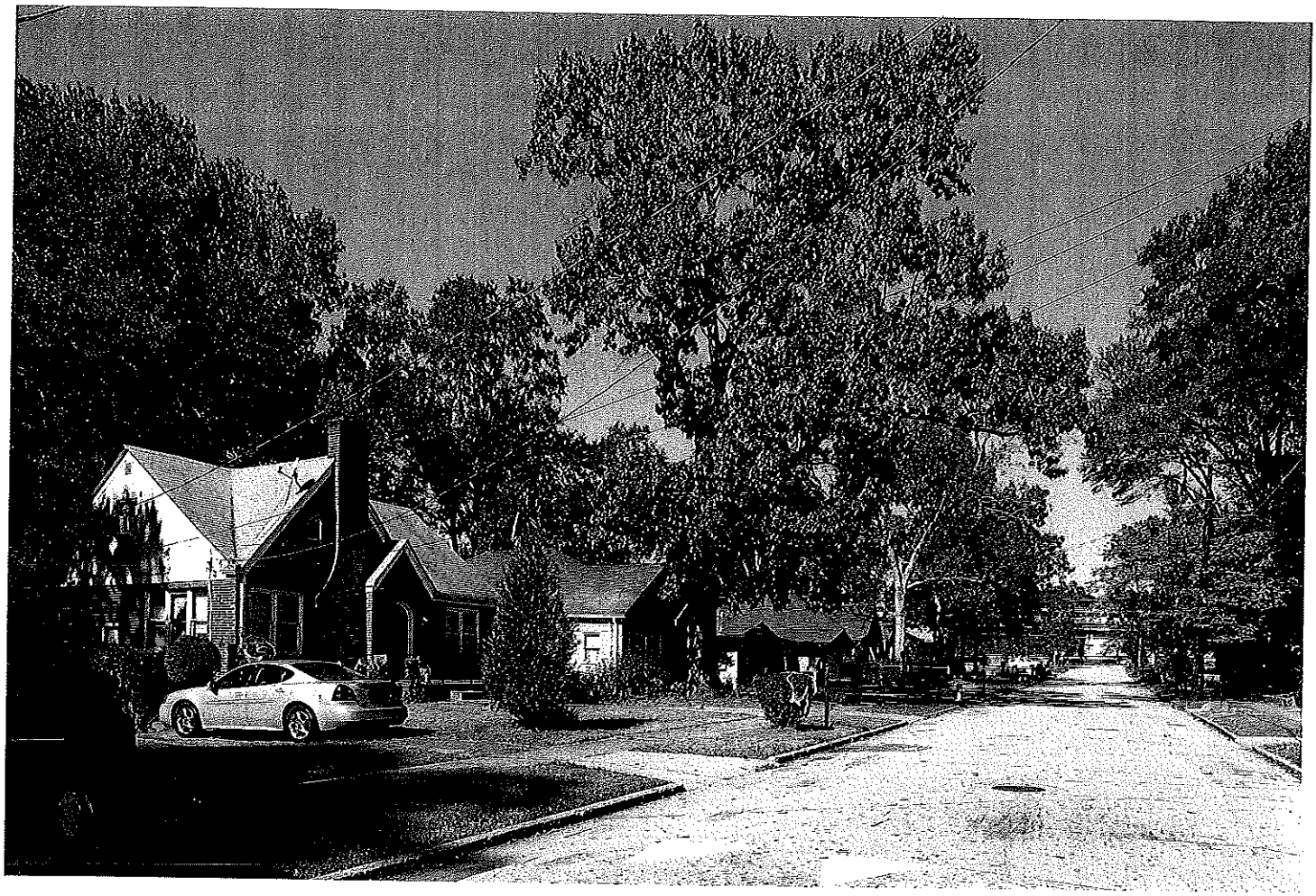
Kirkwood Historic District
DeKalb County, Georgia
Photograph 119 of 137



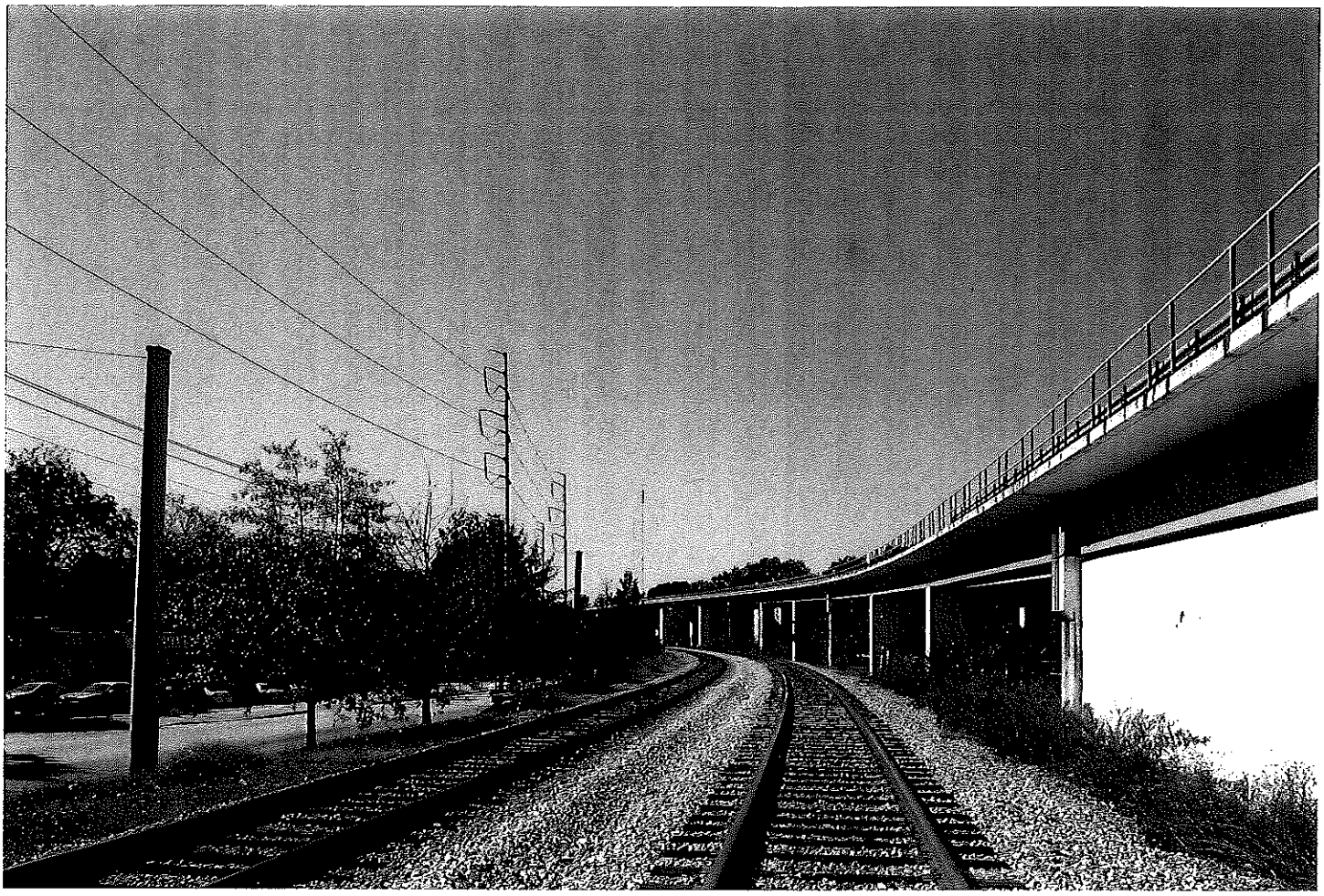
Kirkwood Historic District
DeKalb County, Georgia
Photograph 120 of 137



