HPD Copy

NPS Form 10-900
United States Department of the Interior, National Park Service

OMB No. 1024-0018

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 Virginia-Highland Historic District
other names/site number N/A

2. Location

street & number Roughly bounded by Amsterdam Avenue, Rosedale Road, Ponce de Leon Avenue, and the Norfolk Southern Railroad.

city, town Atlanta ( ) **vicinity of**
county Fulton **code** GA 121
state Georgia **code** GA **zip code** 30307

( ) **not for publication**

3. Classification

Ownership of Property:

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

Category of Property:

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

Number of Resources within Property:	Contributing	Noncontributing
buildings	1676	382
sites	1	1
structures	1	0
objects	0	0
total	1678	383

Contributing resources previously listed in the National Register: 1
Name of previous listing: Briarcliff Hotel
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 Cloues — 3-24-05

Signature of certifying official — Date

for 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
DOMESTIC: hotel
COMMERCE/TRADE: business
COMMERCE/TRADE: professional
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: department store
COMMERCE/TRADE: restaurant
GOVERNMENT: post office
GOVERNMENT: fire station
EDUCATION: school
RELIGION: religious facility
RECREATION AND CULTURE: theater
LANDSCAPE: park
TRANSPORTATION: road-related

Current Functions:

DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
COMMERCE/TRADE: business
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: restaurant
GOVERNMENT: fire station
RELIGION: religious facility
LANDSCAPE: park
TRANSPORTATION: road-related

7. Description

Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Mediterranean Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Neoclassical Revival
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Spanish Colonial Revival
LATE 19TH AND 20TH CENTURY REVIVALS: Tudor Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
OTHER: American Foursquare
OTHER: American Small House

Materials:

foundation	BRICK
	STONE: granite
walls	BRICK
	STONE: granite
	STUCCO
	WOOD: weatherboard
roof	ASPHALT
	TERRA COTTA
other	TERRA COTTA
	STONE

Description of present and historic physical appearance:

The Virginia-Highland Historic District is a historic, highly intact, early 20th-century suburban neighborhood located northeast of downtown Atlanta in Fulton County, Georgia. The district's development began with the introduction of streetcar lines in the area and continued to grow with the introduction of the automobile.

SUMMARY DESCRIPTION

The Virginia-Highland Historic District is a large, primarily residential area that developed northeast of downtown Atlanta between 1889 and 1955 with the majority of the development taking place from 1905 through 1936. Virginia-Highland was originally developed as a white, middle-class residential neighborhood that incorporated the major planning characteristics of American suburban development in the early 20th century. The district encompasses over 600 acres of residential development and includes a small historic commercial area, the 1923 Samuel Inman School, several churches, and neighborhood parks. Predominate architectural styles in the district are Craftsman, English Vernacular Revival, and Colonial Revival. Predominant house types in the district are bungalow, English cottage, and American Foursquare. A number of buildings were designed by Atlanta architects including A. Ten Eyck Brown, Geoffrey Lloyd Preacher, Owens James Southwell, and Leila Ross Wilburn. The district also has a number of historic apartment buildings constructed between 1917 and 1935. The historic commercial resources in the district are concentrated along Highland Avenue and consist of 1920s one- and two-story brick buildings. Landscape features in the district consist of mostly native species of mature hardwoods and shrubs in private yards and Orme Park (1926), a picturesque park along a small stream, which also includes the historic Elkmont Street Bridge.

FULL DESCRIPTION

NOTE: The following description is based on research compiled by Emily Kleine, consultant, and was written with additional information by Gretchen Brock, National Register Coordinator, Historic Preservation Division. "Virginia-Highland Historic District," Historic District Information Form, September 25, 2000. On file at the Historic Preservation Division, Georgia Department of Natural Resources.

The Virginia-Highland Historic District is one of several historically middle- to upper-class residential neighborhoods that were constructed northeast of downtown Atlanta during the late 19th through the mid-20th centuries. The district is bordered on the south by Ponce de Leon Avenue, a major historic thoroughfare that connects the cities of Stone Mountain and Decatur in neighboring DeKalb County to Atlanta in Fulton County. The Virginia-Highland Historic District is bordered on the east by the National Register-listed Druid Hills Historic District, which was designed by Frederick Law Olmstead. The district is bordered on the west by the National Register-listed Midtown Historic District, a late 19th- to early 20th-century residential neighborhood, and the National Register-listed Piedmont Park Historic District, Atlanta's only large urban park and modeled after New York's Central Park. To the north of the district is another historic residential neighborhood called Morningside, a planned 1930s neighborhood consisting primarily of English Vernacular Revival- and French Vernacular Revival-style houses constructed later than the majority of the houses in the Virginia-Highland Historic District. The district is bordered on the southeast side by the National Register-listed Atkins Park Historic District, which was developed as one subdivision platted by developer Edwin Wiley Grove in 1912 to 1913.

The Virginia-Highland Historic District is comprised of several subdivisions platted over a 23-year time span by various real estate companies. In the 1890s, the first suburban development in the area was prompted by the Fulton County Street Railroad Company's Nine-Mile Circle trolley line (constructed in 1889), which traveled along North Boulevard (now Monroe Drive), across Virginia Avenue, down Highland Avenue (now North Highland Avenue and hereafter referred to by its historic name Highland Avenue) to Ponce de Leon Avenue. Prominent Atlanta real estate developer, George W. Adair developed the first platted subdivision in the area in 1904. Between 1904 and 1927 at least 17 additional plats were recorded with Fulton County.

The district sits at a higher elevation than much of the surrounding area. The terrain throughout the district is gently sloping with pockets of wooded areas. Informally landscaped, grassed lawns with hardwood trees, shrubs, and perennial and annual plantings characterize the residential landscaping. During the 1930s, a local civic group planted dogwood trees, which still line many of the streets.

Numerous real-estate investors subdivided the Virginia-Highland area during the early 20th century, and the effect on the street layout is evident (see Attachment #1). Roads such as Drewry Street and Highland Terrace jog to the south at Barnett Street, the border between two developments. Evidence of various developments is also apparent in the abrupt shift from the curvilinear street plan

of North Boulevard Park in the northwest portion of the district and area surrounding Orme Park to the grid pattern at the southern end of the district. There are also few gently curving streets such as Rosedale Road and North Virginia Avenue on the eastern side of the district. The platting of the district was also affected by natural terrain and the transportation infrastructure. In the area developed by the North Boulevard Park Corporation, the northwestern corner of the district, there is a combination of curvilinear street systems following the topography and the somewhat linear and regular layout of the pre-existing roads and trolley lines. The curvilinear street system, especially in North Boulevard Park and Orme Park, creates a semi-rural, leisurely atmosphere within the boundaries of the district. The grid system employed in much of the rest of the neighborhood is a direct response to the trolleys. Before the widespread use of automobiles, real estate values were determined by the proximity to the trolley line, thus it was advantageous to minimize the distance from the trolleys, which was best done with a grid pattern of streets. The trolley's legacy on the street layout is also evident in the gracefully curving intersections of Virginia Avenue and Boulevard (now Monroe Drive) and of Virginia and Highland avenues because the trolleys needed large turning radii to negotiate the corners. Also, the oldest homes in the neighborhood are found along the trolley lines.

The Virginia-Highland Historic District today is a rather densely developed urban neighborhood of houses and apartment buildings as well as several commercial nodes. Historically, the area was open farmland north of the city and was considered spacious to the first residents of Virginia-Highland who came from the more densely populated downtown Atlanta. The majority of the houses are on modest lots, which were originally platted in regular 50 feet by 125 to 200 feet dimensions, shifting in shape slightly to accommodate the curvilinear road layout. Most houses are setback from the street 25 feet with garages and/or sheds at the rear of the lot. Originally a system of alleyways serviced these garages and sheds. Although some alleys are still navigable, most have been absorbed by surrounding property owners as they are no longer necessary for the delivery of firewood and coal.

MAJOR SUBDIVISIONS

As early as 1904 the prominent real estate developer, George W. Adair, subdivided his property southwest of the intersection of Highland and Virginia avenues. The 1906 plat of the subdivision, called Adair Park, consists of 39 lots within the triangle formed by Todd Road and Adair and Highland avenues. On a large lot on Rupley Drive, which runs through the center of the subdivision, Adair built his residence (photograph 56). The two-story, brick Mediterranean Revival-style house features a three-part plan with projecting two-story wings off the front facade. The wings feature decorative parapet roofs and round-arched windows. The house features a tile hip roof, modillions, large brackets under the eaves, multi-pane windows, and an arched porte cochere resembling a loggia, which is topped by an open porch. A cast-iron fence with stuccoed posts surrounds the landscaped lot. Houses built in this subdivision are typically Craftsman-style bungalows (photograph 52) and America Foursquare.

