

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



965

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

### 1. Name of Property

historic name McDonough-Adams-Kings Highway Historic District  
other names/site number \_\_\_\_\_

### 2. Location

street & number Bordered by West College Avenue, Kings Highway, Oakview Road,  
and McDonough Street.


 not for publication  
city or town Decatur vicinity \_\_\_\_\_  
state Georgia code \_\_\_\_\_ county DeKalb code 089 zip code 30030

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

David C. Crass 5 NOV. 2013  
Signature of certifying official/Title Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date  
Historic Preservation Division, Georgia Dept. of Natural Resources  
State or Federal agency/bureau or Tribal Government

In my opinion, the property  meets  does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government \_\_\_\_\_

### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register  determined eligible for the National Register
- determined not eligible for the National Register  removed from the National Register
- other (explain:)

for Edson H. Beall 12.24.13  
Signature of the Keeper Date of Action

McDonough-Adams-Kings Highway Historic District  
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DeKalb, Georgia  
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**5. Classification**

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

**Category of Property**  
 (Check only one box.)

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

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

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

Contributing	Noncontributing	
118	40	buildings
1	0	sites
0	0	structures
0	0	objects
119	40	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

N/A

**6. Function or Use**

**Historic Functions**  
 (Enter categories from instructions.)

**Current Functions**  
 (Enter categories from instructions.)

DOMESTIC/single dwelling

DOMESTIC/single dwelling

RELIGION/religious facility

RELIGION/religious facility

**7. Description**

**Architectural Classification**  
 (Enter categories from instructions.)

**Materials**  
 (Enter categories from instructions.)

LATE VICTORIAN: Queen Anne

foundation: STONE; BRICK

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS:

Classical Revival, Colonial Revival

walls: BRICK; WOOD: weatherboard

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY

AMERICAN MOVEMENTS: Prairie School,

Bungalow/Craftsman

MODERN MOVEMENT: Ranch

roof: ASPHALT

other: \_\_\_\_\_

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### **Narrative Description**

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

#### **Summary Paragraph**

The McDonough-Adams-Kings Highway Historic District is a residential neighborhood located south of downtown Decatur. Houses in the district date from the early through the mid-20<sup>th</sup> century. A majority of the houses were built between 1910 and 1940 and retain a high degree of integrity. Common house types in the district are Bungalow, American Small House, Ranch House, English Cottage, American Foursquare, and Georgian House. The common architectural styles are Craftsman, English Vernacular Revival, and Colonial Revival. Twenty-one houses are designs by Atlanta architect Leila Ross Wilburn, who published numerous pattern books for houses in the first half of the 20<sup>th</sup> century.

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### **Narrative Description**

*The following description was prepared by Deborah Harvey, consultant, with editing by Lynn Speno, Historic Preservation Division. The February 17, 2011 "McDonough-Adams-Kings Highway Historic District" Historic District Information Form is on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.*

The McDonough-Adams-Kings Highway (MAK) Historic District is located south of downtown Decatur, which is a small city east of Atlanta. The city of Decatur was incorporated in 1823, the same year it was designated as the DeKalb County seat. In 1900 city leaders expanded the boundaries of Decatur to a half-mile circle centered on the courthouse to spur the growth of the city. This expansion brought the northern half of what would become the MAK district within the confines of the city. The neighborhoods that grew out of this expansion came to be known as "Little Decatur."

The district lies south of the CSX railroad and between Kings Highway on the west and South McDonough Street on the east. Agnes Scott College is located east of the district and the Oakhurst neighborhood is on the west. Streets are laid out in a grid pattern with South McDonough and Adams streets and Kings Highway as the north-south streets and Ansley, West Hancock, and West Davis streets as the main east-west streets. It consists of 11 city blocks of varying sizes arranged in an irregular grid pattern and is one of Decatur's first designed residential subdivisions. Houses are situated on narrow lots with generally a uniform setback, informal yards, sidewalks, and street trees. The houses are located to one side of the lot to provide for driveway access to the rear of the yard. Auxiliary buildings such as garages usually face the street and are mostly detached from the main house and located to the rear of the yard. The district is of typical early 20th-century density, with most houses set closely together on lots approximately 50-feet wide. Of the 166 lots in the district, there are several vacant lots. A couple of the houses have a double lot with garden areas in the adjacent lot. One of the houses on Oakview Road includes a large community garden that was established in 1997 (photograph 19).

The district consists of four separate areas based on developmental history. West College Avenue has houses constructed from the late 1800s to c.1900. These houses are unique to south Decatur. They represent the era of residential development when houses hugged the railroad tracks, their transportation lifeline. After the advent of the streetcar and the automobile, development spread south, no longer restrained by the need to be near the railroad. Kings Highway primarily contains Craftsman-style houses constructed between 1910 and 1940. The third area consists of Adams Street and South McDonough Street. Mayson & Weekes, a local partnership begun for the purpose of developing this area, intended for Adams Street to be the most exclusive street in the neighborhood. The fourth area is the section between West Davis Street and Oakview Road, historically owned by the Scott Investment Company and developed in the late 1920s.

The district is residential except for the noncontributing church building located at 204 Adams Street. Contributing houses are predominantly Craftsman-style Bungalows, two-story American-Foursquare houses with Colonial Revival, Prairie, or Craftsman-style details, and American Small Houses with Colonial Revival or English Vernacular Revival-style details or no academic style. The district also includes cottages of Queen Anne and English Vernacular style or no academic style, and Ranch houses, plus a selection of other period house types and styles such as Folk Victorian. Except for Kings Highway, which is notable for its collection of intact Craftsman-style Bungalows, the district is an eclectic mix of styles throughout, with no particular style dominating in any section of the district.

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The local development firm of Mayson & Weekes bought extensive property within the neighborhood and began buying land c.1907. Houses within this development were originally required to be two-story; therefore most two-story houses are located in the north end of the district where the earliest construction occurred. This height requirement was dropped early on, making possible the construction of one-story infill housing such as the Craftsman-style Bungalows and English Vernacular Revival-style cottages.

Leila Ross Wilburn, Georgia's second female registered architect, was hired by Mayson & Weekes to design speculative houses for their new development along South McDonough Street, Adams Street, and Kings Highway between 1910 and 1914. Many of her designs for this development were later published in her plan books. Wilburn's designs ranged from two-story Classical Revival-style houses through Craftsman Bungalows to Ranch houses, all of which are represented in the district. The oldest extant Wilburn-designed house in the neighborhood is located at 205 Adams Street and was constructed in 1912. It is a two-story Classical Revival-style house.

Twenty-one houses in the district are documented designs of Leila Ross Wilburn (1885-1967). Those houses attributed to Wilburn include: 205, 213, 303, 304, 309, 310, 315, 326, 334, 338, 356, 414, 416, and 423 Adams Street; 103, 143, 147, 208, and 237 Kings Highway; and 149 and 351 South McDonough Street. All of the houses appear in her pattern books, in either *Southern Homes and Bungalows*, *Brick and Colonial Homes*, or *Ideal Homes of Today*.

Wilburn's two-story American Foursquare-type house is well represented in the district. Examples include 338 Adams Street (photograph 31), 309 Adams Street (photograph 34), and 213 Adams Street (photograph 35). Additionally, other houses in the district exhibit design characteristics favored by Wilburn. Typical characteristics of her work include: columns on cut-granite pedestals, porte-cocheres, trellis work (frequently in combination with paired columns), terraces (alone or in combination with porches) and bracketed cornices. Most of the houses are wood-framed, though a few are brick, and many of the Craftsman-style Bungalows have masonry porch supports or other decorative details.

The common architectural styles in the MAK district are Craftsman, English Vernacular Revival, Prairie, and Colonial Revival. Style refers to the applied ornament on a building. Most houses in Georgia have some elements of a defined style and can be said to have "elements of a style" or a "vernacular interpretation" of a style as defined in *Georgia's Living Places: Historic Houses in their Landscaped Settings*, a statewide context.

**English Vernacular Revival-style** houses in the district are either masonry or frame and are detailed with steeply pitched, front-gable extensions with decorative half-timbering, brick chimneys, and multi-paned windows. This style was a common early 20<sup>th</sup> century style in suburbs throughout Georgia. Designed by Wilburn, the English Vernacular Revival-style cottage at 351 South McDonough Street (photograph 48) is a good example of this style. Another example of a masonry English Vernacular Revival-style house is located at 146 Adams Street (photograph 36).

The **Colonial Revival style** was a popular style in Georgia from the 1890s through the 1940s and beyond. Most houses in this style are symmetrical with details such as classical cornices, dentils, and pediments. Often just a few of these details were applied to a building. The two-story American Foursquare house at 327 Adams Street is a good example of this style with a classical entrance and round porch columns.

A two-story house at 430 Adams Street shows **Prairie-style** influence in the details (photograph 24). The emphasis on the horizontal defines this American style. The house is generally two stories in height with a one-story porch and wings. The Prairie style was not used much in Georgia due to the popularity of revival styles. Most examples in Georgia date from the 1920s and 1930s and are found in city neighborhoods.

Many of the houses in the district exhibit **Craftsman-style** details. This style was very popular in Georgia during the early 20<sup>th</sup> century. Wide overhanging eaves, exposed rafters, and porches with square columns set on heavy masonry piers are typical features of this style and can be seen in the house at 407 Adams Street (photograph 27). This style is often associated with the Bungalow type, but can be found on other types of houses.

As defined in *Georgia's Living Places: Historic Houses in their Landscaped Settings*, house "type" refers to the overall form of the house, including the outline or layout of the main rooms. Common house types in the district are Bungalow, American Small House, Ranch House, English Cottage, American Foursquare, and Georgian House.

**Bungalows** are generally rectangular, one story or one-and-a-half story of frame construction with clapboard siding, with deep, recessed front porches supported by sturdy, square or round, wood columns on masonry bases, broad eaves with

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exposed rafter tails, and multi-light windows. Located predominately on Kings Highway, most of the Bungalows in the district have Craftsman-style details. The house at 127 Kings Highway is typical of this house type (photograph 4). The gable-front house at 139 Kings Highway (photograph 5) is also a good example of a Craftsman-style Bungalow. It has a deep front porch with a front-gable roof supported by stone half-pillars topped with round wood columns. Decorative brackets are located under the eaves. A small Palladian-style window is located above the porch. The front door is flanked by full-length sidelights. The door, sidelights, and windows have vertically-divided lights.

**American Foursquare** houses are two-story, wood-frame houses covered in clapboard, generally square in plan, with low-pitched hipped roofs, often with a front dormer, with single-story front porches. Most of the American Foursquare-type houses in the district have either Prairie or simplified Colonial Revival-style detailing. The houses at 327 and 430 Adams Street are typical of this house type (photograph 24).

**Ranch houses**, in DeKalb County and in Georgia in general, are characteristically red brick with low-pitched, hipped roofs, and minimalist front stoops and Colonial Revival-style detailing in the form of shutters at the windows and columns supporting gabled porch roofs over the front door. The house at 307 Ansley Street is an excellent example of a Colonial Revival-style Ranch house (photograph 6).

There are two small houses of no particular architectural style that are located at 333 and 339 Adams Street (photograph 32) and were constructed prior to 1924. These houses are sited at the back of the lots and were likely intended to be temporary.

There are some houses that have no type as defined in *Georgia's Living Places: Historic Houses in their Landscaped Settings*. An example of these include the houses in photograph 10 on King Highway. The houses have Colonial Revival or Craftsman detailing, including the entrance pediment and dentil molding on 247 Kings Highway and the brackets and multi-light windows on 239 Kings Highway.