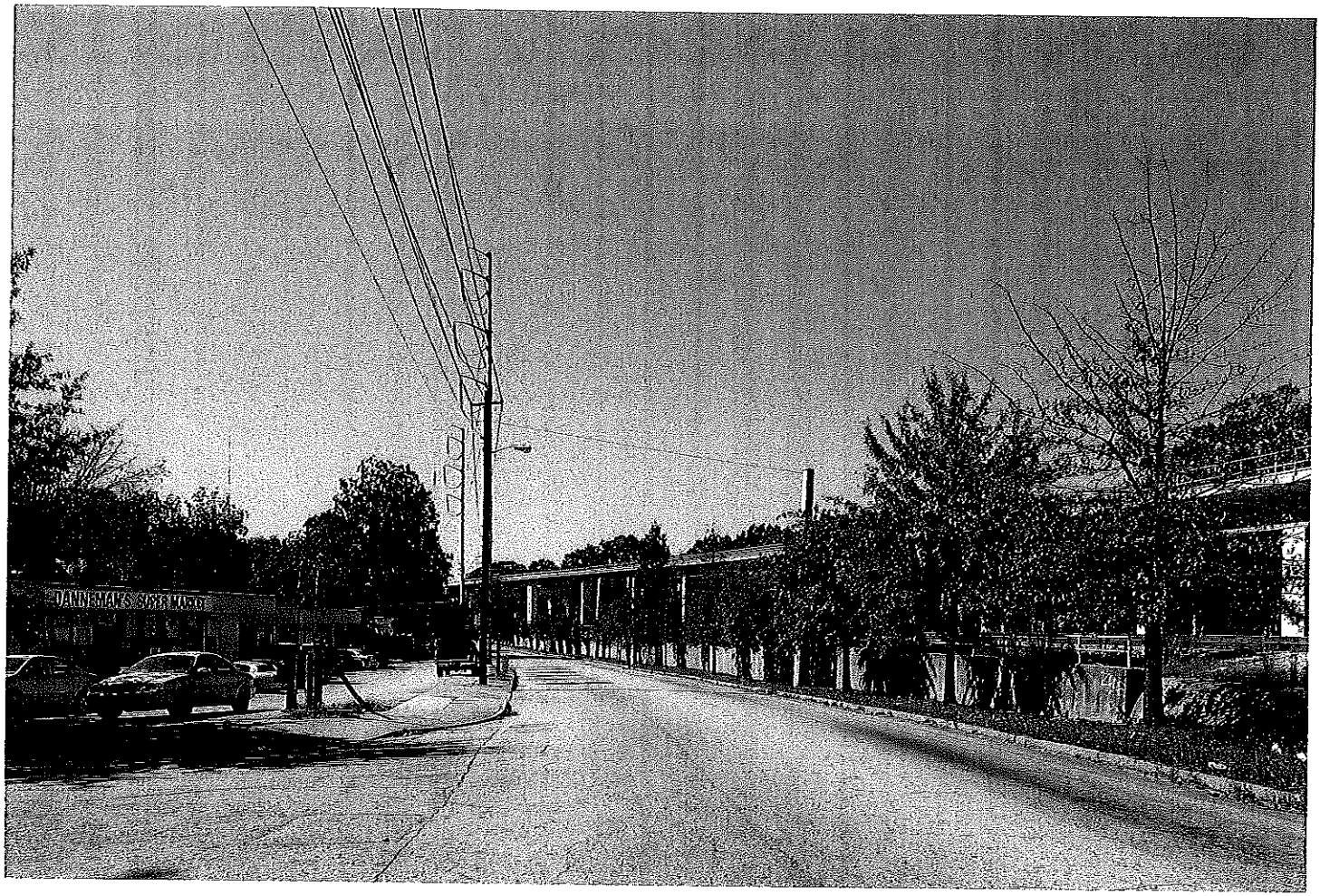
Kirkwood Historic District
DeKalb County, Georgia
Photograph 121 of 137