From 1909 through 1913, new subdivisions were developed along the two major streets in the district, Virginia and Highland avenues, which is also the route of the trolley line. These early subdivisions were laid out in a grid pattern and are characterized by Craftsman-style bungalows and garden-style apartments. Rosedale Drive, platted in 1909, is a good example of the rows of Craftsman-style bungalows built in the neighborhood (photographs 94 and 95). In 1911, two subdivisions were platted to the north and south of George Adair's Adair Park along Highland Avenue. The subdivision on the east side of Highland Avenue and encompassing the south side of Rosewood Drive and Kentucky and Los Angeles avenues is predominately characterized by English Vernacular Revival-style English cottages (photographs 76-78 and 80). The subdivision south of Adair Park on the west side of Highland encompasses Highland View, Drewry Street, and Greenwood Avenue and is characterized by Craftsman-style bungalows (photographs 49 and 50). The subdivisions in the area built from 1912 through 1914 are generally one block, grid-plan developments of Craftsman-style bungalows (photographs 57and 98).

In 1914, the North Boulevard Park Corporation purchased 64 acres of undeveloped land, subdivided it, and offered lots for sale. The North Boulevard Park subdivision is located in the northwest corner of the historic district and encompasses the curvilinear streets off of Boulevard (now Monroe Drive), including Orme Circle, Park Drive, Elmwood Drive, Cresthill Avenue, and the north side of Cooledge Avenue. Houses in this subdivision are typically Craftsman-style bungalows (photographs 2, 5, 10, and 12-14), English Vernacular Revival-style English cottages (photograph 1, right), American Foursquares (photograph 8, right), and side-gable cottages (photographs 9, right, and 11, left).

Although platted only a few years later, the northern and eastern sections of the neighborhood further from the trolley lines developed later than the bungalow streets, which were adjacent to the trolley line. The streetscape of this area is dominated by homes built in the revival styles of English Vernacular Revival and Colonial Revival popular in the 1920s and 1930s. Smaller subdivisions, sometimes consisting of only one or two streets, proliferated in this area of the district. The largest of these subdivisions are Virginia Hills and Virginia Highlands. All of the subdivisions, however, contain bungalow and English cottage house types, representing typical middle-income housing found throughout Atlanta and America during this time period. An example of a 1920s subdivision in the district is the 1924 Virginia Hills subdivision. This subdivision includes the area surrounding the Samuel Inman School and the Virginia-Highland Baptist Church and encompasses the south side of Clemont Drive, Virginia Avenue, Virginia Circle, and Adair Avenue between Ponce de Leon Place on the west and Todd Road on the east.

The largest of the platted 1920s subdivisions in the district is Orme Park, located in the northeast portion of the district and comprising the south side of Amsterdam Avenue, Highland Terrace, and Brookridge, Elkmont, and Crestridge drives. Orme Park is characterized by large Craftsman bungalows and English Vernacular cottages and houses, curvilinear streets, the Elkmont Drive Bridge, and a rustic neighborhood park with a small stream (photographs 15, 16, 19, and 21).

The southern portion of the district from Greenwood Avenue south to Ponce de Leon Avenue developed in a more haphazard manner. The area is characterized by multifamily housing built in

the early 20th century along two major transportation corridors, Ponce de Leon Avenue and Boulevard (now Monroe Drive). Garden-type apartments and duplexes proliferate along Greenwood, St. Charles, and Bonaventure avenues and along Frederica and Barnett streets (photographs 41, 42, and 45). This portion of the district was annexed by the city in 1909 and some of the oldest and largest homes in the district were built in this area (photograph 36, 37, and 39).

COMMERCIAL BUILDINGS

The main commercial area in the district is centered on the intersection of Virginia and Highland avenues. Smaller nodal commercial areas are located along the length of Highland Avenue, at the intersections of Rosedale Drive and Virginia Avenue, near Briarcliff Road and Virginia Avenue, the intersection of Greenwood Avenue and Barnett Street, and along Boulevard (now Monroe Drive).

Commercial buildings in the district are generally brick, one- and two-story, attached commercial buildings built in the early 20th century. Most of the buildings were built in the 20th-Century Commercial style with transoms, corbeled brickwork, recessed brick panels, decorative cornices, brick pilasters, and stepped parapets (photographs 46, 47, 60, 68, 69, 84, and 93). Some of the commercial buildings reflect the Mediterranean Revival style with light brick, decorative tile cornices, brick pilasters and parapet roofs (photographs 69 and 101). A good example of a block of Mediterranean-style, one-story, brick commercial buildings is located at the intersection of North Virginia Avenue and Rosedale Drive (photograph 93). The buildings retain their historic transoms, display windows, decorative Doric columns, decorative brickwork, and finials.

Sanborn Fire Insurance maps of the intersection of Virginia and Highland avenues indicate that the historic businesses catered to the neighborhood's residents and are similar to the businesses found there today including stores, restaurants, a dry cleaner, gas stations, auto repair shops, and a post office (no longer a post office) (photographs 60 and 84). Several blocks south of the Virginia-Highland intersection is another area of brick, one- and two-story, attached commercial buildings located on Highland Avenue (photographs 46 and 47). The commercial buildings in this part of the district also reflect the 20th -Century Commercial style with transoms and corbelled brickwork.

There is a historic Pure Oil gas station (no longer used as a gas station) in the district with its characteristic steep side-gabled roof and canopy (photograph 48).

There are also houses that recently have been converted to commercial use but still retain their character-defining features and are contributing to the district (photographs 85 and 101).

Noncontributing commercial buildings are those built outside the period of significance (photographs 60, right, and 85, right).

SINGLE-FAMILY HOUSE ARCHITECTURAL TYPES AND STYLES

The Virginia-Highland Historic District is overwhelming comprised of Craftsman-style bungalows, the most common architectural type and style in Georgia during the early 20th century. As a middle- to upper-middle-class neighborhood, Virginia-Highland is characterized by excellent examples of Craftsman-style bungalows throughout the district, particularly in the North Boulevard Park and Orme Park subdivisions. Representative of bungalows in the district are the Craftsman-style bungalows lining both sides of Park Drive (photograph 13) and Orme Circle (photograph 14). Other good representative examples of bungalows in the district are the two clipped-gable-roof bungalows on Elmwood Drive (photograph 9). Craftsman-style details on these houses are clipped-gable front porticos, Craftsman-style grouped windows, exposed rafters, knee braces, and Doric columns. Other popular architectural styles in the district include English Vernacular Revival, Colonial Revival, Mediterranean Revival, and Neoclassical Revival. Common house types in the district include bungalow, English cottage, English house, New South cottage, New South house, Georgian cottage, Georgian house, American Foursquare, and American Small House.

Another popular early 20th-century style found in the district is English Vernacular Revival. The style is seen in the district in one- and one-and-a-half-story English cottages and two-story English houses. A row of excellent examples of English Vernacular Revival-style English cottages is located in the northeast corner of the district on Lanier Boulevard (photograph 71). The one-and-a-half-story cottages have multiple-gable roofs, tracery- and Craftsman-style windows, arched front entrances, and decorative half-timbering. Other excellent examples of English Vernacular Revival-style English cottages are located on Stillwood Drive (photograph 78). The three brick English cottages feature brick, stone, and stucco details, projecting gables, arched entrances, grouped windows, and side porches. An excellent example of an English Vernacular Revival-style English house is located in the Orme Park portion of the neighborhood at the corner of Elkmont and Crestridge drives (photograph 21, left). The two-story, brick house features multiple projecting gables, decorative half-timbering in the gables, grouped multi-paned windows, wide overhanging eaves with knee braces, and a sleeping porch on each floor. Another excellent example of an English Revival-style English house is located at the corner of North Virginia and Los Angeles avenues (photograph 80). The asymmetrical, stucco-veneered house has a slate roof and grouped windows. The front entrance of the house is off-set to the inside corner of the L-shaped house next to the brick-and-stone chimney.

A good example of the Colonial Revival style is seen in the two-story, New South house located at 816 St. Charles Avenue (photograph 37). The wood-frame house features a hip roof, projecting front gable with pediment and fan-shaped vent, a wrap porch with square posts and balustrade, wide eaves with modillions, and a front entrance with a transom and side lights. Another good example is the two-story, brick, Georgian-plan house located on Rosedale Road (photograph 91). The house has a one-story front portico with square brick posts and a pediment with gable returns, paired and single nine-over-one sash windows, and a porte cochere supported by brick posts.

A good example of the Mediterranean Revival style in the district is the one-story, brick, Georgian cottage-type house located at the corner of Park Drive and Boulevard (now Monroe Drive)

(photograph 7). The house features a low-pitched, tile, hip roof, grouped windows, a side porch and a front portico with arched pediment and Doric columns.

The two-story wood-frame house located on Elkmont Drive is a good example of the Neoclassical Revival style in the district (photograph 15). The Georgian-plan house has a portico on each story with Corinthian columns, wide overhanging eaves, exposed rafters, modillions, dentils along the entablature, and a large pediment.

Although the American Foursquare was not as popular in Georgia and is not seen in great numbers as compared to other parts of the country, the Virginia-Highland Historic District has good examples of the early 20th century house type. One example is the brick, Colonial Revival-style American Foursquare located at 1115 North Virginia Avenue. The house has a one-story portico with flat roof, square brick posts; paired windows; a side, one-story, flat-roof porch with square brick posts; and paired brackets supporting the eaves of the hipped roof.