Almost all houses in the district have good to excellent integrity, though some have obvious modifications. Most have some auxiliary buildings in the rear yard, usually a garage. Earlier houses have sidewalks leading from the front porch to the public sidewalks lining the streets, but later houses have front sidewalks connecting to the driveway rather than to the public sidewalk, indicating a shift in orientation from pedestrian to the automobile (photographs 30 and 47).

The typical streetscape is a rhythmic pattern of similarly sized houses on narrow lots situated under a mature tree canopy (photographs 8, 11, and 22). Streets are standard width for early 20th-century residential streets not intended as major thoroughfares and seem even narrower because parking is allowed along the streets. There are some low retaining walls of Georgia granite along Adams Street. There are sidewalks on both sides of most of the streets. Automobile ownership was accommodated by a driveway leading to a single-car, detached garage in the rear of the property. Houses tend to be built close to one side of the lot, with the driveway close to the other side, providing a rhythm of spaces between houses. A street survey yielded a count of 52 auxiliary buildings in the district, mostly garages or garage-type structures. (These are not included in the resource count.) The majority of these are freestanding, wood-framed, one-story buildings with clapboard siding and asphalt shingle roofs, but there are a few two-story buildings that appear to have possible living spaces above the garages. Some of the one-story buildings also appear to have some kind of dwelling, office, or workroom area attached to them. Few original garages survive in this neighborhood; most are newer construction.

Front yards are informally landscaped; rear yards are private and often fenced from the street view. Side yards are minimal due to the narrow lots and generally have only grass or the driveway, with no significant landscaping. There are no designed parks in the district, although the small island at the entrance to Kings Highway from West College Street is designated a "Park" on the 1913 E. Rivers Realty Company plat. This small historic landscaped element on Kings Highway is counted as a contributing site (photograph 2).

A parking deck belonging to Agnes Scott College that is located along South McDonough Street is not included within the boundaries of the district. The two houses along that same section of South McDonough Street are counted as discontinuous contributing resources of the MAK district as they are historically associated with the district.

Noncontributing buildings within the district include those buildings that have been significantly altered from their historic appearance or were constructed after the end of the period of significance. An example is the house at 120 Adams Street (photograph 38) that has been altered and enlarged. The house at 212 Kings Highway (photograph 7) has also been altered from its historic appearance by the addition of a pop-up side addition on the second floor.

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There is one noncontributing community landmark building located at 204 Adams Street that was constructed after the end of the period of significance. This Modern-style brick church with a front-facing gable was built in 1967. It was built to replace the First Christian Church of Decatur, which moved to Ponce de Leon Avenue in 1950, so the presence of a church in this neighborhood is historic, but the building that is there now is not.

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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE  
COMMUNITY PLANNING AND DEVELOPMENT  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

c.1900-1963  
\_\_\_\_\_

**Significant Dates**

c.1900-approximate date of earliest house  
1907 - first land purchase by P. L. Weekes  
1963 – end of the historic period

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Wilburn, Leila Ross  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance (justification)**

The period of significance begins c.1900, the approximate date of construction for the first house located in the neighborhood and ends in 1963, the end of the historic period.

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**Criteria Considerations (explanation, if necessary)**

N/A

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

The McDonough-Adams-Kings Highway Historic District is significant at the local level under Criterion C in the area of architecture for its collection of intact, historic houses representing common house types and architectural styles found in Decatur and other Georgia towns during the early through mid-20<sup>th</sup> century. The district is also significant in the area of architecture for its collection of houses designed by Leila Ross Wilburn, which includes both commissioned works and examples from her pattern books. Wilburn was hired by Mayson & Weeks to design speculative houses in their development between 1910 and 1914. Many of her designs for the neighborhood were later published in her plan books. The historic district is significant under Criterion A in the area of community planning and development as a good example of an early to mid-20<sup>th</sup>-century white, middle-class, residential neighborhood in Decatur.

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

The McDonough-Adams-Kings Highway Historic District is significant at the local level in the area of architecture for its good intact collection of historic house types and styles, as identified in *Georgia's Living Places: Historic Houses in Their Landscaped Settings*, a statewide context. Included within the district are excellent examples of early to mid-20<sup>th</sup> century house types and styles common in similar neighborhoods that retain a high degree of integrity. House sizes range from modest to very large. Common house types in the district are Bungalow, American Small House, Ranch House, English Cottage, American Foursquare, and Georgian House. The common architectural styles are Craftsman, English Vernacular Revival, Prairie, and Colonial Revival. The district has the largest concentration of two-story houses in Decatur. A planned development of two-story houses of this magnitude was not again undertaken in Decatur for more than 70 years.

Leila Ross Wilburn, Georgia's second female registered architect, was hired by the development firm of Mayson & Weekes to design speculative houses for their new development along South McDonough Street, Adams Street, and Kings Highway between 1910 and 1914. Many of her designs for this development were later published in her plan books. Wilburn's designs ranged from two-story Classical Revival-style houses through Craftsman Bungalows to Ranch houses, all of which are represented in the district. The oldest, extant, Wilburn-designed house in the neighborhood is located at 205 Adams Street and was constructed in 1912. It is a two-story Classical Revival-style house.

Wilburn concentrated on residential architecture throughout her career. She established close ties with Atlanta contractors, developers, realtors, and builders, including Randall Brothers. In exchange for recommending Randall Brothers' building supplies, the company agreed to publish her first plan book, *Southern Homes and Bungalows*, in 1914. This was followed by *Brick and Colonial Homes*, *Homes in Good Taste*, *Ideal Homes for Today*, *Ranch and Colonial Homes*, *60 Good New Homes*, and *Bran-New Homes*. Her plan books joined a tradition popularized in the 1880s by the *Ladies' Home Journal*, which at that time began to publish plans for moderately priced houses. "Builders and contractors throughout Georgia used Wilburn's design books, and her plans were featured nationally in publications such as *Ideal Homes of Today* and *Southern Homes*." According to Atlanta-based architectural historian, Robert Craig, Wilburn's plans were widely built throughout Atlanta and Georgia, "where there are more houses by Wilburn than by any other architect from any period." In addition to the houses Wilburn designed in Decatur, her residential designs can be found throughout Atlanta's early developments in Inman Park, Druid Hills, Candler Park, Ansley Park, Midtown, Boulevard, and Morningside.

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In her early plan books, Wilburn emphasized her status as a Southerner and a woman in order to appeal to homemakers and underscore her knowledge of domestic space. "Being a woman, I feel that I may know the little things that should go in it to make living in the house a pleasure to the whole family," she wrote in *Ideal Homes for Today*. Her Southern roots are revealed in her designs for large porches on the first floor and second-floor sleeping porches. She also recommended the planting of large shade trees. Of the 79 house plans in *Southern Homes and Bungalows*, only 11 recommended furnaces for heating; the rest relied on fireplaces. Wilburn embraced the principles of scientific home management then in vogue in women's magazines and books around the turn of the 20th century, by including in her designs "step-saving kitchens," folding beds, money-saving stock millwork, and the like. "The arrangements of the rooms are simple and designed to minimize housework," she wrote in *Southern Homes and Bungalows*. "All rooms are large and numerous closets will be appreciated," she noted of another plan.

She began designing houses during a transitional period between the Victorian, center-hall design and the more compact, Bungalow style. By 1915 Wilburn listed herself in the *Atlanta City Directory* as a "scientific designer of artistic bungalows." Throughout her career, she remained in step with current fashions in house design, switching to Ranch-style houses after they became popular during and after World War II. The majority of her Ranch designs were executed during the 1950s.

Leila Ross Wilburn was one of only two women registered as an architect in Atlanta in 1920. Through her plan books, she influenced neighborhoods throughout Georgia and the rest of the country. In a 1924 *Atlanta Journal* article, Wilburn articulated her love of architecture, saying, "It took me long years to build up a clientele, and I know that the first years are far from easy. The experience is compensated for today, however, by the pleasure which comes from building houses. There is nothing I like better, and I don't believe I'd be satisfied with any other job in the world." Wilburn died in 1967 and is buried in the Decatur cemetery. In 2003 she was inducted into the Georgia Women of Achievement.

The district is locally significant in the area of **community planning and development** as a good example of an early to mid-20<sup>th</sup>-century white, middle-class, residential neighborhood in Decatur that has retained its historic layout of streets and lots.

The development of the neighborhood depended first upon the railroad, secondly upon the street railway, and later upon the automobile. Both the north and south boundary lines of the district reflect the rail lines. The roads within the district, laid primarily in a grid pattern, provided access to both of the public means of transportation. The houses within the district retain their driveways, some garages, and sidewalks.

The first street railway service between Atlanta and Decatur, inaugurated in 1891 by the Metropolitan Street Railway Company, brought opportunity for growth to the south side of the railroad tracks in Decatur. The steam-powered street railway came into Decatur from Atlanta along Oakview Road, then curved north to South Candler Street, which, at that time, was known as Haddock Street. A year later, Joel Hurt, developer of Inman Park in Atlanta, and the Atlanta Consolidated Street Railway Company acquired the Metropolitan Company, which then became the Atlanta Railway and Power Company. The steam-powered street railway was converted to electricity in 1894. With efficient public transportation in the area, residential development followed, and the city moved to include the new developments within its taxable borders. The area in which the district is located was incorporated into the boundaries of the city in two stages. The city of Decatur extended its boundaries to one-half mile from the DeKalb County Courthouse in 1900, encompassing the north half of the district as far as Dougherty Street, and the south half was incorporated into the city in 1907 when the city extended its boundaries southward to Hill Street.

The largest portion of the development of the neighborhood is attributed to Poleman L. Weekes and John W. Mayson. In 1907 when the City of Decatur expanded the city boundaries south of the railroad, Poleman L. Weekes purchased land south of Ansley Street, north of West Davis Street, east of Kings Highway, and west of South McDonough Street. Shortly afterward, Weekes was joined by Dr. John W. Mayson to form Mayson & Weekes. The two purchased

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additional property in 1910 for developing a planned residential neighborhood. Most of the neighborhood was developed by Mayson & Weekes who hired Leila Ross Wilburn, a Decatur resident and Georgia's second woman architect, to design houses for their development.

The Mayson & Weekes subdivision included all the land south of Ansley Street to West Davis Street on both sides of Kings Highway, all the land between Dougherty Street and West Davis Street on both sides of Adams Street and the west side of South McDonough Street, and lots on both sides of Adams Street between West College Avenue and Ansley Street. The rest of the property was in the hands of the E. Rivers Realty Company, which developed the land on either side of Kings Highway north of Ansley Street. The Scott Investment Company, owned the property between West Davis Street and Oakview Road. Members of the Bothwell family, owned and occupied the land between South McDonough, Adams, Ansley, and West Dougherty streets, as well as land north of Ansley Street on the west side of South McDonough Street. The Washington Syndicate owned property along West College Avenue and Ansley Street west of South McDonough Street.

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**Developmental history/additional historic context information** (if appropriate)

*The following developmental history was prepared by Deborah Harvey, consultant, with minimal editing by Lynn Speno, Historic Preservation Division. The February 17, 2011 "McDonough-Adams-Kings Highway Historic District" Historic District Information Form is on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.*

**Early Settlement History**

White settlers came to the area that is now DeKalb County by the late 1700s, especially after the American Revolutionary War, and settled sparsely among the Native American tribes already living there. However, white settlement gained momentum around the turn of the 19th century, creating tensions between the United States and the native tribes. In 1821, resident tribes signed the Indian Springs Treaty, which ceded land that would become DeKalb County. DeKalb County was incorporated in 1822 and named after Baron Johann DeKalb, a Revolutionary War hero.