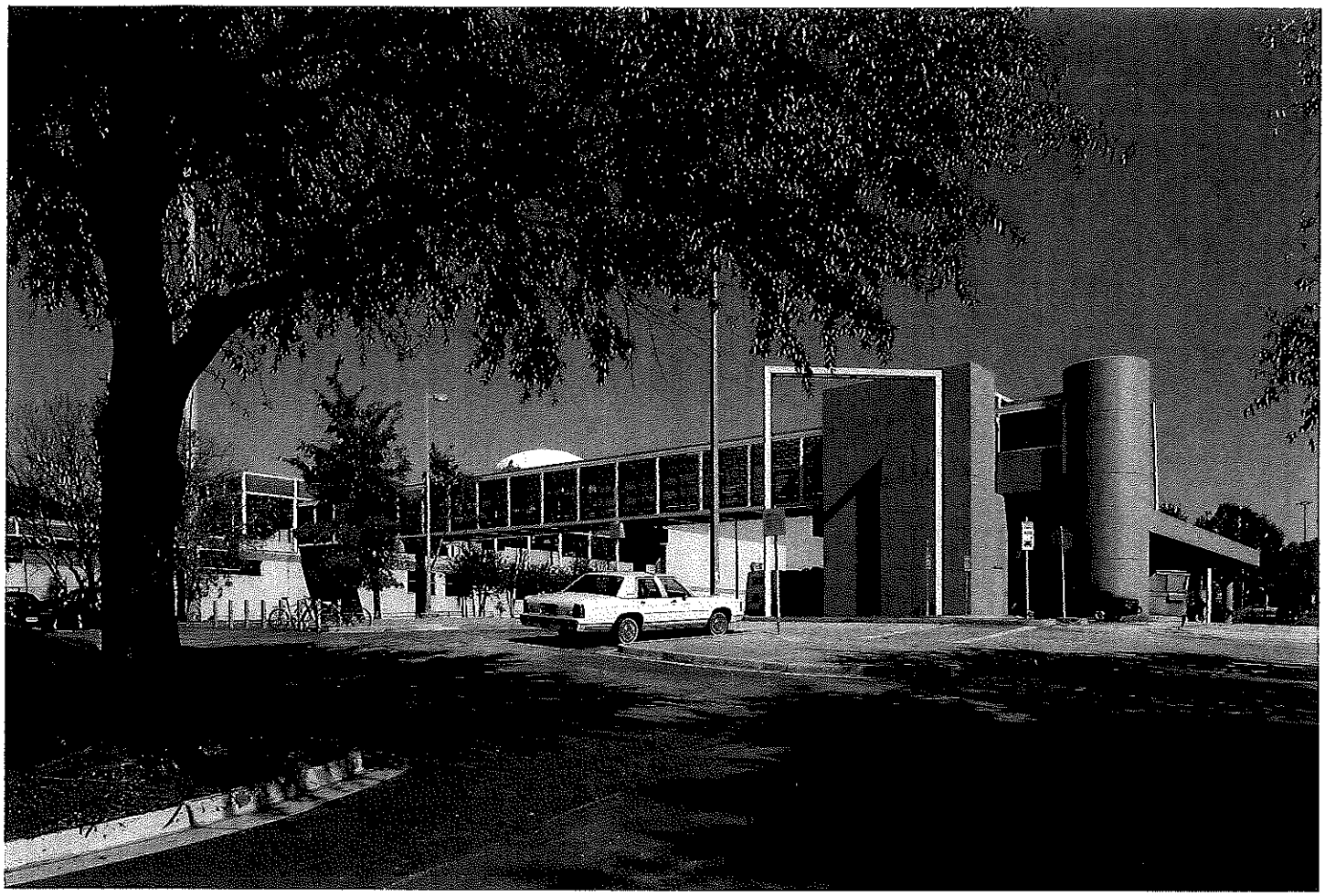
Kirkwood Historic District
DeKalb County, Georgia
Photograph 122 of 137



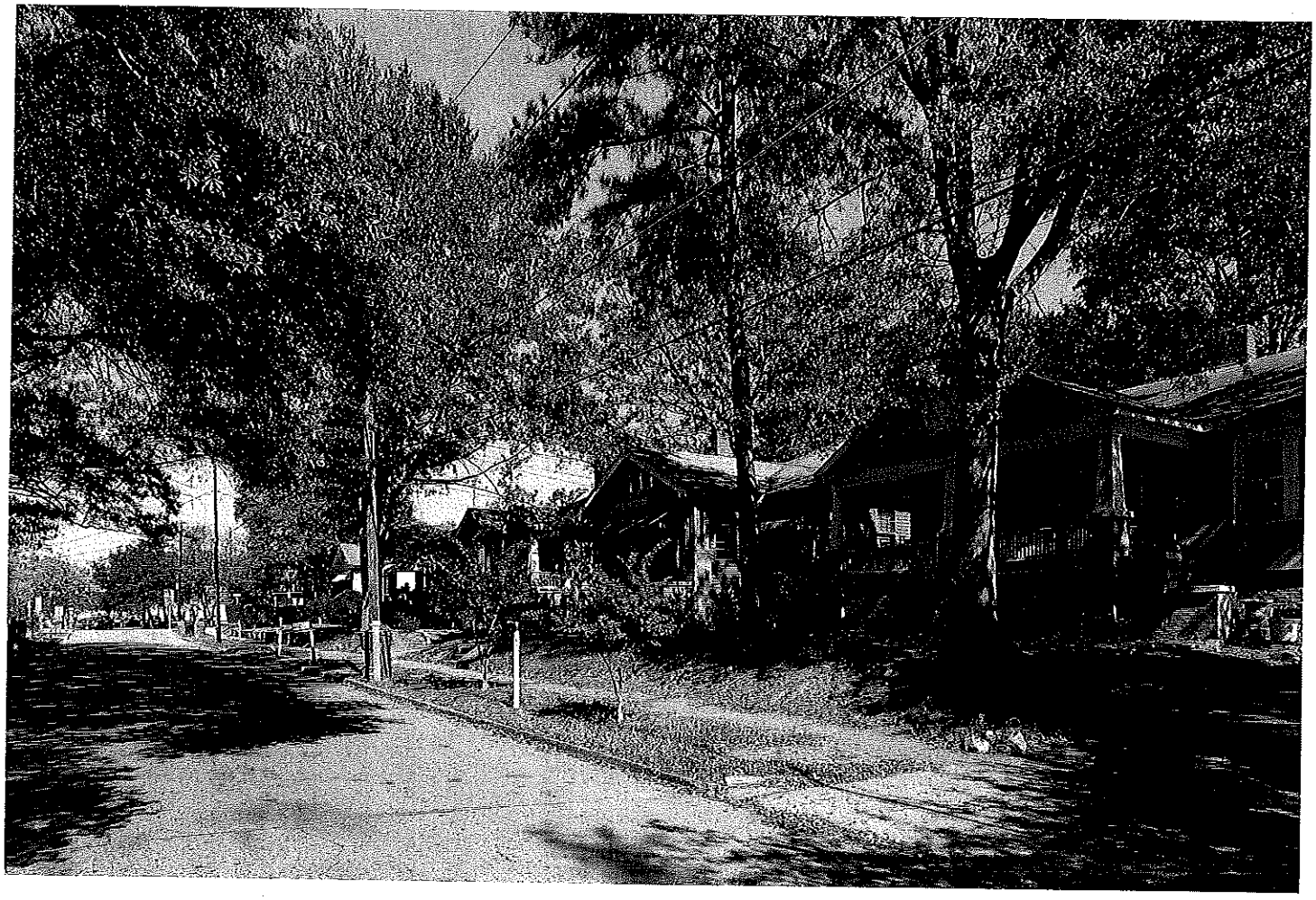
Kirkwood Historic District
DeKalb County, Georgia
Photograph 123 of 137