The district also has good examples of the American Small House, a popular house type constructed throughout Georgia and the nation in response to the housing shortage following World War II. Some representative examples are two houses on Drewry Street (photograph 32). Both houses have small, nearly square massing with a side-gable roof, asbestos siding, and a small stoop or porch with minimal ornamentation.

MULTIFAMILY HOUSING

The large collection of apartment buildings and duplexes built between 1917 and 1935 in the district reflects the boom in multifamily housing in Atlanta. During this period, many national corporations opened regional headquarters in Atlanta and there was a need for housing for the white middle- to upper middle-class professionals moving into the city and for white residents moving away from the central city into the suburbs.

The three main types of apartment buildings located in the district are the country house-, garden-, and hotel-type apartments. Country house-type apartments were built to resemble large single-family houses. The building at 1173 Virginia Avenue (photograph 90) is an excellent example of the country house-type apartment. The two-story, stucco, Mediterranean-style building has a central entrance; paired nine-over-nine windows on the first floor with elaborate surrounds featuring decorative twisted columns and arches with cartouches; iron balconies; and a tile hip roof with wide eaves and brackets. Good examples of hotel-type apartment buildings are located on Greenwood Avenue (photographs 34 and 35). The hotel-type apartment is usually a large rectangular building with communal entrances leading to apartments off of long corridors. The hotel-type apartments located on Greenwood are both two-story, brick buildings with Colonial Revival-style details. Garden-type apartment buildings were built throughout the northeastern Atlanta suburbs during the early 20th including Virginia-Highland. Garden-type apartment buildings are defined as two- to three-story, freestanding buildings set back from the street with an enclosed, landscaped courtyard and

separate entrances to each apartment. Porches are a common feature of garden apartments in Atlanta. The Virginia-Highland Historic District has numerous good examples of garden-type apartments. The 1916 Colonnade Court Apartments at the southern end of the district on Highland Avenue near Ponce de Leon Avenue is an eclectic mix of Revival styles (photograph 45). The three-story, brick-and-stucco buildings are laid out in a U-shape with a central landscaped courtyard. The building features Doric columns, Chippendale-style balconies, and a Japanese-inspired tile roof with decorative brackets. Another good example of a garden-type apartment building is the apartments on the corner of Frederica Street and Greenwood Avenue (photograph 41). The three-story, Colonial Revival-style apartments have an ashlar stone ground floor, brick on the upper two stories, and a prominent entablature. The 1922 St. Charles Apartments located at 1026 St. Charles Avenue are a good example of a Spanish Colonial Revival-style garden apartment with its brick exterior, parapet roof, multi-paned windows, and central courtyard (photograph 42). Another excellent example is the multi-building garden-type apartments located at 1229 Rosedale Drive (photograph 100). The two-story, brick, Neoclassical Revival-style buildings have Corinthian columns, prominent entablatures, and six-over-six double-hung windows. The courtyard for this complex is the driveway with landscaped lawns in front of the buildings.

The National Register-listed Briarcliff Hotel (listed September 9, 1982) is located in the district at 1050 Ponce de Leon Avenue (photographs 43 and 44). The nine-story, H-shaped, brick, stucco, and limestone building features decorative, colorful terra cotta details and is a prominent landmark on Ponce. The building was designed by Georgia architect G. Lloyd Preacher and was built in 1924-25 by the investment company of Asa G. Candler, Jr., Atlanta philanthropist and second son of Coca-Cola magnate Asa Candler, Sr. The Briarcliff Hotel or "750" was used as a luxury apartment building and as a residential hotel throughout its history.

Another type of apartment building in the district is a single building with a long front façade and narrow width. A good example of this type of apartment building is located at 1166 North Virginia Avenue. The c.1920, Colonial Revival-style, brick building features pedimented entrances, paired six-over-six windows and an entablature (photograph 89). Another good example is located at the corner of Virginia and North Virginia avenues (photograph 81). The three-story, brick building has a tile hip roof and arched screened-in porches.

The Virginia-Highland Historic District also has a number of duplexes. An excellent example in the district is located at 1110 Highland Avenue (photograph 65). The two-story, Craftsman-style, brick building features Craftsman-style windows, battered brick posts supporting the two-story porch and balcony, exposed rafters, wide eaves, and a hip roof.

COMMUNITY LANDMARK BUILDINGS

The Virginia-Highland Historic District has a number of good examples of community landmark buildings that are typically found in neighborhoods in Atlanta. There are a number of historic churches, a school, and a fire station.

The Virginia-Highland Baptist Church is located on the corner of Virginia and Ponce de Leon avenues across the street from the Samuel Inman School (photograph 25). The church was built in 1923 and is reminiscent of traditional Baptist churches, which are often based on the design of the 18th century St.-Martin-in-the-Fields Church in London by James Gibbs. The church has a prominent front pediment and a steeple with a conical roof set upon an octagonal belvedere, which rests upon two square tiers with small decorative windows. The front portico has a flat roof and wide entablature and is supported by Doric columns. The front entrance has a decorative fanlight.

The Druid Hills Presbyterian Church is located at 1026 Ponce de Leon Avenue next door to the Briarcliff Hotel (photograph 43). In 1923, the first church building was built on the site to serve the growing suburban population of the Virginia-Highland and Druid Hills neighborhoods. In 1940, the congregation expanded and Atlanta architect Francis P. Smith (1886-1971) designed a new sanctuary for the church, which was placed on the front façade of the 1923 building. The 1923 building is now the Educational Building with a chapel and Sunday school rooms. The 1940 sanctuary is a large, Gothic Revival-style, brick building with arched entrances and windows, limestone details, a rose window on the front façade, and a square tower at the rear. In 1964, a third addition was made to the rear of the complex.

The 1924 First Associate Reformed Presbyterian Church is located at the corner of Highland Avenue and Hudson Drive (photograph 55). The two-story, Neoclassical Revival-style, brick building has Doric pilasters and a large pediment on the front façade, a large entablature, and round-arched windows on the second floor. The church building is currently used as the Northeast Intown YWCA.

The Episcopalian Church of Our Savior is located on the corner of Highland and Los Angeles avenues. The church was established on the site in 1924 and the current building was constructed in the mid-1930s.

The 1923 Samuel M. Inman School located at 774 Virginia Avenue (photographs 23, right, and 24, background) was designed by Atlanta architect A. Ten Eyck Brown in the Romanesque Revival style. The three-story, brick school is situated with the front façade at the corner of Virginia Avenue and Ponce de Leon Place. Upon completion of the building, the school was already overcrowded with 1,000 students in a space meant to hold 630. In 1929, an auditorium/gymnasium addition was built on the front façade. The floor plan of the school is unusual with the 1929 one-story front addition comprising the front foyer and auditorium/gymnasium and the 1923, three-story, U-shaped portion behind it containing a U-shaped double-loaded corridor on each floor. Romanesque Revival details on the building include round-arched windows and entrances, crenellation along the cornice, towers, and a tile roof. In 1937 as part of a Works Progress Administration-funded project, additional classrooms and a library were added to the school.

The historic district retains its historic fire station (photograph 61, right). Atlanta Fire Station #19 was built in 1925 by the city of Atlanta. C.E. Kauffmann, engineer, prepared the plans, and Paul Wesley was the general contractor. Fire Station #19 is a bungalow-type fire station that was built to be compatible with the surrounding residential architectural styles. The one-and-a-half story brick

building has Craftsman-style elements with wide, overhanging eaves, brackets, and a hipped roof dormer.

LANDSCAPING AND PARKS

Early 20th-century Olmsteadian principals seen in nearby Druid Hills and Piedmont Park, both of which were designed by Fredrick Law Olmstead, influenced the landscape characteristics of the Virginia-Highland Historic District. The streetscape is planted with a wide array of shade trees and ornamental plantings (photograph 59, 66, and 73). Some of the tree species include water oak, dogwood, crepe myrtle, maple, magnolia, and poplar trees. Sidewalks line both sides of the streets throughout the neighborhood with trees planted between the sidewalk and the street (photographs 6, 19, and 26). Individual lawns are primarily grassy plots with towering mature trees, ornamental shrubs, and informal plantings. In some sections of the neighborhood, the topography requires brick or stone retaining walls (photographs 20 and 28). During the 1930s, the North Boulevard Civic League planted dogwood trees along the streets as part of a neighborhood beautification project and many of the dogwoods still exist today. Some of the curvilinear streets in the district have broad, landscaped medians at intersections such as on Lanier Boulevard (photograph 75). Other examples in the district are the intersection of Virginia Avenue and Lanier Boulevard (photograph 83) and the intersection of Adair Street and Todd Road (photograph 51). Cresthill and Cooledge avenues retain their historic paving bricks, which is very rare for the city of Atlanta and a significant feature in the district (photograph 11).