**Early Landowners in the District**

The city of Decatur was incorporated in 1823. A local civic leader, William Jackson, who helped to get the city incorporated, owned 170 acres of farmland in 1843, likely growing cotton, the principal crop at the time.<sup>1</sup> His house, located at the corner of South McDonough Street and what is now East Benson Street, served as the meeting place for the DeKalb County Superior and Inferior courts before the town was established and the courthouse built.<sup>2</sup> In 1866 Dr. Peter Hoyle owned a plantation and a mill on the land where Agnes Scott College now stands. An undated map of the area locates the "Hoyle Home" on a large lot at the corner of West College Avenue and Hoyle Street, which later became South McDonough Street. Ann W. Dougherty is also identified as a landowner in 1866. Jesse Ansley moved to the area in 1872, and his brother, Major David Henry Ansley moved there in 1883.<sup>3</sup> Georgia Hoyle Adams, daughter of Peter Hoyle and wife of John Q. Adams, both of Wilkes County, Georgia, owned land in 1880, likely inherited from her father. Names of these early landowners surfaced later in the street names of the district. Another significant landowner was George W. Scott, the benefactor of Agnes Scott College, who owned the land between what is now West Davis Street and Oakview Road.<sup>4</sup> Another group of men from Wilkes County, calling themselves The Washington Syndicate, also purchased land in the area.

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<sup>1</sup> Franklin Garrett, *Atlanta and Its Environs* (Athens, Georgia: University of Georgia Press, 1969), I, p. 35, footnote 13.

<sup>2</sup> City of Decatur, 1992, p. 1-11.

<sup>3</sup> *Ibid.*, p. 1-12.

<sup>4</sup> Miriam Mathura, "MAK Neighborhood History," unpublished, 1986, located in the library archives of the DeKalb County Historical Society, Decatur, Georgia, p. 3.

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### **The American Civil War: the Battle for Atlanta**

Before the battle for Atlanta began on July 22, 1864, General William Tecumseh Sherman ordered his Union troops to destroy the railroad that provided supplies to Atlanta. Part of this effort involved the Georgia Railroad, which ran between Atlanta and the port city of Charleston, South Carolina, through Decatur, Clarkston, Stone Mountain, Augusta, and points east. Federal troops destroyed the railroad from Clarkston to the city limits of Atlanta by burning the railroad ties, which heated the metal rails to a malleable condition, and then twisting them around tree trunks to prevent them from being re-laid. These twisted ties famously became known as "Sherman's neckties." In order to assure that the Confederate forces did not retake the railroad and rebuild it, Federal troops planted lookout positions atop a portion of the ridge near the tracks in Decatur. South of the ridge, they dug shallow trenches from what is now Adams Street, through the present-day Agnes Scott campus, across South Candler Street to Columbia Drive. Traces of these trenches and breastworks remain today in the neighborhood.

### **Postwar**

Decatur, like the rest of Georgia, languished after the close of the Civil War. The population dropped to nearly half its pre-war numbers. In 1877 a survey of Decatur undertaken by city government to assess the development possibilities of the town showed only one street penetrating south of the railroad tracks: South McDonough Street leading to McDonough, Georgia. City leaders decided to focus on development between the city limits and the area south of the railroad. In the closing years of the 19th century, most development occurred just outside the city limits. As was fashionable in the latter part of the 19th century, wealthy families built their houses along the railroad, and what is now West College Avenue, south of the tracks, became one of Decatur's fashionable suburbs, with High Victorian-style houses on large lots lining the south side of the street. In 1900 city leaders expanded the boundaries of Decatur to a half-mile circle centered on the courthouse to further spur the growth of the city. This expansion brought the northern half of what would become the McDonough-Adams-Kings Highway (MAK) neighborhood within the confines of the city.

### **Advent of the Street Railway and City Annexation**

The first street railway service between Atlanta and Decatur, inaugurated in 1891 by the Metropolitan Street Railway Company, brought tremendous opportunity for growth to the south side of the freight railroad tracks south of Decatur. The street railway came into Decatur from Atlanta along Oakview Road, then curved north to South Candler Street, which, at that time, was known as Haddock Street. This first street railway was steam-powered, with one steam railcar pushing a series of unpowered cars. A year later, Joel Hurt, developer of Inman Park in Atlanta, and the Atlanta Consolidated Street Railway Company acquired the Metropolitan Company, which then became the Atlanta Railway and Power Company. The steam-powered street railway was converted to electricity in 1894.<sup>5</sup> With efficient public transportation in the area, residential development followed, and the city moved to include the new developments within its taxable borders. The city of Decatur extended its boundaries to one-half mile from the DeKalb County Courthouse in 1900, encompassing the north half of the district as far as East Dougherty, and the south half was incorporated into the city in 1907 when the city extended its boundaries southward to Hill Street.

### **History of the Street Names**

The oldest street in the district and, indeed, one of the oldest in Decatur, is South McDonough Street, which was also named Hoyle Street south of the railroad tracks. South McDonough Street was the road between Decatur and McDonough, Georgia. It was established in 1823 by order of the Inferior Court of DeKalb County, which also established a Roads Commission for the county and appointed commissioners to build and maintain roadways.<sup>6</sup> Adams Street was named for Georgia Hoyle Adams, daughter of early landowner, Peter Hoyle, and Dougherty Street was named for Ann W. Dougherty, who was also related to Peter Hoyle. Kings Highway may have been named for Porter King, a lawyer and former mayor of Atlanta, who purchased land along the street between 1901 and 1910.

<sup>5</sup> Georgia State University, 2009, p. 29.

<sup>6</sup> Ibid, p. 27.

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Ansley Street was named for the Ansley family, early landowners in the area. West Davis Street was also originally called Hogue Street after a member of the Washington Syndicate, but the name of part of it was likely changed after William J. Davis bought land there in 1908 for the syndicate. The Washington Syndicate plat of the area uses both names, but Hogue Street was dropped by 1910 in favor of Davis Street.

### **Mayson & Weekes**

Poleman L. Weekes purchased part of the tract of land south of Ansley Street, north of West Davis Street, east of Kings Highway, and west of South McDonough Street from Georgia Hoyle Adams, in 1907, the same year the City of Decatur annexed the property. Shortly afterward, Weekes was joined by Dr. John W. Mayson to form the firm of Mayson & Weekes. The two purchased the remainder of the Adams property in 1910 for the purpose of developing a planned residential neighborhood there.<sup>7</sup> Both men were prominent citizens of Decatur.

Poleman L. Weekes was born in 1868, the son of John Weekes, an itinerant schoolteacher, and Clara White Weekes. The family moved to Decatur in 1888. With his two brothers, Charles L. and W. Hamilton Weekes, Poleman Weekes founded Weekes Brothers, a mercantile establishment, in a two-story frame building at the corner of Church and Sycamore streets in Decatur. Their business expanded to other buildings, but, after 20 years in the mercantile business, Poleman Weekes sold his share of the business to become a real estate developer. He became locally prominent and is credited with several real estate developments around Decatur, but his first effort was in the McDonough-Adams-Kings Highway neighborhood with his business partner, Dr. John W. Mayson.<sup>8</sup> Poleman L. Weekes died December 29, 1952.<sup>9</sup>

Dr. John W. Mayson was born April 30, 1852, the son of William Charles Mayson and Sarah Williams Mayson. He married Susan Ozella Collier and established a home in 1890 on Church Street in Decatur, although his practice was in Fulton County. Dr. Mayson was active in politics: he served for 12 years as the mayor of Decatur and also as a state legislator for three terms. He died on October 7, 1916, and is buried in the Decatur Cemetery.

### **Leila Ross Wilburn**

Mayson & Weekes engaged Decatur architect Leila Ross Wilburn to design speculative houses in their new development, in which she also lived. Many of these designs are featured in Wilburn's first plan book, *Southern Homes and Bungalows*, published in 1914.

Leila Ross Wilburn was born in 1885 in Macon, Georgia, the oldest of five children. Her family moved to Atlanta between 1884 and 1888, where her father was employed as a bookkeeper. She attended Agnes Scott Institute (now Agnes Scott College) in Decatur between 1902 and 1904, and developed "a strong interest in architecture," hiring "private tutors who taught her architectural drawing."<sup>10</sup> By 1906 she was employed as a drafter by B.R. Padgett & Son, an Atlanta contractor and architect. In 1908 Wilburn began her own practice as an architect. The following year, her father died and she became the primary breadwinner for her mother and younger siblings. The 1910 U.S. Federal Census, conducted in April and May of that year, enumerated her living on North Candler Street with her mother, also Leila Ross Wilburn, her brothers, Joseph and Ross, and her sisters, Alice and Llewellyn. The family moved to 127 Adams Street in the new Mayson & Weekes subdivision in 1911, where she designed houses for the development

<sup>7</sup> City of Decatur, 1992, p. 11-12.

<sup>8</sup> Ralph Bugg, "Weekes brothers helped build city; operated general store many years," article in unknown newspaper, 1948, clipping found in the archives of the DeKalb County Historical Society, Decatur, Georgia.

<sup>9</sup> Unknown author, "Deaths and Funerals," unknown newspaper, 1952, in scrapbook of obituaries located in the archives of the DeKalb County Historical Society, Decatur, Georgia.

<sup>10</sup> Georgia State University, 2009, p. 61.

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growing up around her. Wilburn's house on Adams Street was demolished in the early 1970s to make room for the new Renfro Middle School.

Wilburn concentrated on residential architecture throughout her career, although she did help to design the gymnasium for Ft. McPherson during World War I. She established close ties with Atlanta contractors, developers, realtors, and builders, including Randall Brothers. In exchange for recommending Randall Brothers' building supplies in her plans, the company agreed to publish her first plan book, *Southern Homes and Bungalows*, in 1914. This was followed by *Brick and Colonial Homes*, *Homes in Good Taste*, *Ideal Homes for Today*, *Ranch and Colonial Homes*, *60 Good New Homes*, and *Bran-New Homes*. Her plan books joined a tradition popularized in the 1880s by the *Ladies' Home Journal*, which at that time began to publish plans for moderately priced houses. "Builders and contractors throughout Georgia used Wilburn's design books, and her plans were featured nationally in publications such as *Ideal Homes of Today* and *Southern Homes*."<sup>11</sup> According to architectural historian, Robert Craig, her plans were widely built throughout Atlanta and Georgia, "where there are more houses by Wilburn than by any other architect from any period."<sup>12</sup>

According to the *Decatur Historic Preservation Resource Manual*, "Wilburn's work [was] characterized by a free mix of styles and types ranging from Tudor [English Vernacular Revival] to Craftsman, foursquares through Bungalows. All of these house forms are prevalent throughout Decatur." In her earlier plan books, Wilburn emphasized her status as a Southerner and a woman in order to appeal to housewives and underscore her knowledge of domestic space. "Being a woman, I feel that I may know the little things that should go in it to make living in the house a pleasure to the whole family," she wrote in *Ideal Homes for Today*. Her Southern roots are revealed in her designs for large first floor and sleeping (second floor) porches and in her editorial comments in *Southern Homes and Bungalows*, in which she recommended the planting of large shade trees. Of the 79 house plans in *Southern Homes and Bungalows*, only 11 recommended furnace heating; the rest relied on fireplaces. Wilburn embraced the principles of scientific home management then in vogue in women's magazines and books around the turn of the 20th century, including in her designs "step-saving kitchens," folding beds, money-saving stock millwork, and the like. "The arrangements of the rooms are simple and designed to minimize housework," she wrote in *Southern Homes and Bungalows*. "All rooms are large and numerous closets will be appreciated," she noted of another plan.