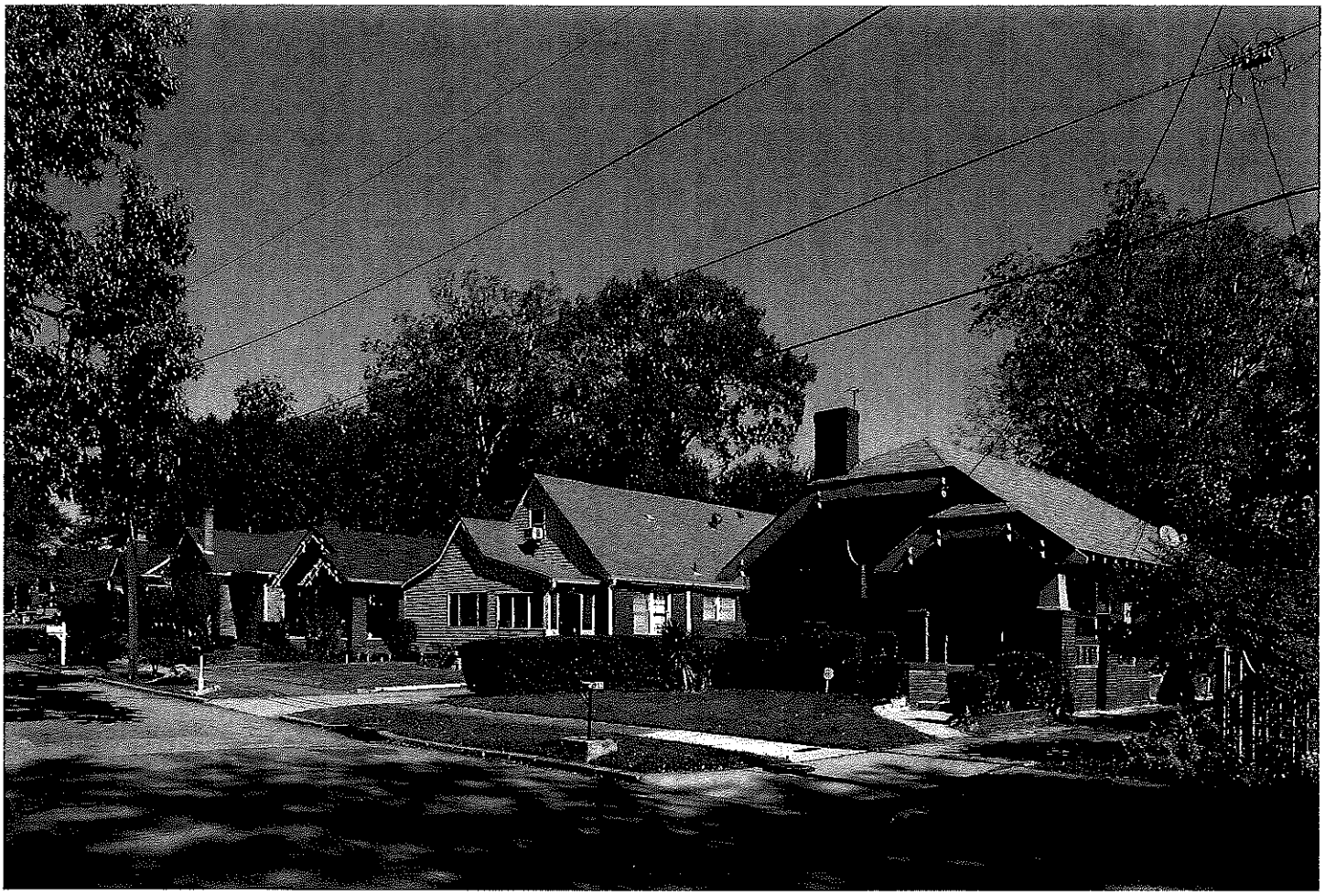
Kirkwood Historic District
DeKalb County, Georgia
Photograph 124 of 137