Orme Park is a naturalistic neighborhood park located in a low-lying area with a small stream running through the park. The park was established as part of the Orme Park subdivision and features paths, mature trees, and ornamental shrubs. The focal point of the park is the masonry Elkmont Street Bridge (photograph 16). The bridge is a single span, elliptical bridge constructed of concrete and stucco with rusticated, decorative posts.

NONCONTRIBUTING PROPERTIES

The Virginia-Highland Historic District has relatively few noncontributing properties compared to the number of historic contributing properties. Most of the noncontributing properties are nonhistoric infill houses built on lots razed for the aborted I-485 highway project, which would have cut a swath through the middle of the neighborhood (see developmental history and attachment #3). Noncontributing, nonhistoric properties in the district are mostly single-family houses (photographs 17 and 18) with some nonhistoric apartment complexes that do not detract from the district's overall historic integrity. There are also historic houses in the district that are no longer contributing due to alterations or additions that compromise their historic integrity, such as a new second story added to a one-story bungalow.

There is a nonhistoric park called John Howell Park located at the corner of Virginia Avenue and Barnett Street (photograph 27), which was created on some of the lots cleared by the Georgia Department of Transportation for the I-485 project.

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): (X) **N/A**

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

Areas of Significance (enter categories from instructions):

ARCHITECTURE
COMMERCE
COMMUNITY PLANNING AND DEVELOPMENT
LANDSCAPE ARCHITECTURE

Period of Significance:

1899-1955

Significant Dates:

1899—development began in the district with the completion of the Nine-Mile Circle trolley line
1904—George W. Adair's platted subdivision Adair Park
1909—Virginia-Highland area annexed into the Atlanta city limits

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Brown, A. Ten Eyck (1878-1940)—architect

Padgett, Benjamin R. & Sons—architectural firm and builders

Preacher, Geoffrey Lloyd (1882-1972)—architect

Smith, Frances P. (1886-1971)—architect

Southwell, Owens James Trainor (1892-1961)—architect

Wilburn, Leila Ross (1885-1967)—architect

Statement of significance (areas of significance)

The Virginia-Highland Historic District comprises numerous subdivisions platted over approximately 23 years. The first suburban settlement was spurred by the Nine-Mile Circle trolley, which ran up North Boulevard (now Monroe Drive), across Virginia Avenue, and down Highland Avenue to Ponce de Leon Avenue. The first subdivision was platted in 1904 by George W. Adair. Between 1904 and 1927, at least 17 additional subdivision plats were recorded. The Virginia-Highland Historic District is significant in Atlanta as a large residential neighborhood that developed northeast of downtown between 1889 and 1955 with the majority of development occurring between 1905 and 1936. The Virginia-Highland Historic District is significant as a white, middle-class residential neighborhood in Atlanta that incorporated major planning characteristics of American suburban development in the early 20th century. The district encompasses over 600 acres of highly intact, historic resources, which includes houses, small commercial areas, apartment buildings, community landmark buildings, and neighborhood parks. The district is significant for its predominant early 20th century architectural styles such as Craftsman, English Vernacular Revival, and Colonial Revival, and for its early 20th century house types such as bungalow, English cottage, and American Foursquare. Atlanta's leading architects designed a number of buildings within the district. The district is significant for its landscape features commonly found in early 20th-century suburban landscapes such as informally planted mature hardwoods, shrubs, and ornamental plants in individual yards and small neighborhood parks.

The district is significant in the area of architecture for its excellent collection of intact, historic houses and apartment buildings representing the most popular styles and types of residential buildings in Atlanta during the early-to-mid-20th century. The district is also significant in architecture for its early 20th -century historic commercial and community landmark buildings. The district also has a number of significant buildings designed by Atlanta's leading architects.

The Virginia-Highland Historic District is significant for its excellent collection of houses that represent common house types and styles found in Georgia's early 20th-century neighborhoods as defined in the statewide historic context Georgia's Living Places: Historic Houses in Their Landscaped Setting. The Craftsman style was the most popular early 20th-century style in Georgia, and excellent examples of the Craftsman style in the district are located on Virginia Avenue (photograph 64). The two-story, brick, New South house features Craftsman-style details including wide-overhanging eaves, exposed rafters, and grouped windows. Next to the house is an excellent example of a Craftsman-style bungalow. The front-gable bungalow has common Craftsman-style features including a front-gable porch with brick piers on granite posts, wide eaves, exposed rafters, Craftsman-style windows, and a porte cochere. Another excellent representative example is the side-gable bungalow located at 531 Elmwood Drive (photograph 4). The brick bungalow features a tile roof, a front-gable porch with brick piers, a shed-roof dormer, and a porte cochere.

Another prevalent architectural style and house type in the district is the English Vernacular Revival-style English cottage. The English Vernacular Revival style was extremely popular in Georgia's early 20th-century suburban neighborhoods and the Virginia-Highland Historic District has numerous

examples, often lining both sides of a street. The English cottages on Lanier Boulevard, Kentucky Avenue, and Stillwood Drive are excellent examples of English Vernacular Revival-style cottages in the district (photographs 76, 77, and 78). Characteristic of the style, these one-story, brick cottages feature steeply pitched gable roofs, dominant front-facing gables, decorative half-timbering, and a variety of materials such as decorative brickwork, stucco, and stone.

The district also has a number of excellent examples of other prevailing early 20th-century revival styles such as Colonial Revival and Mediterranean Revival. The Colonial Revival style was extremely popular in Georgia from the 1890s through the present day. A good example of the Colonial Revival style in the district is the two-story, brick house on Rosedale Drive (photograph 91). The Georgian-plan house has a symmetrical façade with a two-story central block and a one-story porch on one side and a porte cochere on the other. Another character-defining feature of the Colonial Revival style evident on the house is the central entrance with brick posts supporting a pediment with a large entablature, gable returns, and a carved fan detail. The George W. Adair House is an excellent and exuberant example of the Mediterranean Revival style in the district (photograph 56). The Mediterranean Revival style was based on both Spanish and Italian vernacular houses along the Mediterranean coast and was not as popular in Georgia as other revival styles. The character-defining features of the Mediterranean Revival style evident in the Adair House are the two-story, asymmetrical three-part plan, decorative parapet roofs, round-arched windows, tile hip roof, modillions, large brackets under the eaves, multi-pane windows, and an arched porte cochere resembling a loggia.

The last major historic house type built in the district is the American Small House. During the late 1940s and early 1950s, remaining undeveloped areas of the district were platted as a result of the post World War II housing boom in Atlanta, particularly along Drewey Street. The American Small Houses within the Virginia-Highland Historic District represent the last historic residential development and a common house type in Georgia during the mid-20th century.

The Virginia-Highland Historic District is significant in the area of architecture for its historic, intact collection of early 20th-century commercial buildings. Commercial buildings are concentrated in groups along Highland Avenue and are typical of the types of one- and two-story, brick commercial buildings built in Georgia during the early 20th-century. The buildings were constructed to serve the neighborhood and blend into the residential areas with their small, neighborhood scale. The majority of the commercial buildings in the district reflect the 20th-Century Commercial style with transoms, corbeled brickwork, recessed brick panels, decorative cornices, brick pilasters, and stepped parapets. Good examples of 20th-Century Commercial-style buildings are located at intersection of Virginia and Highland avenues. The district also has excellent examples of commercial buildings that reflect styles of architecture found in the surrounding residential areas. Commercial buildings along Highland Avenue at the north end of the district (photograph 69) and on Rosedale Drive (photograph 101) have Mediterranean Revival-style details, such as brick-and-stucco detailing, parapet roofs, and tile roofs, which are similar to Mediterranean Revival-style houses in the district.

The district is also significant for its excellent and intact collection of multi-family dwellings, particularly its apartment buildings. The district has good example of the three types of apartments commonly built in Atlanta during this time period: the country house-, garden-, and hotel-type apartments. In response to an increased need for middle-class housing due to white-collar businesses moving into Atlanta, apartment buildings were built in great numbers in Atlanta's suburban neighborhoods. The Colonnade Court Apartments, St. Charles Apartments, Briarcliff Hotel, and Frederica Apartments to name a few are all representative of the types and styles of apartments built in Atlanta in the early 20th century.

The Virginia-Highland Historic District is significant in the area of architecture for its excellent collection of community landmark buildings that are typical of the types and styles of churches, schools, and civic buildings built in Georgia during the early 20th century. The churches in Virginia-Highland are representative of the types and styles of churches built in Georgia's neighborhoods. The Gothic Revival style was very popular for church architecture and a good example is the 1940 sanctuary built on the front façade of the 1923 Druid Hill Presbyterian Church. Other good examples of church architecture in the district are the Neoclassical Revival-style First Associate Reformed Presbyterian Church on Highland Avenue and the classically designed Virginia-Highland Baptist Church on Virginia Avenue. The Samuel M. Inman School was built in 1923 and is very representative of the types and styles of schools built during the 1920s in Atlanta when a $4 million bond was issued to upgrade the school system by building new schools. The three-story, brick, Romanesque Revival-style school with bands of grouped windows is similar to the other 19 schools built as part of the bond issue. Virginia-Highland is also significant for its remaining historic firehouse. Firehouse #19 is an excellent example of the types of firehouses built in Atlanta during the early 20th century. The firehouse has Craftsman-style details and blends in with the surrounding historic residential and commercial buildings.