In addition to the houses she designed in Decatur, Wilburn's houses, apartment buildings, and duplex designs can be found throughout Atlanta's early developments in Inman Park, Druid Hills, Candler Park, Ansley Park, Midtown, Boulevard, and Morningside. She began designing houses during a transitional period between the Victorian, center-hall design and the more compact, Bungalow style. By 1915 Wilburn listed herself in the *Atlanta City Directory* as a "scientific designer of artistic bungalows." Throughout her career, she remained in step with current fashions in house design, switching to the design of Ranch houses after they became popular during and after World War II. The majority of her Ranch designs were executed during the 1950s.<sup>13</sup>

Wilburn was one of only two women registered as an architect in Atlanta in 1920. Through her plan books, she influenced neighborhoods throughout the Southeast. In a 1924 *Atlanta Journal* article, Wilburn articulated her love of architecture, saying, "It took me long years to build up a clientele, and I know that the first years are far from easy. The experience is compensated for today, however, by the pleasure which comes from building houses. There is nothing I like better, and I don't believe I'd be satisfied with any other job in the world." Wilburn died in 1967 and is buried in the Decatur cemetery. In 2003 she was inducted into the Georgia Women of Achievement.

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<sup>11</sup> Ibid.

<sup>12</sup> Ibid.

<sup>13</sup> Ibid, pp. 62, 176.

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### **Development of the MAK District, 1910-1930**

The developers of this area were residents of Decatur. Although the Washington Syndicate platted its holdings, possibly laying out and naming the streets, it does not appear that it developed any of its holdings, but simply sold parcels to local developers and individuals.

The Mayson & Weekes subdivision included all the land south of Ansley Street to West Davis Street on both sides of Kings Highway, all the land between Dougherty Street and West Davis Street on both sides of Adams Street and the west side of South McDonough Street, and lots on both sides of Adams Street between West College Avenue and Ansley Street. The rest of the property was in the hands of the E. Rivers Realty Company, which developed the land on either side of Kings Highway north of Ansley Street; the Scott Investment Company, which owned the property between West Davis Street and Oakview Road; members of the Bothwell family, which owned and occupied the land between South McDonough, Adams, Ansley, and West Dougherty streets, as well as land north of Ansley Street on the west side of South McDonough Street; and the Washington Syndicate, which still owned property along West College Avenue and Ansley Streets west of South McDonough Street.

Except for Kings Highway and the portion of Ansley Street that runs through the district, both of which have a slightly curvilinear configuration, the development was laid out in a grid pattern, although the blocks were of varying dimensions. The southern boundary, Oakview Road, was defined by the broad curve made to enable the street railroad to turn north between South McDonough and South Candler streets. Mayson & Weekes eliminated the planned cut-through of Hancock Street to Greenwood Avenue in 1913, but the original arrangement has not otherwise been compromised since the development was first platted. Adams Street was intended to be the most exclusive street in the Mayson & Weekes subdivision, with two-story houses ranging in price from \$3,000 to \$3,500.<sup>14</sup> The earliest house designed by Leila Ross Wilburn in this subdivision that is still extant, a Classical Revival-style house, was built in 1912 at 205 Adams Street.

The 1910 U.S. Federal Census indicates residences only along West College Street, South McDonough Street, and, possibly, Ansley Street, although the Ansley family are the only ones enumerated there. By October 1910, the Mayson & Weekes plat of their subdivision shows ten lots sold on Adams Street between West College Avenue and Ansley Street, with five houses constructed, one of which was Leila Ross Wilburn's own house on Lot #4. An additional six lots had been sold on South McDonough Street between Dougherty and West Hancock streets, and two houses had been constructed. One house had been constructed on South McDonough Street south of West Hancock on a double lot on the corner. Also, one house had been constructed on the east side of Kings Highway on a double lot north of West Hancock Street.

By 1912 Mayson & Weekes had completed 27 houses on Adams Street and were in the process of constructing two more, with another two planned. They had 25 houses yet to build, in addition to 39 lots on Kings Highway, on which construction was planned after completion of Adams Street.<sup>15</sup> A year later, gas service was introduced for the first time to the City of Decatur, enabling the residents of the new houses to enjoy the latest in modern amenities: gas-powered lighting and cooking stoves.<sup>16</sup> Also in 1913, the Bothwells, who apparently inherited land from an aunt, Sarah Lovejoy, platted their holdings on Ansley, Dougherty, and South McDonough streets, proposing 13 lots for development.

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<sup>14</sup> Unknown author, "Two Decatur Citizens Who Are Building Handsome Residences and Doing Splendid Development Work," (DeKalb County: *DeKalb New Era Illustrated Trade Edition*, Nov. 14, 1912).

<sup>15</sup> Ibid.

<sup>16</sup> Georgia State University, 2009, p. 39.

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House construction on Kings Highway was also underway by 1912. The E. Rivers Realty Company, which developed the section of Kings Highway between West College Avenue and Ansley Street, built some two-story houses similar to those on Adams Street, but they and Mayson & Weekes transitioned quickly to one-story or story-and-a-half Craftsman-style houses. In May of 1913, Mayson & Weekes re-platted their lots on Kings Highway to eliminate the cut-through of Hancock Street to Greenwood Street; thereby gaining an additional lot, but the single house constructed in 1910 had not yet been joined by additional construction on Kings Highway.

By 1920 only six lots remained on Adams Street down to West Hancock Street, but only three of 12 lots between West Hancock and West Davis Street held houses.<sup>17</sup> During World War I, the land south of West Davis Street, owned by the Scott Investment Company and still undeveloped in 1920, had been used for the DeKalb County Fair, likely due to the easy access to it by the street railway. Construction continued to be slow on Kings Highway. Although the 1924 Sanborn Fire Insurance map of the area shows that all but one of the E. Rivers Realty Company properties had been purchased and built, construction on Kings Highway was spotty south of Ansley Street. Of the 40 lots platted in the Mayson & Weekes portion of Kings Highway, 23 lots still remained available. Adams Street, on the other hand, only had five remaining lots, most nearer the southern end of the street, and South McDonough Street likewise only had four vacant lots, also located at the south end of the street. The Bothwell property had been re-platted as ten lots, of which only two remained empty. The Scott Investment Company property south of West Davis Street remained largely undeveloped, with only six houses and several outbuildings noted on the Sanborn map.

In the early 1920s, sidewalks were paved with hexagonal pavers along Adams Street, some of which remain today, but the street was cobblestone and dirt. Adams Street and Kings Highway were paved by 1926, the cost being borne by the property owners.<sup>18</sup> With the scarcity of available construction sites on Adams and South McDonough streets, construction increased on Kings Highway. By 1930, although the large lot at the southern end of the E. Rivers Realty Company development was still empty, only six other lots on the street remained available. Many of the houses in the area are featured in Leila Ross Wilburn's plan books, *Southern Homes and Bungalows*, *Ideal Homes*, and *Brick and Colonial Homes*, including some in the E. Rivers Realty development as prospective homeowners took advantage of the plans available for sale from the plan book.

Individuals also purchased lots in the Mayson & Weekes subdivision and built houses themselves rather than contracting for them through the development firm. Significant are two small vernacular houses at 333 Adams Street and 339 Adams, which were built by William Biggers and his brother in 1923 and 1920, respectively, with the intention of building larger houses later. The Great Depression of the 1930s intervened. The small houses, which break the prevailing setback, remain, and the larger houses were never built.<sup>19</sup>

### Early Residents

The 1910 U.S. Federal Census provides a profile of the area before development began. At the time of the census, Leila Ross Wilburn lived on North Candler Street, north of the railroad tracks, with her mother and four siblings, but her new house was completed shortly afterward, and she moved to Adams Street by the end of the year. All of the homeowners were white in 1910, although 16 of the residents were African-American because four families employed them as servants. A survey of homeowners' occupations revealed five real estate agents, three house carpenters, two bookkeepers, two insurance agents, two traveling salesmen, two accountants, a lawyer, a physician, a manager of a factory, a clerk, a dry goods merchant, a seller of flavoring extracts, a proofreader, a machine shop pattern maker, an inspector for the post office, and a retired farmer. Charles Bothwell, who lived on South McDonough Street with his aunt, Sarah Lovejoy, manufactured dental supplies. In addition, there were three schoolteachers, all unmarried

<sup>17</sup> 1920 Federal Census of Decatur, DeKalb County, Georgia, Militia District 13, District 28, reviewed online at [www.ancestry.com](http://www.ancestry.com).

<sup>18</sup> Lib Kennedy, oral reminiscences included in 1990 Decatur Historic District Nomination Form.

<sup>19</sup> Kathryn Ferris, oral reminiscences included in 1990 Decatur Historic District Nomination Form.

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daughters living in their fathers' houses. The area was clearly becoming established as a residential area for white, middle-class, white-collar workers. The following vignettes of early residents are taken from oral histories conducted with early residents and former residents with some additional information taken from the census records.

*Frank Broyles.* The Broyles family lived at 103 Kings Highway. According to the 1920 census, Robert Broyles owned a grocery store. By 1930, the business and the house had passed to a son, Julius Broyles. His son, Frank Broyles, played football for Decatur High School and then for Georgia Technical College, later becoming a coach for Georgia Institute of Technology. He also worked as a television sports commentator for several national networks. The Broyles family was the first on their street to own an automobile, and Sunday rides in the automobile were a fixture for the Broyles and Ferris families, according to Miss Kathryn Ferris.

*Kathryn Ferris.* Miss Ferris lived on Kings Highway between 1916 and the early 1980s. Her father, William Darius Ferris built their house at 153 Kings Highway in 1916. He was a textile engineer, but eventually became a travel agent, first for the railroad and later for the M.S. Lines, booking passage for travelers on the largest ships afloat at the time. According to Miss Ferris, her father traveled daily to his office in the Healey Building in downtown Atlanta by train from the Decatur station. Known as "the Accommodation," it was used by many Decatur businessmen with offices in Atlanta. Kathryn Ferris remembered the fun she and her brother had playing in unpaved Kings Highway and her mother's disappointment when they ruined their hand-embroidered clothes in the mud.

*Elizabeth Kennedy.* "Lib" Kennedy's grandmother, Mrs. Leila Ross Wilburn, moved to Adams Street with her family, which included Ms. Kennedy's mother, Alice, in 1911. After her husband's death, Alice Wilburn Frierson moved her family back to the neighborhood where she grew up, purchasing a house at 115 Adams Street, close to her own childhood home. Ms. Kennedy grew up in the neighborhood, and lived at 314 Adams Street in 1990. She recalled skating parties on the street after it was paved, especially the "skating prom" parties, in which boys and girls would sign up on "skate cards" for a skating partner. They would then skate with that partner from West College Avenue down the hill to Oakview Road and back up to West College Avenue, afterward moving on to the next partner on the "skate card" for another round of skating.

Comparison of the 1920 and 1930 census records of the families living in the neighborhood reveals that, especially in 1920, they were a homogenous group. The houses were mostly occupied in the 1920s by professional men and their wives, with up to six children. Although many had members of their extended families living with them, only two had live-in servants, all of whom were African-American. All but five of the occupied buildings were owner-occupied, but nine owners took in boarders (the owner provided meals); 11 owners had renters living on the property (meals were not provided and the house was possibly divided into more than one living space); and one owner had both boarders and renters. In addition, a few of the renters took in boarders. Boarders were about equally divided between young, single or married, professional men, with wives if married, and young, single women, most often public school teachers or stenographers. Most of the renters were young professional men in their twenties and thirties with a wife and, most often, one or two children.

The 1930 census indicated the change that was coming. Although the demographic makeup of the neighborhood was still largely white, white-collar owners, the number of African-Americans living in the neighborhood had increased because ten of the residents employed at least one black servant who lived in the house or on the grounds. Still, none of the homeowners were African-American. In addition, although the newer houses on the south end of the neighborhood were most often occupied only by an owner and his family, the older houses on the north end of the neighborhood were increasingly occupied by renters, including renters who took in boarders. In fact, 40 of the residences in the neighborhood were occupied solely by renters, including three on South McDonough opposite Agnes Scott College, that appear to have been built expressly for that purpose. Fifteen homeowners had renters, 13 had boarders, and three had both renters and boarders. Owners also continued to house members of their extended families, and there was a greater instance of the homeowner being a widow whose children were living with her.