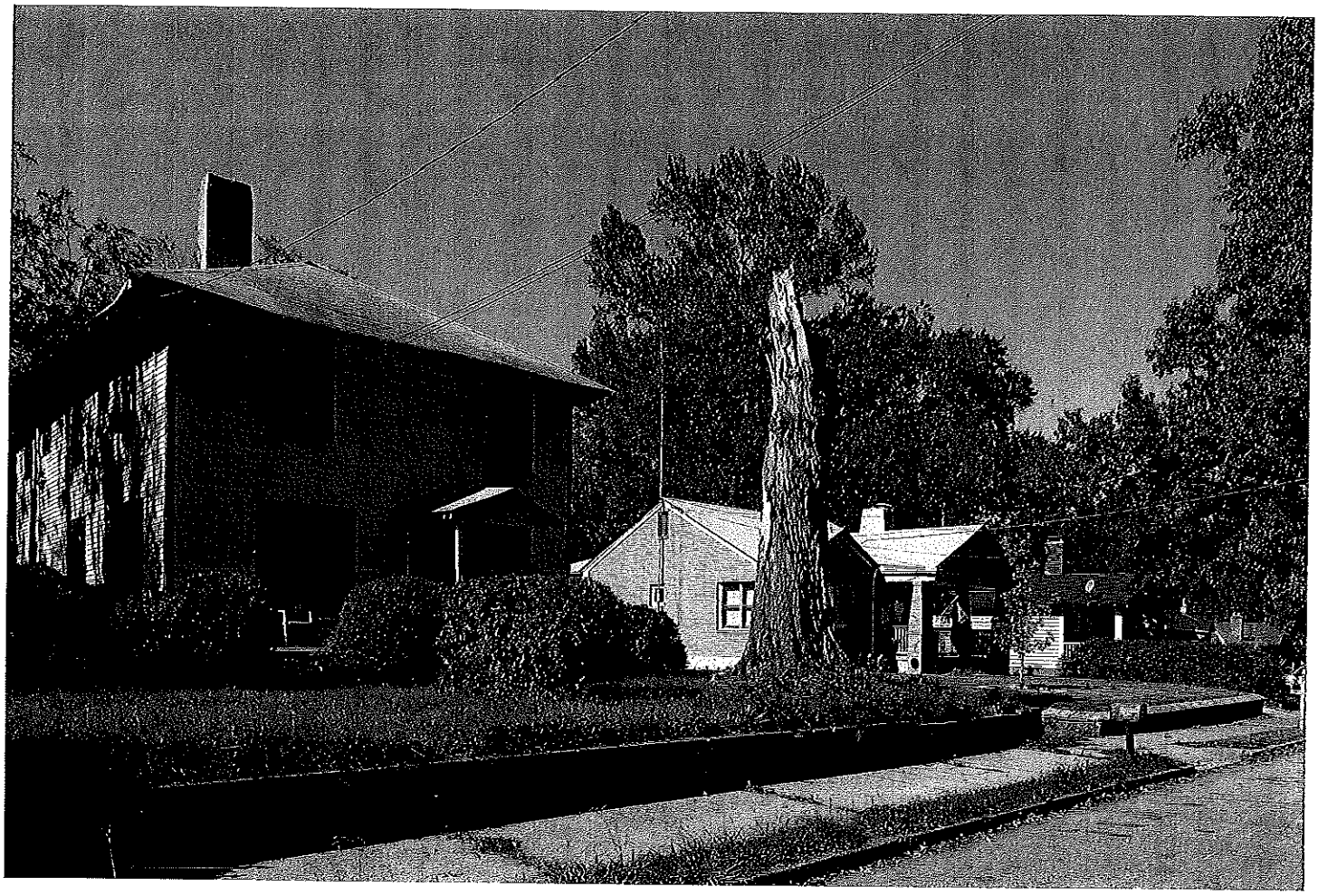
Kirkwood Historic District
DeKalb County, Georgia
Photograph 125 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 126 of 137