The Virginia-Highland Historic District is also significant in the area of architecture for its many architect-designed community landmark buildings and houses. The Samuel M. Inman School was designed for the Atlanta Public School system by architect A. Ten Eyck Brown (1878-1940). Brown was the son of a prominent New York architect and was trained at the Academy of Design in New York. He came to Atlanta in 1905 after practicing architecture in Washington, D.C. During the 1920s, Brown was the supervising architect for the Atlanta Public School system and designed many of Atlanta's schools built in the 1920s. His influence on Atlanta's architecture can also be seen in the 1933 U.S. Post Office, the 1911-13 Fulton County Courthouse, and numerous commercial, office, and apartment buildings.

The influence of prolific and successful Atlanta architect G. Lloyd Preacher is also evident in the district. Geoffrey Lloyd Preacher (1882-1972) designed the National Register-listed Briarcliff Hotel in an eclectic mix of revival styles. Preacher came to Atlanta in 1922 after starting a successful practice in Augusta, Georgia. During his career, Preacher designed over 417 buildings in seven states including over 100 buildings in the city of Atlanta such as the National Register-listed Gothic Revival-style Atlanta City Hall, the National Register-listed Standard Building, Pershing Point Hotel

(demolished), and Henry Grady Hotel (demolished), numerous schools, apartments, residences, office buildings, and stores.

The firm of Benjamin R. Padgett & Sons is documented as designing a number of houses in the Virginia-Highland neighborhood. The Padgett family was a leading contractor in Atlanta for three generations. The father, Benjamin R. Padgett, designed a number of large houses for prestigious clients in Atlanta, particularly along Peachtree Road and Ponce de Leon Avenue. Two of his sons, Benjamin R. Padgett, Jr. and Hardy Padgett, were partners in the firm and designed a number of houses in Virginia-Highland. Hardy Padgett also resided in the neighborhood on Hudson Drive (it is not known whether his house still survives). Among the firm's designs are the 1916 Colonnade Court Apartments at the corner of St. Charles and Highland avenues (photograph 45).

The 1940 Gothic Revival-style sanctuary addition to the Druid Hills Presbyterian Church was designed by Atlanta architect Francis Palmer Smith (1886-1971). Smith began his architectural career in Ohio and moved to Atlanta to head the Georgia Institute of Technology's architectural school in 1909. He served as head of the architecture department until 1922 when he went into private practice with architect Robert Smith Pringle (1883-1937) and formed the firm Pringle and Smith (1922-1934). Among their designs are some of Atlanta's well-known downtown buildings including the Cox-Carlton Hotel (1925), the Rhodes-Haverty Building (1929), and the William-Oliver Building (1930). Smith left the firm in 1934, continued a practice independently, and later formed a partnership with his son Henry H. Smith from 1960 to 1970.

The 1922 St. Charles Apartments were designed by architect Owen James Trainor Southwell (1892-1961). Born in New Iberia, Louisiana, Owen J.T. Southwell attended Tulane University in New Orleans from 1910 to 1912 then transferred to Carnegie Tech where he graduated in 1915. Following a tour in the Navy during World War I, Southwell was hired by architect Henry Hornbostel to work for the firm Palmer, Hornbostel, and Jones in New York. Early in his career, Southwell managed the Atlanta office for the firm during the construction of Emory University in the nearby Druid Hills neighborhood. Southwell left the firm and started his own practice in Atlanta in 1922. While in Atlanta, Southwell designed several homes in the Buckhead and Druid Hills neighborhoods as well as the St. Charles Apartments. In 1931, Southwell returned to his native Louisiana and continued to practice architecture until his death in 1961.

Numerous bungalows in the Virginia-Highland Historic District were constructed from the pattern books of Atlanta architect Leila Ross Wilburn (1885-1967). Born in Macon, Georgia, in 1885, Leila Ross Wilburn moved with her family to Atlanta in the 1890s. From 1902 to 1904, Wilburn studied at Agnes Scott Institute (now Agnes Scott College). From 1906 to 1908, Wilburn served as an apprentice draftsman for the architecture firm of Benjamin R. Padgett. Wilburn opened her own architectural office in Atlanta in 1909 and exclusively designed residential properties. In 1915, Wilburn listed herself in the Atlanta City Directory as a "scientific designer of artistic bungalows". In 1914, Wilburn published her first pattern book, Southern Homes and Bungalows; she published six other books before her death in 1967. As a plan book architect, Wilburn concentrated her efforts on design, releasing her from the usual architect's duties of consultation with owner, supervision of

contractors, and day-to-day operations. Wilburn was one of only two women architects (the other being Henrietta Dozier) practicing in Atlanta prior to 1920. Ideal Homes of Today is noted by Wilburn as her "third large plan book and...by far the best" with the comment that she had "personally designed each house." Wilburn's architectural designs can be found throughout Atlanta from the high-profile apartment buildings along Ponce de Leon Avenue in Midtown to modest bungalows in Atlanta's suburban neighborhoods. Wilburn's designs are also found in 34 other Georgia communities and five states including Florida, North Carolina, South Carolina, Mississippi, and Michigan. Wilburn was a proponent of the minimal house philosophy popular in the early 20th century, which emphasized a simplified, small house form and uniformity in plan and appearance. Wilburn's pattern-book houses are generally one- or two-story houses designed in the Craftsman or Colonial Revival styles. Three houses types are emphasized in her pattern books—bungalows, colonial homes, and ranches.

The district is significant in the area of community planning and development as a series of early 20th-century subdivisions that began to develop along the trolley line and then in response to the automobile. The district is characterized by various developments with gridiron and curvilinear plans, uniform setbacks, and small lot sizes, which reflect the increased demand for middle- and upper-middle-class housing in Atlanta's developing suburbs in the early 20th century. The Virginia-Highland Historic District developed over time as a series of suburban subdivisions built along the Nine-Mile Circle trolley line northeast of downtown Atlanta. As the availability of automobiles increased, subdivisions filled in the areas between trolley lines and in the areas further from the trolley lines. The development of the district is typical of Atlanta's late 19th- and early 20th-century neighborhoods, such as Midtown and Candler Park, which are a concentration of small subdivisions, as opposed to a large-scale planned community such as Druid Hills.

The district is significant in the area of landscape architecture for its excellent representation of early 20th-century residential suburban landscaping with its informally landscaped house lots blending together to create the appearance of a large residential park. The district is an excellent example of 20th-century suburban landscaping in Georgia as defined in Georgia's Living Places: Historic Houses in Their Landscaped Setting. The nearby Olmstead-designed Piedmont Park and Druid Hills neighborhood were influential in the development of Atlanta's residential suburbs, such as Virginia-Highland. Olmstead-inspired principles of curvilinear streets, landscape features such as bridges and parks, and informal landscaping is seen in the designs of the North Boulevard Park and Orme Park subdivisions in the neighborhood. Lots throughout the district have uniform setbacks to create deep front lawns and are planted with ornamental trees and shrubs. A unique aspect of the Virginia-Highland Historic District is the incremental development of its suburban landscape, a direct response of the many small subdivisions comprising the neighborhood, which is different from the landscape development of other "master-planned" neighborhoods such as Druid Hills and Brookhaven, and yet in spite of this developmental difference the resulting overall suburban landscape is the same.

The Virginia-Highland Historic District is significant in the area of commerce for its excellent and intact collection of historic commercial buildings that represent the types and styles of neighborhood-oriented commercial buildings built in Atlanta and Georgia during the early 20th century. Throughout the history of this Atlanta suburb, Highland Avenue was the center of commerce for the surrounding residential area. The 1920 Atlanta City Directory lists a pharmacy, several grocery stores, and a dry cleaner located at the intersection of Highland Avenue and St. Charles Avenue. By 1927, the Atkins Park Pharmacy remains at 772 (previously numbered 854) Highland Avenue and larger grocery stores such as Piggly Wiggly and Great Atlantic & Pacific Tea Company are now located along Highland Avenue as well as a heating and plumbing company. In 1937, the Atlanta City Directory lists the following businesses: Atkins Park 5-10 and 25 cent Store, Jersey Ice Cream Company (manufacturers), Foster's Barber Shop, Flowers Laundry and Dry Cleaners, Atkins Park Shoe Shop, Dutch Oven (bakers), Atkins Park Delicatessen, Hilan Theater, Wright's Ice Cream Co., Teeny Weeny Buffet, Richland Wave Beauty Shop, Standard Radio Shop, several pharmacies, and numerous grocery stores, as well as doctors, dentists, electricians, plumbers, lawyers, and a dancing teacher. During the historic period, these types of businesses served the residents in the area and today similar businesses in the historic buildings still serve residents in the neighborhood.