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Whereas in 1920, only two widows owned property in the neighborhood, by 1930, the number had increased to fourteen. In addition, five widows headed renter households, and two widowers and two single women headed owner households. The aging of the population made the area ripe for change.

### **Development Between 1930 and 1960**

The Great Depression brought some changes to the area. House construction on Adams and South McDonough streets was completed, as were the houses on Kings Highway, though with smaller houses than were formerly built. Although it was still a white, white-collar residential area, some of the larger houses began to be subdivided into apartments as resident homeowners struggled to make ends meet or absentee owners rented their properties to others. In research for her paper on the history of the MAK neighborhood, Miriam Mathura found that older residents remembered that people took in boarders, mostly teachers, during the 1930s, which helped to defray expenses on both sides.<sup>20</sup> An unpublished paper by Pam Kugel, produced in 2007 and located in the library archives of the DeKalb County Historical Society in Decatur, Georgia, provided insight into the general history and development of the neighborhood during this period by following the history of 15 selected houses in the MAK neighborhood. Most of the information in this section was compiled from the *Atlanta City Directories* by Pam Kugel, although some of it has been corrected based on further research by this author. The "current owners" mentioned are from 2007, when Ms. Kugel compiled her histories. Ms. Kugel's investigations into the changing occupants after 1930 indicate that, despite increased rental activity, the neighborhood continued to be a white-collar residential area, though her investigation did not include information on whether there was a change in the racial demographic.

#### *403 South McDonough Street*

Built in 1910, this house is not thought to be a Leila Ross Wilburn design. A 1913 plat map indicates that it was owned by R.D. Leonard. Although not originally built for them, the Mobley family occupied this house for more than 75 years. In 1920, it was owned by David Mobley, retired, who lived there with his wife, son, two daughters, and three boarders. David Mobley died by 1925. Benjamin Harvey Mobley, employed at A.M. Robinson Co., lived in the house with his sister, Winnie D. Mobley, a stenographer at J.K. Orr Shoe Company, and their mother, Sarah T. Mobley. By 1930, Ben Mobley was a bookkeeper for the Brown Tire Company and his sister was a stenographer for an insurance company. Mother Sarah still lived there, and they also had three female boarders, all stenographers for various companies, likely friends of Winnie Mobley. "The house was used as a boarding house for family and friends during the depression [sic]"<sup>21</sup> Between 1935 and 1945, Kugel lists only Ben and Winnie, co-owners, as residents, but later listings indicate there must have been others, namely Ben's wife and growing family. In 1945, Winnie was a stenographer at Westinghouse Electric and Manufacturing Company. By 1947, Winnie had been promoted to office secretary, probably at Westinghouse Electric, since that employer shows up consistently later, and Ben was a salesman. Also shown living with them in 1947 was Josie Mae Mobley, Ben's wife, and their five children: Ann, Wendy, David, Wilson, and Robert Mobley. Ben, Winnie, Jo(sephine), and the five children continued to live in the house until 1950. In 1949, Herbert L. Horne also lived there; his relationship to this family is not clear, but he must have been a lodger. Ben was employed by the Pryor Tire Company in 1950. In 1951, Winnie began calling herself a typist, but her employer did not change. Josie was not listed between 1951 and 1955, but reappeared with no children in 1956 when only she and Ben lived in the house; Winnie is not listed as a resident beginning in 1956. By that time, Ben was a bookkeeper at City Tire. In 1957, Ben was promoted to salesman for City Tire. Ben died about 1958, and, in 1960, Josie Mobley, widow of Ben, lived in the house alone. She then worked as an office secretary for Richard H. Smoot. After 1960, various members of the family plus other lodgers of uncertain relationship moved in and out of the house until about 1995, when the Mobleys vacated the house and new owners or tenants moved in.

<sup>20</sup> Mathura, p. 10.

<sup>21</sup> Pam Kugel, "MAK: (McDonough St., Adams St., Kings Hwy.) – Fifteen House Histories", 2007, n.p. Located in the library archives of the DeKalb County Historical Society, Decatur, Georgia.

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*205 Adams Street*

This house was designed by Leila Ross Wilburn and constructed in 1912 on land belonging to W. W. McKown according to the 1913 plat map of the area. It is likely that McKown was the original owner. By 1920, however, the property had been purchased by Lucius Mutha Spruell, an insurance agent, who lived in it with his wife, Mary, two daughters, and two sons, according to the census records of that year. The 1930 census indicates that the house was rented by John J. Brooks, a laborer at Agnes Scott College, who lived there with his wife, Agnes, two sons, and one daughter. However, the 1930 *Atlanta City Directory* lists the Spruells as the occupants. It may be that the census taker missed the owners and only recorded the renter, and the city directory canvasser missed the renter and only recorded the owner. Alternatively, the Spruells may have not been living in the house by the time the census taker came to record the residents of it. That the house had already been divided into two living units seems the most likely because, by 1931, the Reverend Cecil A. Jarmon, pastor of the Decatur Christian Church, located across the street at 204 Adams Street lived in part of the house, and the family of Wylie West lived in the other. The Wests were long-time residents in the neighborhood. In 1920, West, who managed a tire company, lived at 321 Adams Street with his wife, two daughters, his parents, and his brother. By 1930, that house, likely owned by his parents, had been sold to a traveling salesman for a rubber company, Herbert D. Tyler, and Wylie West and his wife and two daughters were renting part of 115 South McDonough, along with Charles Holding, pastor of the Episcopal Church and his wife. In 1930, West was an automobile salesman, but, by 1931, when he was living at 205 Adams Street, Wylie West was a Special Agent for the Union Central Life Insurance Company. The Jarmons and the Wests remained in the house through 1932.

Between 1933 and 1945, residents of 205 Adams Street changed frequently, a situation that usually indicates it is a rental, but it appears that the house had been returned to a single-family dwelling. In 1933 and 1934, Adolphus J. Barnett and his wife, Sarah, occupied the house. In 1935, J. Leon Respass is listed as the resident. The house was vacant when the city directory canvassers came through in 1936, but between 1937 and 1940 it was occupied by Joseph Knox Felker, a salesman for Remington Rand, Inc., and his wife, Catherine. In 1941 and 1942, Mrs. Alice S. McCullough, widow of Jay Stuart McCullough, occupied the house, and, in 1943, it was occupied by Atwood M. Freeman, a civil engineer and his wife, Thelma. In 1944, Mrs. McCullough returned, but, between 1945 and 1949, it was occupied by various members of the Coppock family. Guerry M. Williams, a salesman for Eastman Kodak, moved into the house with his wife, Louise, in 1950 and lived there until 1972. Mr. Williams became vice-president of M&F Supply Company about 1956. It is not clear when he purchased it: the city directories do not list him as an owner until 1963. In 1964, Mr. Williams became a consultant for the Dixie Plate company. By 1973, the Williams family no longer occupied the house, and it was rented to the Reverend Richard L. Fuller, Jr., Pastor of the First Baptist Church. The next year, M. Lynn Carter, social director at Ashton Woods Convalescent Center was renting the house, but by 1977, it was being rented by the Reverend Richard Poteet, Pastor of the Presbyterian Church, and his wife, Alice. Mel Mobley purchased the house in 1979 and occupied it possibly until 1996. The city directories list first Mel Mobley, a member of the Decatur Planning Board, and later, George M. Mobley, Jr., beginning in 1985, as its residents. Mel and George could be the same person, or they could be father and son. In 1990, George M. Mobley, Jr. was joined by a wife, Sarah, but that is the last mention of the Mobleys in the city directories. When the current owners purchased the house in 1996, the seller was Kathy O'Brien.

*213 Adams Street*

Built in 1915, this house was designed by Leila Ross Wilburn. In 1920, it was owned by Henry Muench, from Germany, who lived there with his wife and two daughters. Muench managed a jewelry store. Muench moved his family into a new house at 359 Adams Street by 1930, and 213 Adams Street was rented to James P. Crawford, a train conductor for the Pullman Company, who lived there with his wife and two daughters. In addition, Eugene V. Camp president of the National Traffic Guard Company and E.V. Camp Associates, with his wife, Myra, also lived in the house. The Camps had two roomers, Mary Mera, aged 44, and Mary Roland, age 50. By 1931, the Camps had moved to 128 Fairview Avenue in Decatur, but the Crawford family remained in the house until 1933. In 1934, the house was occupied by Franklin P. Gaffney, a printer with a shop in Atlanta, and his wife, Emma. The next year the house was vacant when the city directory canvassers came. In 1936, Carl R. Sunderland, a branch manager for W.W.

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Granger, Inc., moved into the house with his wife, Elsie and remained through 1940, but, in 1941, the house was again vacant. In 1942, the house was occupied by Hal T. Phillips, but vacant again in 1943.

Between 1944 and 1949, Leslie J. Steele, Jr., an employee and, later, president, of the Loraine Knitwear Company, with his wife, Vivian, lived in the house, but it was vacant again in 1950. In 1951 and 1952, Robert H. Williams, director of the U.S. Sixth Marine Reserve District, with his wife, Alice, lived in the house, and, between 1953 and 1956, Charles L. Cansler, engineer at AT&T, and his wife, Francis, were residents. In 1957, Fred L. Riha, assistant chief at Sinclair Refining Company, purchased the house, and lived in it with his wife, Anna, until 1965, when they sold the house to Charles D. Bursi, who worked for M.K. Construction, and his wife, Martha, an accountant at Mitchell Motors in Atlanta. They moved into the house with their two children. The following year, Charles Bursi became an auditor at Mitchell Motors, and, in 1970, his wife worked as an accountant at the Atlanta Army Depot and their daughter, Toni, was a receptionist for Drs. Sweat & Smith. While their children moved in and out, Charles and Martha Bursi remained in the house for ten years. Charles became an office manager at H.G. Hastings Company in 1972, but Mrs. Bursi remained at her job at the Atlanta Army Depot.

In 1975 or 1976, the Bursis sold the house to Robert L. Clance, Pastor of EOA, and his wife, Pauline, a clinical psychologist at Georgia State University. The Clances sold the house in 1983 to W. David Harrell, who worked for Image America. He remained in the house for 16 years. He was joined in 1997 by Marcia Barnett, and sold the house to the current owners in 2002.

#### *309 Adams Street*

In this house was committed what is probably the most infamous crime of the neighborhood during the historic period. Built in 1915, the house was designed by Leila Ross Wilburn. In 1920, it was owned by Robert Compton, a salesman for a gas engine company, who lived here with his wife and two daughters. By 1925, the house had been sold to James Mallory Carlyle, a salesman for the Whole Tire & Supply Company, who lived here with his wife, Annie, and son, James M. Carlyle, Jr. By 1930, James was an oil and gas salesman and the Carlyles had acquired a roomer, Mary Douglas, a public school teacher. James died in 1930 or 1931, but his wife continued to live in the house for 15 more years.

In 1945, the house was rented to T. E. Spencer, a clerk for Chevrolet Motors, and his wife, Sarah, but they stayed for only a year. Next, a student, Mr. W.V. Butler and his wife, Hilda, rented the house for two years. In 1950, it was rented to William H. Schroeder, assistant manager at S.E. Optical, and his wife, Viola, who remained through 1952, but, in 1953, it was rented to Farbus Fowler, and, by 1956, to Mary Helen Lee, a Deputy Clerk of the DeKalb County Civil Court, who lived there with her mother. In June of 1957, Leslie E. Johnson, a DeKalb County police officer whom Ms. Lee had rejected as a lover, killed Mary Helen Lee and shot her mother, Mary Helen Favors while they were home, preparing breakfast. Mrs. Favors recovered, but the house then remained vacant until about 1962, when Patrick Hogan, an employee of the General Motors Company, and his wife, Jane, an employee of Southern Bell Telephone & Telegraph, moved into the house. The Hogans are listed as owners of the house by 1969. They remained until the mid-1970s, but by 1979, only Patrick is listed as residing there. By 1990, however, he had been joined by Reba B. Hogan; their relationship is not listed in the city directory, so whether she was his wife or his daughter is unknown. Reba B. Hogan sold the house in 2004 to the current owners.