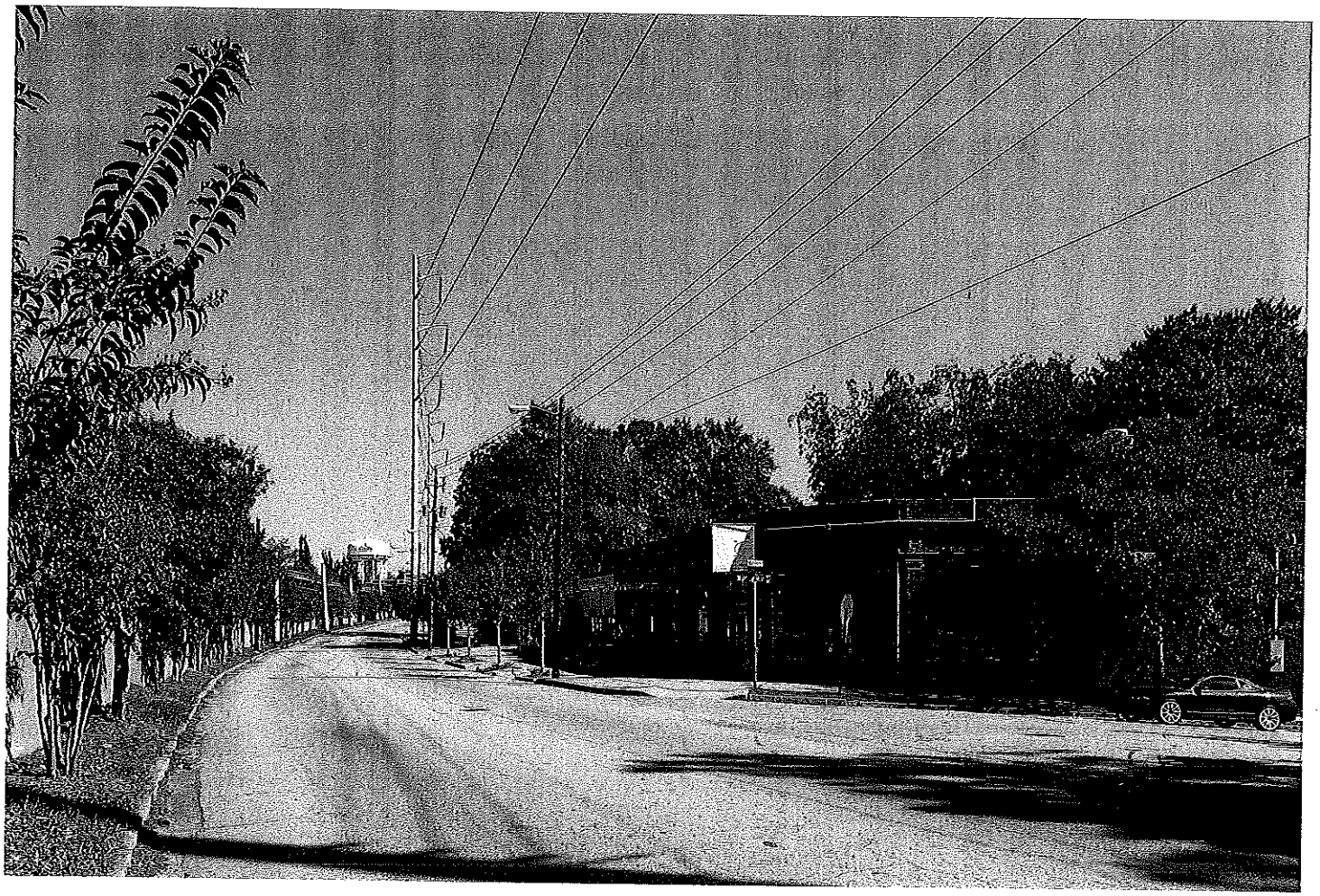


Kirkwood Historic District
DeKalb County, Georgia
Photograph 127 of 137



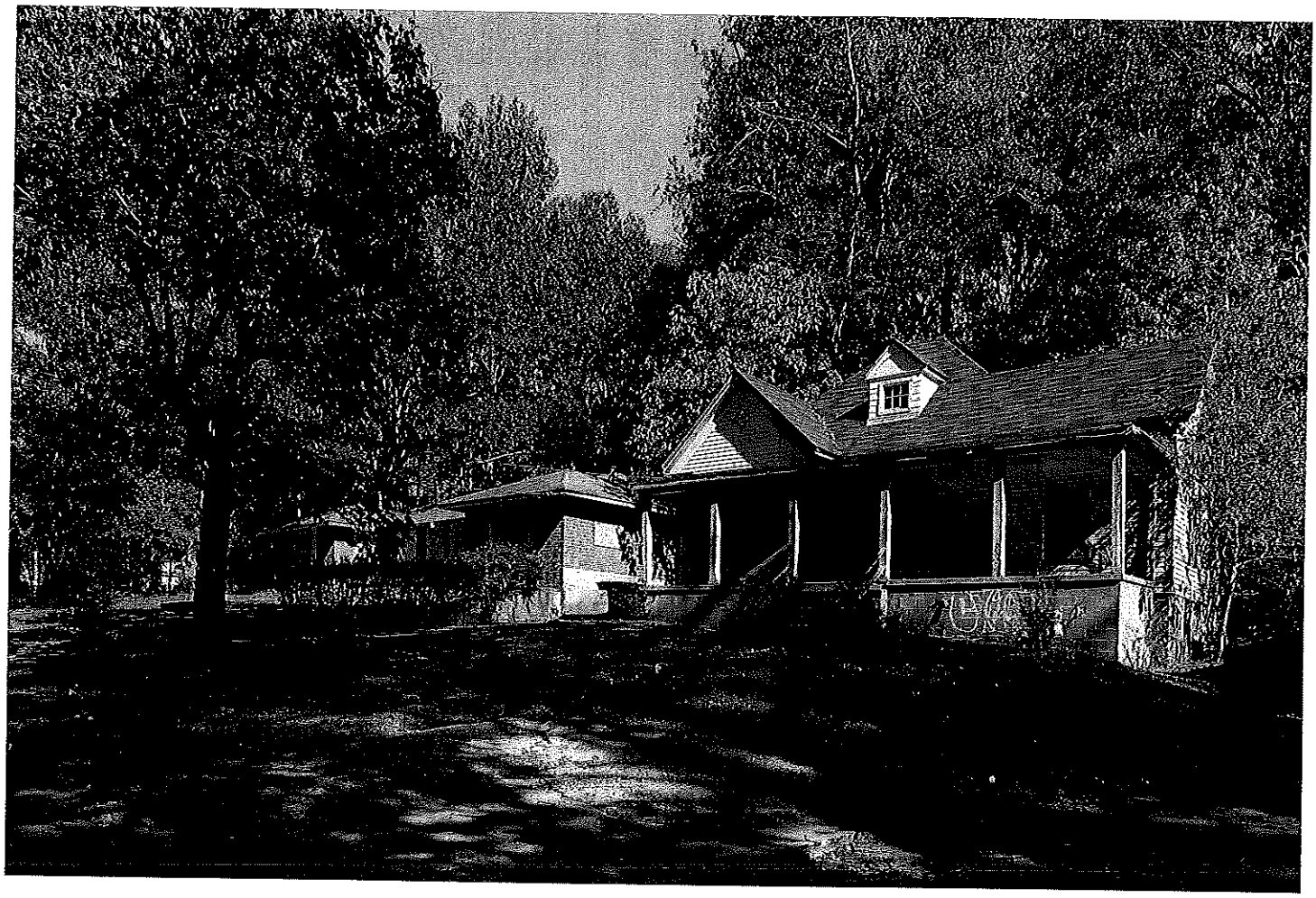
Kirkwood Historic District
DeKalb County, Georgia
Photograph 128 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 129 of 137