National Register Criteria

The Virginia-Highland Historic District is eligible for listing in the National Register of Historic Places under Criterion A in the areas of commerce and community planning and development. The district is eligible in the area of commerce for its excellent collection of commercial buildings that represent businesses that catered to the neighborhood's residents. The district is eligible in the area of community planning and development as an excellent and extremely intact example of Atlanta's early 20th-century suburban neighborhoods built for middle- to upper-middle-class white residents, which began as a streetcar suburb and developed into an automobile suburb.

The Virginia-Highland Historic District is eligible for listing in the National Register of Historic Places under Criterion C in the areas of architecture and landscape architecture. The district is eligible in the area of architecture for its excellent collection of intact residential, commercial, and community landmark buildings representing common building types and styles found in Georgia's early 20th-century neighborhoods. The district is also significant in architecture for its architect-designed residential and community landmark buildings. The district is eligible in the area of landscape architecture as an excellent and intact example of 20th-century suburban landscaping in Georgia.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins 1889 with the introduction of the Nine-Mile Circle trolley line and the beginning of residential development in the area and ends with 1955, the end of the historic

period, to include the continuous development of the neighborhood after World War II. Physical evidence of the Nine-Mile Circle trolley line is clearly evident today at the intersections of Virginia Avenue and Boulevard (now Monroe Drive) and Virginia and Highland avenues.

Contributing/Noncontributing Resources (explanation, if necessary)

The contributing buildings within the historic district date from the district's period of significance and retain their historic integrity. The noncontributing buildings were constructed after the period of significance or have lost their historic integrity from nonhistoric alterations. All buildings were evaluated by members of the Georgia Historic Preservation Division's Survey and National Register staff on June 21, 2001, and contributing or noncontributing status was determined according to the criteria of the Georgia Historic Preservation Division.

The one contributing site is the historic 1926 Orme Park. The one noncontributing site is the nonhistoric John Howell Park. The one contributing structure is the historic Elkmont Street Bridge.

Developmental history/historic context (if appropriate)

NOTE: The following developmental history was written by Emily Kline, consultant, Urban Palimpsest, and edited by Gretchen Brock, National Register Coordinator, Historic Preservation Division, "Virginia-Highlands Historic District," Historic District Information Form, September 25, 2000. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.

EARLY DEVELOPMENT IN THE 19TH CENTURY

Prior to white settlement, the area that is now Virginia-Highland was forestland. The first record of a white settlement in the area was war Revolutionary War veteran, William Zachary. In 1812, Zachary bought Land Lot 17, 202.5 acres, an area covering most of Virginia-Highland. Zachary farmed the land until 1822 when he sold his farm to Richard Copeland Todd, a newcomer from Chester, South Carolina. Todd built a home at what is now 816 Greenwood Avenue. The farmhouse was destroyed by a fire in 1910 and is now the site of an apartment building.[1] Through the late 19th century, the Virginia-Highland area was productive farmland located in a rural area far away from the commercial and residential areas of downtown Atlanta. A real-estate advertisement in 1900 described the area as having, "plenty of water, bold creeks, fine springs... finely located for truck gardening, great building sites overlooking the surrounding country which has considerable fruit, grapes and scuppernongs."[2]

1 "History of Virginia-Highland," City of Atlanta, Department of Planning, Development, and Neighborhood Conservation, Bureau of Planning, June 1998, p. 1.
2 Cloues, Richard, "Atkins Park" National Register Nomination Form, August 30, 1982. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.

EARLY 20TH-CENTURY DEVELOPMENT

With the development of streetcar lines in Atlanta, the rural nature of Virginia-Highland changed dramatically. In 1889, the Fulton County Street Railroad Company began construction of the second electric street railway system in Atlanta (and also the second in the state), which was known as the "Nine-Mile Circle" trolley line. The Fulton County Street Railroad Company received its charter from the Georgia Legislature in 1883 and was incorporated by James W. English, Jr., and William D. Luckie. The Nine-Mile Circle trolley line traveled from Atlanta's central business district to the undeveloped farming area northeast of the city, which was later to become the Virginia-Highland neighborhood. The route started at Broad and Marietta streets in downtown and ran to Peachtree Street and then out Houston Street (now John Wesley Dobbs Avenue) to Highland Avenue and then onto Virginia Avenue. From Virginia Avenue, the cars continued to Boulevard (now Monroe Drive) back to Highland Avenue and then returned to downtown. At locations where the trolley had to change direction, wide turn-arounds were built. The result was graceful curves at Virginia and Highland avenues and at Boulevard (Monroe Drive) and Virginia Avenue.[3] Early in its history, much of the land covered by the Nine-Mile Circle was sparsely populated and the woods became a popular weekend picnic destination. On weekends, the streetcars were so crowded that men and boys had to hang off the sides of the cars.[4] However, this was soon to change and the land would become valuable suburban real estate.

With the Nine-Mile Circle in place, the land in the Virginia-Highland area of the city became less isolated and more valuable. It was no longer practical to use the land for agricultural purposes. Real-estate developers bought up farmland in the area and subdivided it for residential and limited commercial uses. George W. Adair, one of Atlanta's most prominent real-estate developers, was one for the first to build a home along the new route. He built his Mediterranean Revival-style house at 946 Rupley Street. The trolley proved to have the greatest impact on Atlanta's real-estate development outside of the central city. To Atlanta residents, the lots along Ponce de Leon, Highland, and Virginia avenues seemed spacious compared to the cramped conditions of downtown. The trolley system allowed residential development to move further and further from the central city.

The trolley continued in the nine-mile loop until around 1912 when the Virginia Avenue portion of the track was abandoned. The line remained in use only as a service track to the trolley car repair barns (demolished), which were located at the corner of Virginia Avenue and Boulevard (now Monroe Drive). Two separate lines formed from the Nine-Mile Circle, the Forrest Avenue line, which traveled on Boulevard (now Monroe Drive) and the Highland Avenue line (later the Noble line), which eventually traveled to Noble Drive in Johnson Estates. Both of these lines dramatically influenced the development of the Virginia-Highland district.

3 "History of Virginia-Highland" , p.2.
4 Carson, O.E., The Trolley Titans, Glendale, CA: Interurban Press, 1981, p. 16.

By 1904, the rural character of the district had changed. Significant development had taken place in the southern portions of the district, including St. Charles, Greenwood, and Highland avenues. There was also limited development along Drewry Street, Highland View, and in George Adair's development along Rupley Avenue. Significantly, there were enough children living in the area to warrant the construction of a school, the Highland Park School, at St. Charles and Highland avenues (no longer extant).

The Virginia-Highland area was outside the city limits until 1909 when the city of Atlanta expanded the city limits north to Highland Terrace at the north end of the historic district and east into the Druid Hills neighborhood (National Register listed on October 25, 1979). The addition of city services further reduced the rural nature of the district. The Atlanta public school system purchased the Highland Park School from the Fulton County Board of Education and incorporated the school into the city schools. Because only a small portion of the neighborhood was not annexed by the city, arrangements were made for the children still living outside of the city limits to continue to attend the Highland Park School.

As the population in the neighborhood continued to grow, the Highland Park School was no longer adequate. The school entered into an agreement with homeowners to lease several houses at Greenwood Avenue and Frederica Street to accommodate the additional students, and another school called Greenwood School was built (no longer extant).

About 30 large houses dotted the area along Highland, Virginia, St. Charles, and Greenwood avenues by 1910. By 1917, the number of houses had more than doubled. Members of Atlanta's professional class owned many of these homes. Highland Avenue, now primarily a commercial thoroughfare, was dotted with both houses and commercial buildings. Businesses located along Highland Avenue were primarily intended to serve the neighborhood and included a pharmacy, grocery, and cleaners. By the mid-1920s, several of the large houses along Highland Avenue were replaced by commercial buildings.

After 1917, land continued to increase in value, and apartment buildings began to appear in the among the single-family houses. In 1917, the garden-style Colonnade Court Apartments located at St. Charles and Highland avenues was built. The apartment building was financed by prominent Atlantan Dr. Lucian Lamar Knight and designed by local architects and contractors Benjamin R. Padgett and Sons. The Colonnade along with other apartment buildings, including the St. Charles and Wilsonian apartments, constructed in the district at the time, housed middle-class white residents such as salesmen, insurance agents, bookkeepers, and shopkeepers.

Between 1917 and 1937, residential development increased substantially along Ponce de Leon, St. Charles, Greenwood, and Bonaventure avenues and Barnett and Frederica streets. According to the Atlanta city directories there were two apartment buildings in the district in 1923, by 1927 there were six apartment buildings, and by 1937 there were over 23 apartment buildings in the southern portions of the district. During this time, Atlanta was in the midst of a population boom, increasing from 154,000 in 1910 to nearly 200,000 in 1920. The growing industrial and commercial corridor of Ponce

de Leon Avenue also increased the need for multi-family dwellings. In 1926, Sears and Roebuck opened its large mail order and warehouse operations on Ponce de Leon Avenue, joining the Ford Assembly Plant, which opened in 1915 (both buildings outside of the district). Both companies employed a large number of residents in the Virginia-Highland neighborhood. The 1932 Sanborn Fire Insurance map shows a miniature golf course at the southwest corner of St. Charles and Highland avenues (no longer extant), a recreational facility well suited to a middle-class neighborhood.