#### *310 Adams Street*

Leila Ross Wilburn designed this house. It appears the house was built for Charles C. Tunison, a branch manager for Sharp & Dohme, and his wife, Mary, in 1930, but they stayed less than two years. By 1932, Florence E. Smith, a teacher at Agnes Scott College, is listed as the owner and resident. By 1937, she had become an Associate Professor. She remained in the house and retired about 1967. In 1979, she sold the house to Abner Underwood.

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Underwood lived in the house, possibly alone, until 1990, when Robin Underwood, is listed in the city directory with him. The Underwoods sold the house to the current owner about 1995.

### *322 Adams Street*

Built in 1910, this house is not thought to be a Leila Ross Wilburn design, although it exhibits a number of her design elements. The 1913 plat map of the area shows W.P. Evans as the owner of the property. In 1920, it was owned by Andrew Sledd, a college professor, who lived in the house with his wife, three sons, and three daughters. Between 1930 and 1935, the house was owned and occupied by John L. Wallace, a road contractor, who lived here with his wife, Kathryn Wallace and their servant, Nancy Benton. Between 1936 and 1940, travelling salesman R. Rice Nickels, his wife, Amelia, and their daughter, also Amelia, occupied the house. In 1941, Walter I. Miller and Georgiano (Georgiana?) W. Miller are listed as residents by the city directory, but the house was listed as vacant in 1942. In 1943, the Wallaces re-occupied the house, so they likely were the continuing owners. Mr. Wallace died in 1943, but Mrs. Wallace remained in the house until 1944. Between 1945 and 1950, Joe H. Peterson, an agent for Dun & Bradstreet, lived in the house with his wife, Frances. In 1951, James N. Threadgill, son of the owner of Threadgill Pharmacy at 309 E. College Avenue in Decatur, moved into the house with his wife, Patricia G. Threadgill. His parents, Selman L. and Maud B. Threadgill lived across the street at 327 Adams Street with their other two children, Mary Grace and Selman Threadgill, Jr. James and Patricia moved out in 1953, and Joseph G. Wilburn, brother of Leila Ross Wilburn and an engineer with Robert & Company Associates, moved into the house with his wife, Felicia. However, by 1956, Richard L. Miller, Jr., a sales representative for Hazel & Atlas Glass Co lived there with his wife, Mary. Also living in the house were Clarence A. Mayes, a salesman for Wesson Oil and Snowdrift Sales Companies, with his wife, Cecelia. This likely indicates that the house had been divided into apartments by 1955. In 1957, George F. Thompson, Supervisor at Western Electric, and his wife, Esther, lived in the front apartment, but the rear apartment was vacant. In 1960, Clarence and Cecelia Mayes were back in one apartment, and the other was occupied by Carl R. Caughman, Manager of Administration at the U. S. Public Housing Administration, and his wife, Betty. The house continued to be rented as a duplex until it was sold in 1985 to Daniel Knotts, and his wife, Julia, but was sold again about 1989 to the current owner.

### *327 Adams Street*

The 1913 plat map indicates that this property was then owned by Horace Parker, probably the first occupant of the house, built in 1915. It is not believed to be a Wilburn-designed house. By 1920, it was owned by Augustus H. O'Neal, retired, and his wife, Dora. They rented part of their house to their daughter, Gussie, and her husband, Lewis H. Johnson, a music teacher at Agnes Scott College, who lived there with their son. Another part of the house they rented to Klide Higginbotham, an accountant for an insurance company, and his wife. The record is rather confusing in the city directories during the early thirties. By 1930, Higginbotham's family had been replaced by Claude Lammers, a landscape architect, and his wife, a teacher at the college. In 1931, only Lewis Johnson is listed as a resident, and in 1932, only Hyder K. Davidson, a salesman for the Atlanta Gas Light Company is recorded in the house with his wife. However, in 1933, Dora O'Neal returned to the house with her daughter. Mrs. O'Neal has been widowed by this time, and, by 1934, she is no longer listed as a resident. Between 1934 and 1938, only Lewis and Gussie lived in the house. In 1938, Augusta O. Johnson was added as a resident, presumably their child. The Johnsons remained in the house until 1945, when Selman L. Theadgill, who owned Threadgill Pharmacy, "The Closest Drug Store to Agnes Scott College," at 309 E. College Avenue, moved in with his wife, Mary Grace, and son, Selman Threadgill, Jr., who was in the U.S. Army. The house was reported vacant in 1948 and 1949, but Selman Sr., Selman Jr., and James Threadgill are listed in the record in 1950. The house was divided into two units by the early 1950s, when Selman Jr. and his wife, Maud, lived in the house and the rear unit was reported vacant. In 1953, Benjamin Barton Fladger moved from the Winnona Park area in Decatur, purchasing and occupying 327 Adams Street. He was co-owner of the Murphy Fladger Insurance Company. His wife, Viola, who served on the city of Decatur Recreation Board, assisted him in the insurance company and raised their three children, Elaine, Ben, and Stephen. In 1956, the Fladgers rented the rear unit to Tom A. Duncan, a student, and his wife, Beth, and, in 1957, they rented it to John Adams. In addition to many newly married couples renting the rear apartment, Viola's mother also came to live with the Fladgers. Benjamin Fladger died in 1966, but Viola continued to live in the house until 1970, when she sold it to Raymond E. Harvey,

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owner of "Ye Old Sandwich Shop" and, later, president of Harvey Industries. He and his wife, Bonnie, occupied and owned the house until at least 1985 and continued to rent the rear apartment to young couples but it was listed as vacant by 1990. The current owners purchased the house in 1993.

#### *350 Adams Street*

This house was built in 1920 and is not believed to be a Wilburn-designed house. Because of the date of construction, this address is not enumerated in the 1920 census records. The earliest residents recorded in the city directories do not appear until 1930, when the house had become a rental property and remained so for more than 25 years.

The renters in 1930 were Leo Joseph Jagoe, a transmission engineer for Southern Bell Telephone & Telegraph Company, and his wife, Helen. They lived in the house with their son, two daughters, and Helen's parents. The Jagoes remained until 1933, when they were replaced by Thomas L. Brice, a salesman, and his wife, Bessie. In 1940, the Brices moved, and the house was occupied by Harvey L. Howell, a salesman for the Westinghouse Electric Supply Company, and his wife, Betsey, until about 1945. Between 1947 and 1949, Carl Pickett, a dentist, occupied the house with his wife, Sue, but in 1950 it was occupied by William L. McCarley, owner of McCarley Motors Used Cars on Whitehall Street in southwest Atlanta, with his wife. The McCarleys moved, and the house was occupied between 1951 and 1955 by Robert H. Pollack, a sales representative for Borlock Supply Hub Sales Company, with his wife, Margaret. In 1956, Charles E. Almand, a purchasing agent for Continental Engineers, Inc., bought the house and lived in it with his wife, Frances, until 1959. In 1960, Wilbur F. Carter, a supervisor at South Discount, purchased the house with his wife, Dorothy and lived there. The Carters left in 1962, and Charles J. Vallely, a clerk at Southern Bell Telephone & Telegraph Company, together with his wife, Dorothy, rented it in 1963. In 1964, John B. Turner, a salesman for Haverty's Furniture Company, and his wife purchased the house and remained in it for thirty years. John soon began a 21-year career with Rich's Department Store, retiring from his job as a department manager in 1990. The house was sold to the current residents in 2005.

#### *416 Adams Street*

Built in 1924, this house was designed by Leila Ross Wilburn. The 1930 census does not list this property, which usually indicates vacancy, but the city directory lists the owner as William Hopkins, a traveling salesman, and his wife, Sarah, so it is possible that this was the first year of the Hopkins' residency. They lived in the house about 43 additional years. In 1931 and 1932, a fellow salesman, Samuel Nimano, and his wife, Lucile, shared the house with the Hopkins. After the end of World War II, William Hopkins worked for the McGraw Hill Company, and Sarah Hopkins worked as a saleswoman at Rich's Department Store. Mr. Hopkins died between 1952 or 1955, and Sarah continued to live in the house until about 1975. In the late 1970s, Dr. David F. McInnis, a physician at Georgia Baptist Hospital, with his wife, Dale, purchased the house but sold it again in 1979 to Kim J. Ives, a State Environmental Engineer, and his wife, who lived there until about 1996. Charles Boshart and Jennifer Dunlap lived in the house in 1997, and, between 1998 and 2001, R. Erickson, R.J. Erickson, and Mary Flynn were its residents. The current owners purchased the house about 2002.

#### *153 Kings Highway*

Not thought to be a Leila Ross Wilburn design, this house was built in 1916. As of 2007, the house had only passed into the hands of four owners. The first owner, William Darius Ferris, who had the house built for his family, was a graduate of Georgia Technical Institute with a degree in Textile Engineering. He is credited with the idea of putting numbers on the jerseys of the football players to identify the individual players. He left textile engineering and worked in the travel industry, first for the railroad and later for the M.S. Lines, booking travel on the largest ships afloat at the time from his office in the Healey Building in downtown Atlanta. William Ferris died in 1973, and his daughter, Kathryn, who never married, continued to live in the house with her mother until her mother died. Kathryn sold the house in 1994 to John E. Fritchie, who owned it for about four years. The current residents bought the house in 1998.

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*224 Kings Highway*

Built in 1922, this house is not thought to be a Leila Ross Wilburn design. The 1930 census shows the owner and occupant to be John D. Griggs, owner of The Milk Depot, living in the house with his wife, two sons, and two daughters. One of his sons worked as a bookkeeper for a hardware store, and the other as a clerk for a credit association. One of his daughters worked as a rate clerk for an insurance company. However, this appears to be the last year of residency for the Griggs family, and the house afterward became a rental property. The first family to rent it was Walter E. Buck, a traveling salesman, with his wife, Rosa E. Buck, in 1930. In 1931 and 1932, it was occupied by Lambert J. Henry, and, between 1933 and 1936, Joseph P. Speer, a teacher in 1933 but later an attendant at the Lanier Service Station, lived in the house with his wife, Blanche. The house was vacant in 1938. In 1939, it was occupied by Willis J. Allen, a salesman, and his wife, Mary, and, in 1940 and 1941, the house was occupied by Joseph W. Adams, also a salesman, and his wife Mary, according to the city directories.

The house may have been sold in 1942, when building contractor and, later, warehouse supervisor at Ivan Allen-Marshall Company, Charles Harold Aikins, and his wife, Blanche, moved into the house and stayed for 23 years, until 1965. In 1968, Clarence C. Ratteree, an electrician for the Marriott Motor Hotel, with his wife, Katheryn, a business machine operator at the Lovable Company, occupied the house along with widow, Vada C. Porter. In 1970, Carl Watters, a maintenance supervisor at the Ivan Allen Company, occupied the house with his wife, Edith, an employee at Davis Brothers, but the next year it was occupied by Henry L. Sinquefield, a salesman for R. L. Mathis Certified Dairies, with his wife, Barbara. The Sinquefields remained for a few years, but, by 1977, the house had been sold to Lee Kelley, retired, who lived in it with Agnes and Legree Kelley. In 1982, the house was sold to Crawford Kennedy, an athletic coach and teacher at Avondale High School in the DeKalb County School System, who lived in the house for 19 years until it was sold to the current owner in 2001.