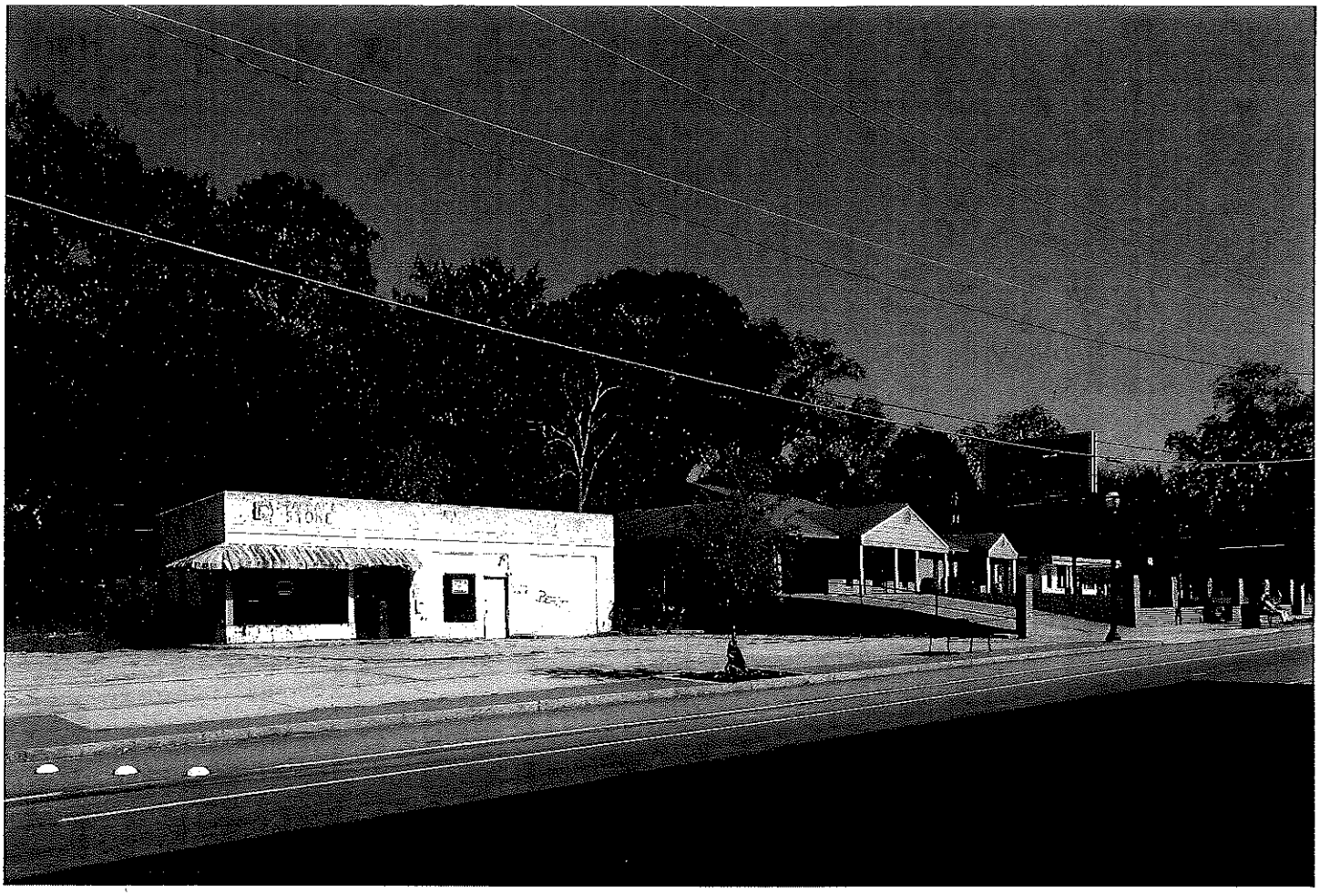


Kirkwood Historic District
DeKalb County, Georgia
Photograph 130 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 131 of 137