By 1924, the density of the neighborhood had dramatically increased. Asa Candler, Jr., an Atlanta real-estate developer, and son of the founder of Coca Cola, opened the Briarcliff Hotel or "750" (National Register listed September 9, 1982). The Briarcliff Hotel is a nine-story, H-shaped, luxury apartment building at the corner of North Highland and Ponce de Leon avenues. Candler's real-estate development company occupied the top floor. The luxury apartment building catered to residents who wanted an alternative to the single-family home.

While the southern portion of the neighborhood was taking on a distinctly high-density feel, the northern section of the district has a more pastoral, suburban atmosphere. The first large-scale development in the northern portion of the district began in 1914 when the North Boulevard Park Corporation purchased 64 acres of undeveloped land east of Piedmont Park with plans to subdivide it and create a middle-class suburb. In 1915, the city of Atlanta annexed the area purchased by the North Boulevard Park Corporation, ensuring city services to the area. The completion of the beautiful Park Drive Bridge in 1916 (located in the Piedmont Park Historic District listed in the National Register on May 13, 1976), a venture of the city of Atlanta and the Southern Railroad Company, added to the allure of the neighborhood, linking the newly established North Boulevard Park with the nearby fashionable neighborhoods of Ansley Park (National Register listed on April 20, 1979) and the late 19th- to early 20th-century development known as Midtown (National Register listed on February 12, 1999).

The 1916 plat map of North Boulevard Park shows the center of the neighborhood to be Park Drive and Boulevard (now Monroe Drive). The boundaries of this development originally extended west to Piedmont Park, east to Virginia Avenue, south to 10th Street and north to Orme Circle. After a three-year lull in development due to the American involvement in World War I, the area was re-advertised for development in 1919. Lots sold for an average of $45 per square foot.[5] By 1921, the developers had sold nearly all of the lots and over half of the lots had houses built on them. The development of the neighborhood was so successful it was expanded to include Orme Circle, Crestridge and Cooledge avenues, and Brookridge and Elkmont drives.[6] The development was called Orme Park and the expansion nearly doubled the size of the neighborhood, making North Boulevard Park by far the largest single real-estate development in the district. The expanded development of North Boulevard Park coincided with the city's 1922 annexation of the remainder of the Virginia-Highland district.

5 North Boulevard Park Neighborhood File, Atlanta History Center.
6 Crimmins, Timothy J., "Bungalow Suburbs: East and West", Atlanta Historical Journal, Vol. 26 Summer/Fall 1982, p. 84.

The bungalow neighborhoods of North Boulevard Park and Orme Park had all the amenities that middle-class, suburban residents desired. The majority of the houses in the neighborhood were Craftsman-style bungalows with a smaller number of English Vernacular Revival-style cottages and Colonial Revival- and Mediterranean-style houses. Every house had electricity and sewer- and water- lines, and most had telephone service. Nearly every house had a garage and a driveway to accommodate the family automobile. For those who did not own an automobile and for the African-American domestic workers serving the white neighborhood, the Forrest Avenue trolley line served as transportation to and from the neighborhood.

By 1922, there were enough residents to establish a neighborhood civic league. The civic league pushed for improvements to the neighborhood such as the establishment of Orme Park in the ravine between Elkmont and Brookridge drives and additional amenities such as a Boy Scout Lodge on Brookridge Drive and a Women's Club building (both now demolished).[7] The women's club was particularly active in the neighborhood as it was formed in 1919 "to further a feeling of friendly neighborliness and mutual interest in community improvement." [8]

The success of the North Boulevard Park development and the large city annexation in 1922 spawned several other residential developments in the district. Many of these developments were the subdivision of small land holdings, including: the Virginia Hills, Virginia Highlands, and Virginia Avenue subdivisions all platted in 1922, the 46-lot Rosewood Park subdivision platted in 1921, and the Rosewood Park subdivision platted in 1927. Many of the lots in these subdivisions were not immediately built upon, which accounts for the many English Vernacular Revival-style cottages in this area of the district, which were more common in the late 1920s and 1930's, interspersed with earlier bungalows.

Common landscape features in the Virginia-Highland Historic District are typical of Atlanta's early 20th-century suburban, residential landscapes. Most houses have informally landscaped front yards, containing mature hardwoods and ornamental trees and shrubs. Tree-shaded streets, sidewalks, and stone curbs are also characteristic of the neighborhood, as are magnolias, oaks, junipers, crepe myrtle, and dogwoods. The blending together of the lawns, trees, shrubbery, and sidewalks creates a park-like setting for the neighborhood.

Two garden clubs in the neighborhood were also important in creating the suburban landscape associated with the Virginia-Highland neighborhood. The Saint Charles Garden Club and the North Boulevard Park Garden Club both were made up of neighborhood women who believed a "special emphasis should be placed on more beautiful home surroundings and attractive rear gardens, believing that where is, unsightly and unsanitary conditions will disappear."[9]

7 Ibid., p. 84-88.
8 Atlanta Federation of Women's Clubs Year Book, May 1927-1929.
9 Ibid.

One of the most important improvements pushed for by the newly formed neighborhood groups, was the construction of a new school to serve the area children. By 1922, the Virginia-Highland district was one of the fastest growing areas of the city with a 160% population increase in just 10 years. In 1922, a four million dollar city bond issue was floated which allowed for further infrastructure development in the neighborhood. In 1923, ground was broken for the Samuel M. Inman School, which was named after the 19th-century civic leader and cotton merchant. Noted Atlanta architect A. Ten Eyck Brown with Alfredo Barili, Jr. designed the Romanesque Revival-style school. The new school relieved the overcrowding at Greenwood and Highland schools; however, almost immediately, the Samuel Inman School was overcrowded, housing over 1,000 students in a space meant to hold 630. To accommodate the students, an auditorium was built in 1929. Several additional classrooms and a library were added in 1937 as part of a Works Progress Administration project.[10]

MID- TO LATE 20TH-CENTURY DEVELOPMENT

After its rapid growth in the 1920s, the neighborhood entered a long period of stability. By 1936, virtually all of the land in the Virginia-Highland district was developed and built, with only a small number of infill houses constructed during the post-World War II housing boom. The largest area of post-World War II development was in the previously undeveloped area that is now Drewry Street and Ponce de Leon Terrace. The trolley, which was the impetus for the neighborhood, ceased to run by the 1940's. However, by this time, most residents no longer relied on the trolley as their major means of transportation. In the 1930s, a Pure Oil gas station was built on the corner of Highland Avenue and Drewry Street. In the late 1980s, the trolley barns located on Virginia Avenue were demolished.

With the arrival of the 1960s, the Virginia-Highland neighborhood, like many of Atlanta's intown neighborhoods, began to suffer from disinvestments and neglect. Middle-class families moved further out in the suburbs. Many single-family homes in the neighborhood were converted to rental properties, and property values decreased.[11] Disinvestment also plagued the commercial area in the 1960s. Many of the service-oriented shops closed and were replaced by low-rent retail establishments.

In the mid-1960s, the Georgia Department of Transportation proposed construction of Interstate 485, which was to connect Georgia Highway 400 with Interstate 285. The proposed interstate would have bisected many historic Atlanta neighborhoods in the process including Virginia-Highland (see attachment #3). The Georgia Department of Transportation began buying up land in Virginia-Highland along the proposed interstate right-of-way and demolished some historic houses.

The plans for the interstate collided with Atlanta's fledgling "back to the city movement." In the early 1970s, middle-class families again began to move back into Atlanta's intown neighborhoods. In June of 1975, the Virginia-Highland Civic Association was formed. This group was an evolution of the

10 Atlanta Public School Archive: Inman Middle School File.
11 "Virginia-Highland History", p. 4

Highland-Virginia Neighborhood Association whose early mission was the defeat the I-485 project. After the defeat of I-485, the Georgia Department of Transportation disposed of its property along the freeway's right-of-way. Almost all of these lots were purchased for infill housing, except for lots that formed the John Howell Memorial Park, named for a neighborhood activist.

During the final decades of the 20th century and into the present, the Virginia-Highland Historic District has become a vital, thriving, sought-after, intown neighborhood. The commercial buildings have been revitalized into restaurants, bars, and shops, and the property values of houses have increased dramatically.

9. Major Bibliographic References

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Vol. 7 p. 3, 6-7, 122, 150-151
Vol. 8 p. 22, 63-64, 89-90, 98, 141, 181, 183, 185, 189, 193
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10. Geographical Data

Acreage of Property Approximately 612 acres (acreage estimator).

UTM References

	Zone	Easting	Northing
A)	16	743449	3741676
B)	16	745480	3741738
C)	16	745802	3740781
D)	16	745179	3740235
E)	16	744069	3740436
F)	16	743871	3741043

Verbal Boundary Description

The National Register boundary of the Virginia-Highland Historic District is indicated on the attached district map with a heavy black line, drawn to scale.