*239 Kings Highway*

Not thought to be a Wilburn-designed house, this house was built in 1924, probably for Walter W. Foote, a salesman for the Southwest Photo Process Engraving Company, who is documented as living in the house in 1930 with his wife, Leona, and his mother, Margaret. Margaret died in the mid-1930s, and Leona died in 1940. Walter remarried, but he died in 1952, and his second wife, Kitty, only remained in the house until 1953. Walter had no children with either wife, but was, nevertheless, active with Boy Scout Troop 175. In 1953, Kitty moved and rented the house to Lino Maraldo, a foreman at the Texas State Tile & Terrazzo Company, and his wife, Teresa, who lived in the house for about two years. In 1960, it was rented to Warren C. Maddox, a professor at Georgia State College of Business Administration, and his wife, Maude. Warren Maddox retired in 1964, but he and his wife remained in the house until about 1970. In 1972, the house was rented to Glover Johnson and his wife, Mamie. No occupation is recorded in the city directory for either of them, but Pam Kugel noted that they had two or three children, based on an interview with another resident, Ed Lalor. During 1976-1977, the house was vacant and left dormant on the tax rolls. It was turned over to the authority of the federal government's department of Housing and Urban Development (HUD). In 1977, the current owners purchased the house from HUD for \$1.00 and an agreement to use a low-interest loan to bring the house up to code and live in it for at least three years. They have called this house their home for more than 30 years.

*248 Kings Highway*

Built in 1925, this house is not thought to be a Leila Ross Wilburn design. In 1930, it was owned and occupied by Robert H. Arnold, widowed and a "utility man" for an insurance company, along with his son and two daughters. By 1935, Arnold had become a bookkeeper for the Hartford Fire Insurance Company. He and his family left the house in 1936, when it was rented to Homer E. Wilson, a watch repairer at 127 E. Court Square in Decatur. By 1938, however, Arnold had remarried and returned to live in the house with his wife, Sarah. The Arnolds sold the house in 1940 to its new occupant, Thomas G. Lewis, a lawyer, who lived in it with his wife, Ethel, until about 1958. In 1960, Ethel, widow of Thomas G. Lewis, is listed as living in the house, and she remained there until 1963, when she sold the house to a professor at Georgia State College, and his wife, Mary. There is some confusion in the city directories about the professor's name. In 1963, he is listed as James C. Cross, but in 1964 and 1965, he is listed as Hansell F. Cross.

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From 1966 to about 1968, William E. Deal, an employee with Orkin Exterminating Company, lived in the house with his wife. Between 1968 and about 1970, it was occupied by Homer J. Lowe, who worked at the Andrew Texaco Service Station and the Glenco Standard Service Station, with his wife Edith. In 1971 and 1972, Roy J. Sinquemin, an employee at Mathis Dairy, with his wife, Joyce, lived in the house. The house was purchased in 1973 by William R. Northcutt, a landscaper, and his wife, Mary, but it was listed as vacant in the 1974 city directories and not even listed in the 1977 *Atlanta City Directory: Suburban*. About 1979, Willie E. White and Mary J. White became the owners and lived in the house until Willie White died in the 1980s. Mary J. White continued to live in the house, working as a nurse at Grady Hospital and raising her family until about 2001. In 2001, Mary J. White sold the house to the current owners.

### *319 Kings Highway*

This house is not thought to be a Leila Ross Wilburn design. It was built in 1935, so the census records do not reveal the original owner, and no record of residents is found in the city directories until 1938, when it appears to already be a rental property. In 1938, Hugh S. Waller, with his wife, Lauree, and their children are reported living in the house, but, in 1939, it is occupied by Willis C. Branch, a forester with the U.S. Department of Agriculture, and his wife, Lola. The Walter family returned in 1940 and remained in the house in 1941, but, in 1942, it was occupied by Ralph T. Skelton, a claims examiner at the Hartford Accident & Indemnity Company, who may have purchased it. In 1945, Ralph is joined in the city directory listings by a wife, Louise, and they remained in the house until 1956. The house was purchased in 1957 by William Womack, a meter winder for Westinghouse, who lived in the house with his wife, Edith, and their son for nine years, until 1965. Between 1966 and 1969, Ralph M. Hundan, a mechanic for Kraft Foods, which had a factory on the corner of North Decatur Street and DeKalb Industrial Avenue, owned the house with his wife, Louise. In 1970, the house was purchased by Earl Mallory, a printer for the Atlanta Board of Education, who lived in the house with his wife. By 1973, Earl had died and his wife is listed as a widow working for the Veterans Administration. In 1977, the house was listed as vacant, but, by 1979, it had been purchased by James E. West, who lived there until at least 1990, although a renter, J.W. Walker is also listed in 1990. James West worked for and retired from the State of Georgia, and, by 1993, he had moved to 309 Adair Street. The current owners then purchased the house.

### *331 Kings Highway*

Constructed in 1930, this house is not thought to be a Leila Ross Wilburn design. The first owner was Bessie B. Norris, widow of John E. Norris, with no occupation, who lived in the house with her daughter, a secretary for a department store. Mrs. Norris lived in the house for twenty-two years, until 1953. In 1953, Oscar C. Walton, a buyer for Sears, and his wife, Ruth, purchased and occupied the house, but they sold it in 1957 to Charles E. Blanton, Jr. and his wife, Ann. Charles Blanton, Jr. was a driver for Allied Foods Distribution when he purchased the house, but became an employee of the U.S. Post Office in the late 1960s. The Blantons lived in the house until 1972, when it is recorded as "vacant." From 1973 to 1978, the house was occupied by Don K. Cobb, an underwriter. In 1979, Charles E. Blanton, III, became the owner of the house, likely inheriting it from his parents' estate, and he remained in the house until about 1990, when Jean K. Olerly is listed as the owner. In 1996, Brian T. DeVinck is listed as the owner, and the current residents purchased it from him in 2005.

### **Developments After 1960**

By mid-century, the neighborhood was built out, and transition set in. The rise of automobile traffic, especially along West College Avenue and South McDonough Street, impacted the residential character of the neighborhood. Several of the older houses, especially the early two-story Queen Anne style residences along West College Avenue were subdivided and became rental units. Agnes Scott College expanded its campus, purchasing residential property along West College Avenue, South McDonough Street, and Adams Street and demolishing some of the houses to make room for new buildings. The mid-1960s appear to be pivotal years for the neighborhood, as it, the City of Decatur, Georgia, the Southeastern region, and the entire nation grappled with the ramifications of the Civil Rights Movement. Several of the house histories note a change of ownership or a change from owner-occupied to rental during this decade, especially in 1965, but others indicate that long-time owners remained in their houses. Still, demographically, the area became more diverse, and interviews with long-time residents indicate that the transition was not always

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pleasant. The neighborhood was galvanized into action in 1971 when Agnes Scott College and the City of Decatur Commissioners supported a plan to relocate and widen State Route 155, changing it to four lanes and running it up Adams Street, which would have wiped out all of the houses along that street. Thanks to stiff neighborhood resistance, the plan was shelved, but, in 1972, in the blocks bounded by West College Avenue, Adams Street, Ansley Street, and Kings Highway, including Leila Ross Wilburn's house, 27 houses were condemned and demolished to facilitate the construction of a new city school, Renfroe Middle School. This area is not included within the boundary of the National Register district.

In 1978, a neighborhood association formed that encompassed most of the district. It was named the MAK Neighborhood Association in 1979 to recognize the three principal north-south streets defining the neighborhood, McDonough, Adams, and Kings Highway. Planned construction of a parking deck by Agnes Scott College in the neighborhood prompted concern about continued fragmenting of the residential environment. In July 1998, the MAK local historic district was designated, taking the name of the original neighborhood association, but extending the southern boundary to Oakview Road. Although the parking deck was ultimately constructed, local historic district designation halted inappropriate modifications to properties and stabilized development in the neighborhood. Since then, construction of new residences on vacant lots has proceeded, but with Historic Preservation Commission oversight to ensure the continued integrity of the built environment in the neighborhood. In addition, Agnes Scott College rehabilitated its property along West College Avenue, restoring the exteriors to a close approximation of their historic appearance. Local historic district designation and guidelines have since informed decisions about the rehabilitation of existing buildings as well as the construction of new ones, with the result that the newer houses being built in the few existing vacant spaces fit right in with the houses designed by Leila Ross Wilburn and her contemporaries a hundred years ago.

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**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

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

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**10. Geographical Data**

**Acreage of Property** 53  
(Do not include previously listed resource acreage.)

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

- |                               |                              |
|-------------------------------|------------------------------|
| 1. <b>Latitude:</b> 33.768034 | <b>Longitude:</b> -84.301175 |
| 2. <b>Latitude:</b> 33.769209 | <b>Longitude:</b> -84.297741 |
| 3. <b>Latitude:</b> 33.762016 | <b>Longitude:</b> -84.296530 |
| 4. <b>Latitude:</b> 33.762792 | <b>Longitude:</b> -84.300254 |

**UTM References**  
(Place additional UTM references on a continuation sheet.)

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

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

The National Register boundary is indicated with a heavy black line on the attached National Register map, which is drawn to scale.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary includes the intact historic resources associated with the development of the McDonough-Adams-Kings Highway neighborhood. The boundary was drawn to exclude the Renfro Middle School, built in the 1970s after the end of the period of significance, and the Agnes Scott College parking lot. There are two discontinuous houses located on South McDonough Street that are included within the boundary because they are historically associated with the district.

**11. Form Prepared By**

name/title Lynn Speno, National Register Specialist  
organization Historic Preservation Division, GA Dept. of Natural Resources date November 2013  
street & number 254 Washington Street, Ground Level telephone (404) 656-2840  
city or town Atlanta state GA zip code 30334  
e-mail lynn.speno@dnr.state.ga.us

McDonough-Adams-Kings Highway Historic District  
Name of Property

DeKalb, Georgia  
County and State

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**Additional Documentation**

Submit the following items with the completed form:

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

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**Photographs:**

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

Name of Property: McDonough-Adams-Kings Highway Historic District

City or Vicinity: Decatur

County: DeKalb State: Georgia

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

Date Photographed: October 14, 2011

Description of Photograph(s) and number:

1. 107 Kings Highway, photographer facing southwest.
2. Landscaped median on Kings Highway, photographer facing southeast.
3. 115 Kings Highway, photographer facing southwest.
4. 127 Kings Highway, photographer facing northwest.
5. 139 Kings Highway, photographer facing southwest.
6. 307 Ansley Street, photographer facing west.
7. 212 Kings Highway, photographer facing northeast.
8. Kings Highway, photographer facing south.
9. Kings Highway, photographer facing north.
10. 243 Kings Highway, photographer facing northwest.
11. West Hancock Street at Kings Highway, photographer facing east.

McDonough-Adams-Kings Highway Historic District  
Name of Property

DeKalb, Georgia  
County and State

12. 309 Kings Highway, photographer facing northwest.
13. Kings Highway, photographer facing northwest.
14. 228 West Davis Street, photographer facing south.
15. 218 West Davis Street, photographer facing south.
16. Oakview Road (outside of district), photographer facing northwest.
17. 526 Adams Street, photographer facing east.
18. 435 Oakview Road, photographer facing northwest.
19. Oakhurst Garden, photographer facing northwest.
20. 507 South McDonough Street, photographer facing southwest.
21. 433 South McDonough Street, photographer facing west.
22. West Davis Street, photographer facing east.
23. Adams Street, photographer facing south.
24. 430 Adams Street, photographer facing east.
25. 429 Adams Street, photographer facing southwest.
26. 414 Adams Street, photographer facing northeast.
27. 413 and 407 Adams Street, photographer facing northwest
28. 359 Adams Street, photographer facing northwest.
29. 364 Adams Street, photographer facing east.
30. 355 and 349 Adams Street, photographer facing northwest.
31. 338 Adams Street, photographer facing northeast.
32. 333 Adams Street, photographer facing northwest.
33. 321 Adams Street, photographer facing northwest.
34. 309 Adams Street, photographer facing northwest.
35. 213 Adams Street, photographer facing northwest.
36. 146 Adams Street, photographer facing northeast.
37. Ansley Street, photographer facing northeast.
38. 120 Adams Street, photographer facing north.
39. W. College Avenue, photographer facing west.