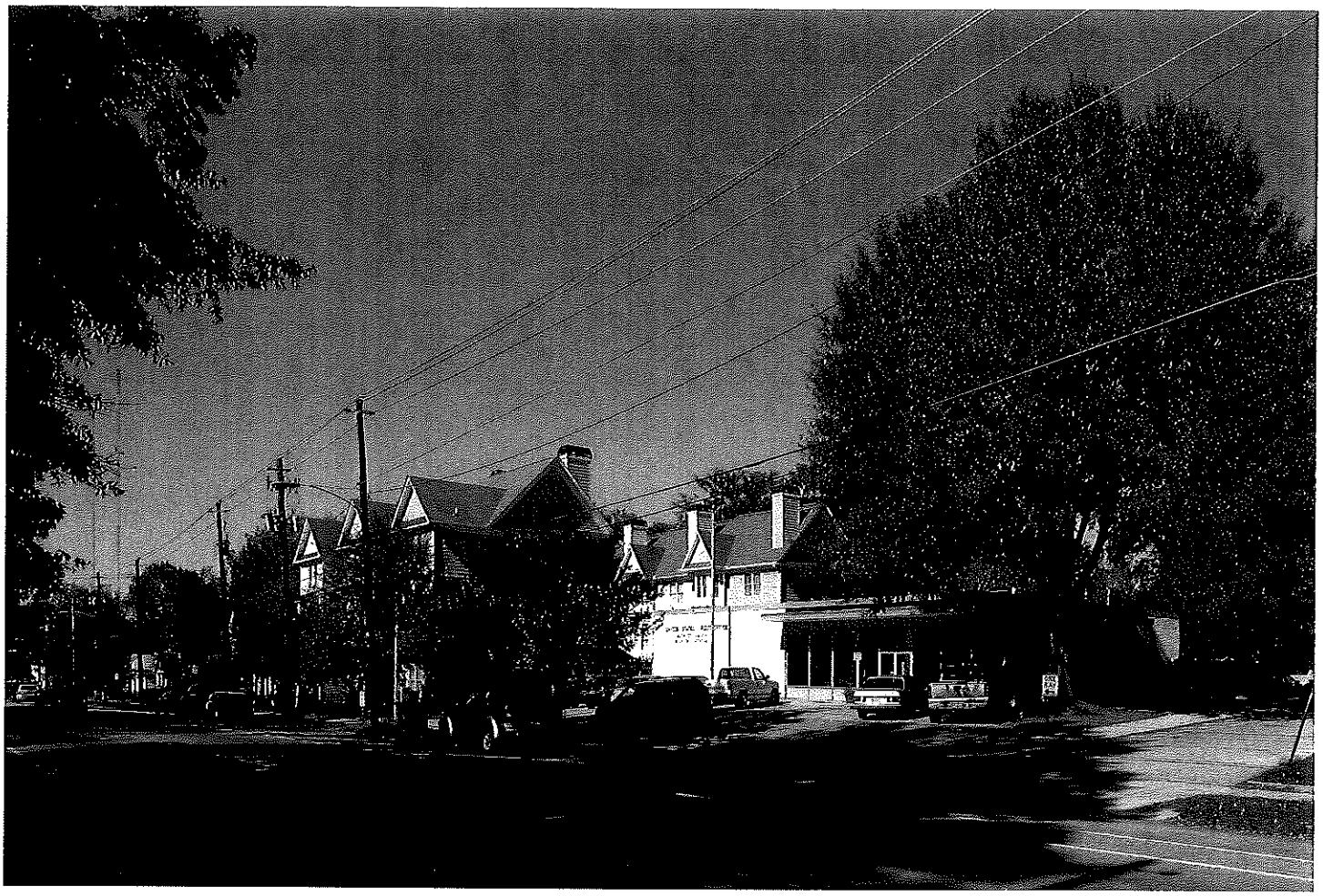


Kirkwood Historic District
DeKalb County, Georgia
Photograph 132 of 137

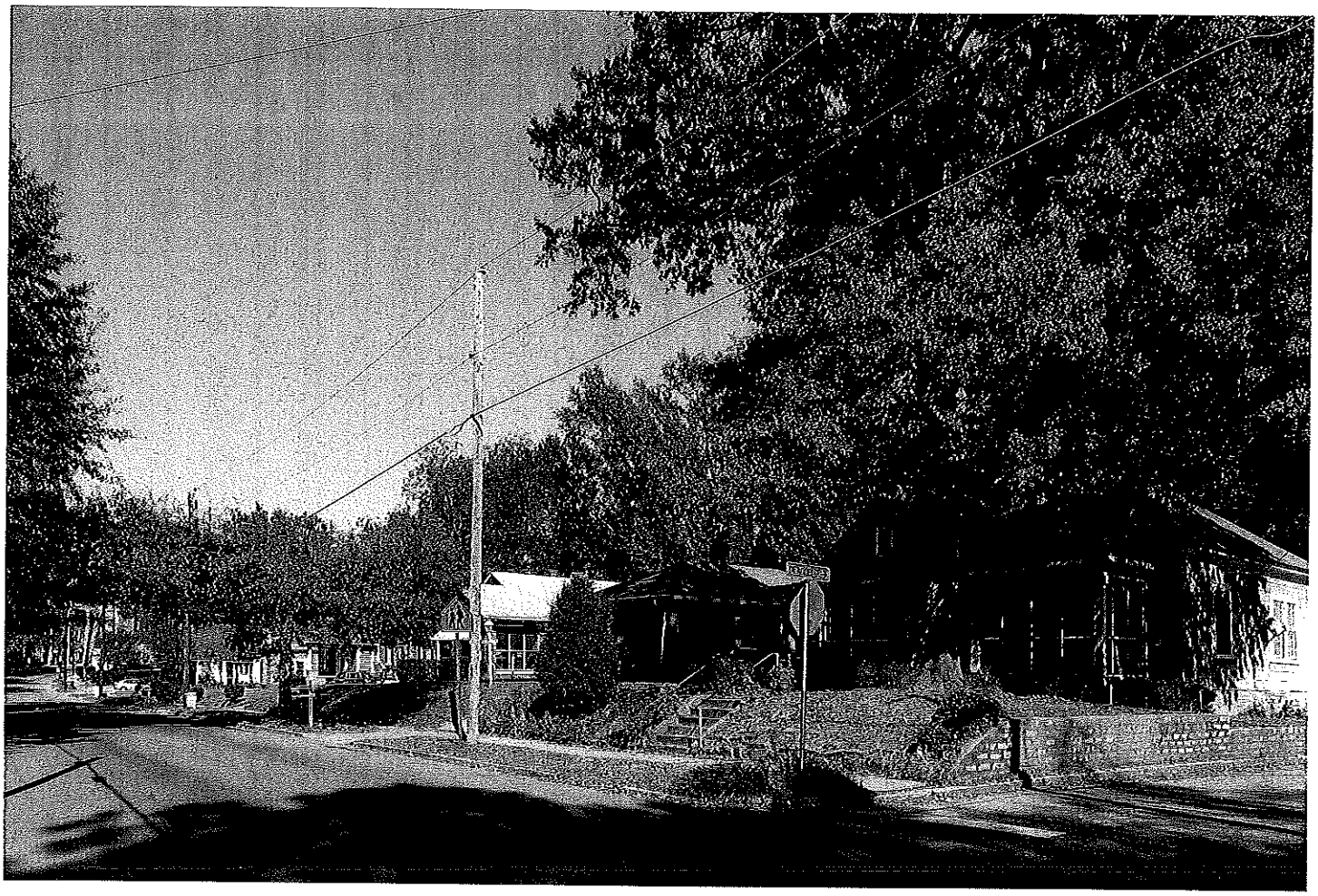


Kirkwood Historic District
DeKalb County, Georgia
Photograph 133 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 134 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 135 of 137



Kirkwood Historic District
DeKalb County, Georgia
Photograph 136 of 137

Kirkwood Historic District
DeKalb County, Georgia
Photograph 137 of 137