Boundary Justification

The boundaries for the Virginia-Highland Historic District are the Southern Railroad to the west, the Atlanta city limits to the east, Amsterdam Avenue to the north and Ponce de Leon Avenue to the south. These are the boundaries political boundaries defined by the Virginia-Highland Neighborhood Association and the City of Atlanta's Neighborhood Planning Unit to define the neighborhood.

The eastern boundary of the Virginia-Highland Historic District is the political boundary of the Atlanta city limits. Historically, the area outside the city of Atlanta developed in a different manner from the area inside the city's jurisdiction. On this side of the historic district, the sidewalks abruptly end with the city limits and the house types and styles are post World War II. The area to the south of the Virginia-Highland Historic District, south of Ponce de Leon Avenue is known as Poncey-Highlands, developed earlier than Virginia-Highland, and has a much higher concentration of late 19th-century houses. The western boundary of the district is defined by the Norfolk Southern Railroad and the industrial development associated with the rail line and Piedmont Park. The northern boundary of the district is the south side of Amsterdam Avenue. The north side of Amsterdam Avenue is the boundary of the Morningside neighborhood, which developed independently of Virginia-Highland and is a planned, 1930s suburban neighborhood of English Vernacular Revival- and French Vernacular Revival-style houses.

11. Form Prepared By

State Historic Preservation Office

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( ) **property owner**
(X) **consultant**
( ) **regional development center preservation planner**
( ) **other:**

Property Owner or Contact Information

name (property owner or contact person) Ruth Penn David, President
organization (if applicable) Virginia Highlands Civic Association
mailing address PO Box 8401 Station F
city or town Atlanta **state** Georgia **zip code** 31106
e-mail (optional) N/A

Name of Property: Virginia-Highland Historic District
City or Vicinity: Atlanta
County: Fulton
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: August 2001

Description of Photograph(s):

Number of photographs: 102

1. 600 block of Amsterdam Avenue; photographer facing southwest.
2. 1100 block of Monroe Drive; photographer facing southwest.
3. 500 block of Orme Circle; photographer facing northwest.
4. 531 Elmwood Drive; photographer facing south.
5. 558 and 552 Park Drive; photographer facing northwest.
6. 559 Elmwood Drive; photographer facing west.
7. 591 Park Drive; photographer facing west.
8. Intersection of Monroe Drive and Elmwood Drive; photographer facing west.
9. 640 Elmwood Drive; photographer facing northwest.
10. Intersection of Cresthill Avenue and Monroe Drive; photographer facing northwest.
11. 624 Cooledge Avenue; photographer facing northeast.
12. Corner of Cresthill Avenue and Elmwood Drive; photographer facing west.
13. View of 600 block of Park Drive; photographer facing west.
14. 1156 Orme Circle; photographer facing northwest.
15. 727 Elkmont Drive (right); photographer facing south.

16. Elkmont Street Bridge; photographer facing south.

17. 725 Brookridge Drive (noncontributing); photographer facing southwest.

18. View of Highland Terrace (noncontributing); photographer facing west.

19. View of Brookridge Drive; photographer facing west.

20. 809 (noncontributing, right) and 815 Crestridge Drive; photographer facing south.

21. View of Elkmont Drive at Crestridge Drive; photographer facing east.

22. View of landscaping and streetscape on Clemont Drive; photographer facing west.

23. View of Virginia Avenue; photographer facing west.

24. Samuel Inman School, Virginia Avenue; photographer facing north.

25. Virginia-Highland Baptist Church, Virginia Avenue; photographer facing southeast.

26. View of Virginia Avenue; photographer facing west.

27. John Howell Park (noncontributing); photographer facing southwest.

28. 700 block of Virginia Circle; photographer facing west.

29. 800 block of Adair Street; photographer facing west.

30. 700 block of Ponce de Leon Terrace; photographer facing west.

31. 876-884 Barnett Street; photographer facing north.

32. 792 Drewry Street; photographer facing northwest.

33. Intersection of Ponce de Leon Avenue and Greenwood Avenue (816 Greenwood Avenue); photographer facing north.

34. 788 Greenwood Avenue; photographer facing northwest.

35. 824 (noncontributing apartments, left) and 800 (contributing, right) Greenwood Avenue; photographer facing northwest.

36. 700 block of St. Charles Avenue; photographer facing northwest,

37. 816 (right) and 812 St. Charles Avenue; photographer facing northwest.

38. Streetscape, 700 block Ponce de Leon Avenue; photographer facing north.

39. 900 block of Ponce de Leon Avenue; photographer facing north.

40. 900 block of St. Charles Avenue; photographer facing northwest.

41. 965 Greenwood Avenue; photographer facing southwest.

42. 1026 St. Charles Avenue; photographer facing northwest.

43. Druid Hills Presbyterian Church (left, 1026 Ponce de Leon Avenue) and Briarcliff Hotel (right, 1050 Ponce de Leon Avenue); photographer facing northeast.

44. Briarcliff Hotel 1050 Ponce de Leon Avenue; photographer facing north.

45. View of apartments on Highland Avenue; photographer facing northwest.

46. Commercial area, 700 block of Highland Avenue; photographer facing north.

47. Dark Horse Tavern, 816 Highland Avenue; photographer facing northwest.

48. 870 Highland Avenue; photographer facing north,

49. 1000 block of Drewry Street; photographer facing northwest.

50. 900-1000 block of Highland View; photographer facing northeast.

51. Traffic circle at intersection of Adair Street and Todd Road; photographer facing north.

52. 900 block of Adair Street; photographer facing west.

53. 900 block of Highland Avenue at Rosedale Drive; photographer facing west.

54. 938 Highland Avenue; photographer facing west.

55. First Associate Reformed Presbyterian Church, Highland Avenue; photographer facing north.

56. 964 Rupley Street; photographer facing north.

57. 900 block of Virginia Circle; photographer facing southwest.

58. 1000 block of Maryland Avenue at Los Angeles Avenue; photographer facing southwest.

59. View of Los Angeles Avenue; photographer facing west.

60. 1046 Highland Avenue (noncontributing); photographer facing southwest.

61. View of Highland Avenue; photographer facing north.

62. 1068 Highland Avenue; photographer facing northwest.

63. 1000 block of Highland Avenue; photographer facing north.

64. 947 Virginia Avenue; photographer facing southwest.

65. 1110 Highland Avenue; photographer facing north.

66. View of Glen Arden Way; photographer facing west.

67. View of 900 block of Highland Terrace; photographer facing west.

68. View of 800 block of Amsterdam Avenue; photographer facing southwest.

69. View of corner of Highland and Amsterdam avenues; photographer facing southwest.

70. 1045 Amsterdam Avenue; photographer facing southwest.

71. 1100 block of Lanier Boulevard; photographer facing north.

72. Intersection of Bellevue and Rosewood drives; photographer facing west.

73. 1058 Rosewood Drive; photographer facing west.

74. 1000 block of Rosewood Drive; photographer facing northwest.

75. View of Lanier Boulevard; photographer facing south.

76. View of Lanier Boulevard; photographer facing north.

77. 1000 block of Kentucky Avenue; photographer facing northwest.

78. 1100 block of Stillwood Drive; photographer facing west.

79. 1100 block of Los Angeles Avenue; photographer facing northwest.

80. Corner of Los Angeles Avenue and North Virginia Avenue; photographer facing north.

81. Corner of Virginia Avenue and North Virginia Avenue; photographer facing north.

82. 1000 block of Virginia Avenue; photographer facing northwest.

83. View of Lanier Boulevard at Virginia Avenue; photographer facing north.

84. Intersection of Virginia and Highland avenues; photographer facing northwest.

85. View of Virginia and Highland avenues commercial area; photographer facing southwest.

86. 1087 Hudson Drive (noncontributing); photographer facing southeast.

87. 1124 Hudson Drive; photographer facing west.

88. 1161 North Virginia Avenue; photographer facing northwest.

89. 1166 North Virginia Avenue; photographer facing north.

90. 1173 North Virginia Avenue; photographer facing southwest.

91. 974 Rosedale Road; photographer facing northwest.

92. 900 block of Rosedale Road; photographer facing north.

93. 1179 Rosedale Drive; photographer facing northwest.

94. 1100 block of Rosedale Drive; photographer facing west.

95. Intersection of Arlington Place and Rosedale Drive; photographer facing northwest.

96. View of Arlington Place; photographer facing north.

97. 1111-1115 Briarcliff Place; photographer facing southwest.

98. 1100 block of Briarcliff Place; photographer facing northwest.

99. 800 block of Rosedale Road; photographer facing southwest.

100. 1229 Rosedale Drive; photographer facing south.

101. View of Rosedale Drive; photographer facing west.

102. 856-860 Briarcliff Road; photographer facing northwest.

(HPD WORD form version 11-03-01)

Sanborn Fire Insurance Maps for 1911, 1923, 1932, 1950.

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** Briarcliff Hotel
( ) **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