McDonough-Adams-Kings Highway Historic District  
Name of Property

DeKalb, Georgia  
County and State

40. 120 and 132 W. College Avenue, photographer facing west.
41. 115 South McDonough Street, photographer facing southwest.
42. Agnes Scott College parking deck on South McDonough Street (outside district), photographer facing west.
43. Ansley Street, photographer facing west.
44. 215 South McDonough Street, photographer facing west.
45. 309 South McDonough Street, photographer facing southwest.
46. 325 South McDonough Street, photographer facing southwest.
47. 343 South McDonough Street, photographer facing southwest.
48. 351 South McDonough Street, photographer facing west.
49. 230 Ansley Street, photographer facing east.
50. 216 Ansley Street, photographer facing east.

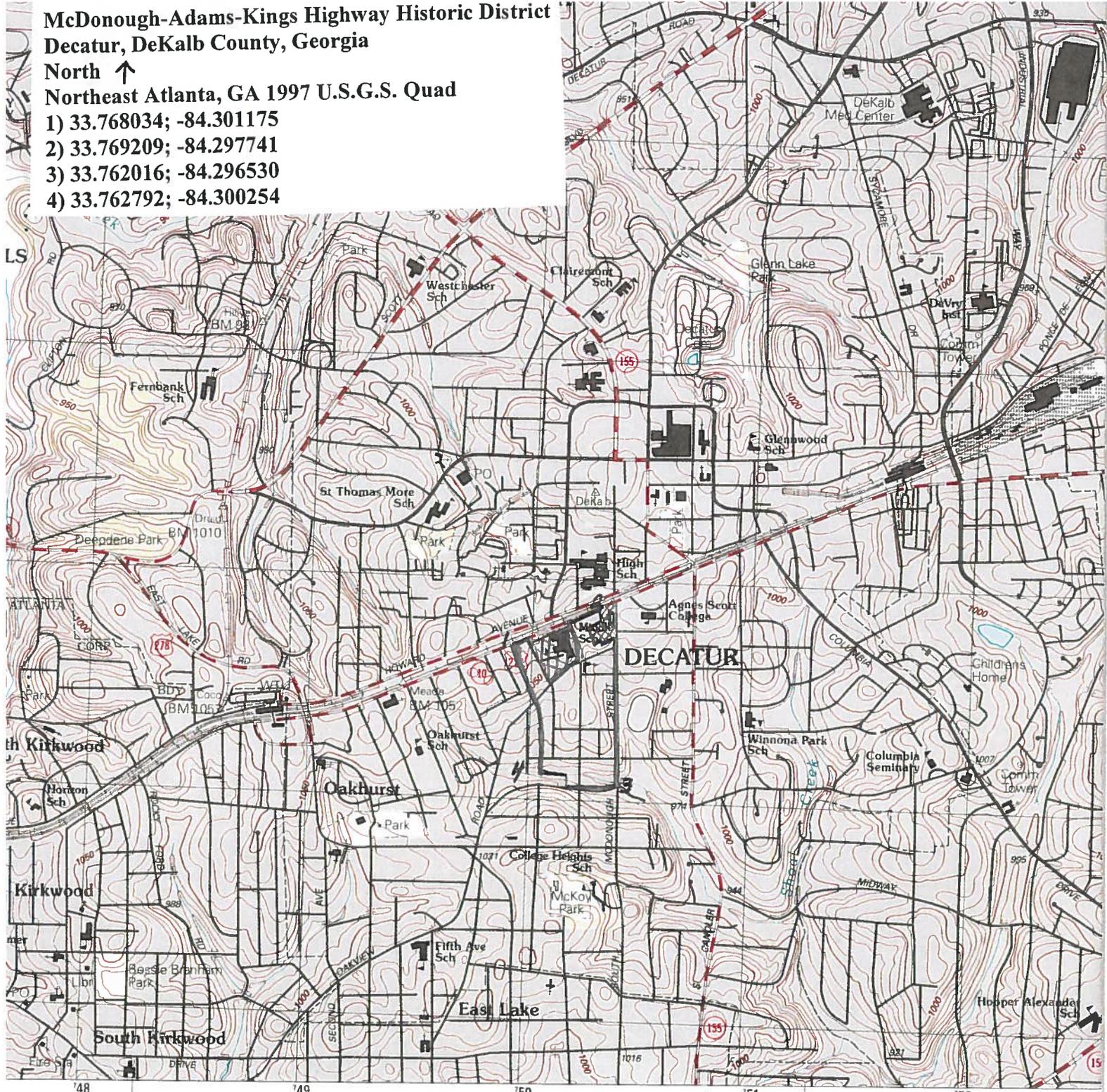
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to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

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

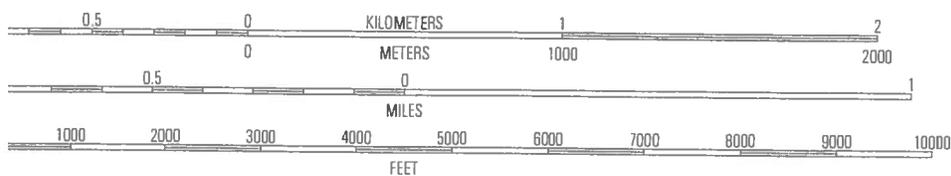
**McDonough-Adams-Kings Highway Historic District  
Decatur, DeKalb County, Georgia**

North ↑  
Northeast Atlanta, GA 1997 U.S.G.S. Quad

- 1) 33.768034; -84.301175
- 2) 33.769209; -84.297741
- 3) 33.762016; -84.296530
- 4) 33.762792; -84.300254



SCALE 1:24 000

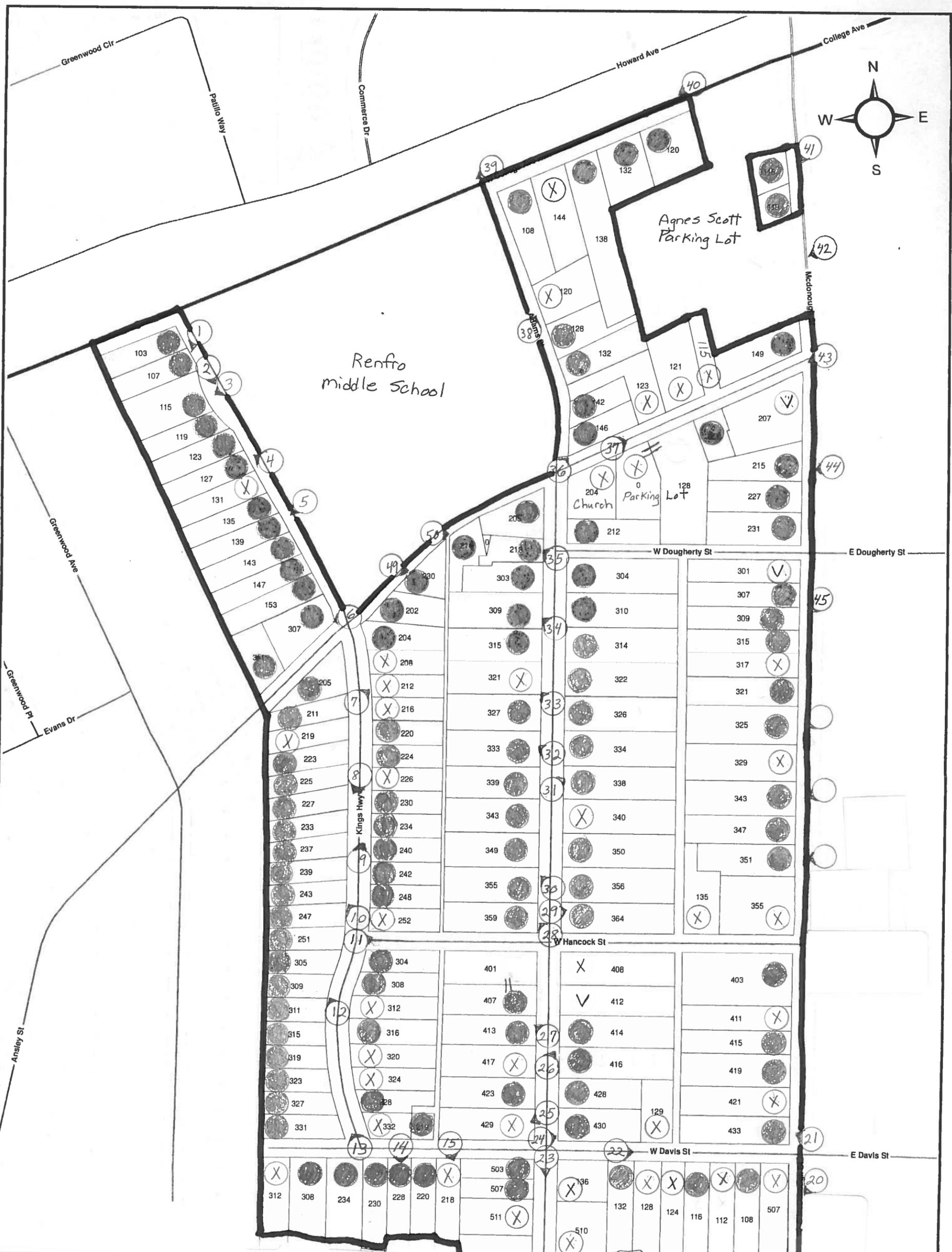


QUADRANGLE LOCATION

CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

1	2	3	1 Sandy Springs 2 Chamblee 3 Norcross
4		5	4 Northwest Atlanta 5 Stone Mountain 6 Southwest Atlanta
6	7	8	7 Southeast Atlanta 8 Redan

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
MADE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225  
FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



**McDonough-Adams-Kings Highway  
Historic District  
DeKalb County, Georgia  
National Register Map**

National Register Boundary: **—————**

Scale: 1 inch = 200 feet

Contributing: ●

Noncontributing: (X)

Historically Vacant: (V)

Photograph/Direction of View: (#)

City of Decatur  
DeKalb County, GA  
Richard Murphy, City of Decatur PZI  
May 3, 2011



103

MAK  
historic district

Celebrating a Century  
1910 - 2010



BUMP

115

317X-4644









212

212

NEW YORK









W. HANCOCK ST

Trick or Treat or Not, I'm Here



DEAD  
END

332





228

BVM 6882







SPEED  
LIMIT  
25





Community Garden Project  
Oakhurst

STOP  
NO PARKING  
ANYTIME  
EXCEPT ON SUNDAYS  
AND HOLIDAYS





W. DAVIS ST  
S. MCDONOUGH ST







503

214



BUMP

W DAVIS ST

W DAVIS ST













549

WALKWAY  
NO PARKING  
NO STOPPING  
NO STANDING  
NO TRUCKS

Sheila A. Hunt  
Architects, Inc.  
(404) 371-8133









397











120

ADT

Adams Street  
West College Ave







FED  
MING





PUBLIC SAFETY

S MEDFORD ST

WINSLEY ST







SPEED  
LIMIT  
30

E. DOUGHERTY ST  
S. WYOMING ST

ONE  
WAY  
→









