

DRUID HILLS
OLMSTED DOCUMENTARY RECORD

SELECTED TEXTS

CORRESPONDENCE

Between the Olmsted Firm and Kirkwood Land Company

From the Papers of Frederick Law Olmsted
And the Records of the Olmsted Firm
In the Manuscript Division
Library of Congress, Washington, D.C.
And
The Olmsted National Historic Site
Brookline, Massachusetts

Compiled by Charles E. Beveridge, Series Editor
The Frederick Law Olmsted Papers

With a List of Correspondence
Compiled by Sarah H. Harbaugh

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Followed by selected photographs, map and drawing

ADDITIONS OF LAND, PROPOSED

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250

5th December 1890

6. When on the ground with your Secretary, we pointed out certain lands lying outside of that which you now have, the addition of which would, we think, for reasons explained to him and to you, greatly add to the ultimate value of the property.

ADDITIONS OF LAND (PROPOSED): "'HARRISON LAND"

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A26, p. 277

4th April 1893

Mr. C. Z. Ruff, C. E.
Atlanta, Georgia

Dear Sir: - We have received your letter of the first instant.

Neither Mr. Hurt or Mr Nutting had informed us of the failure of the negotiations for the purchase of the Harrison land. We are very sorry to hear that the land is not to be included in the scheme, because the line of the avenue to Decatur would be far easier if it could be through that land.

ATKINS PARK DEVELOPMENT

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

He said a man from St. Louis has bought the block of land west of Moreland Avenue and north of the street opposite the new parkway, and also a half block or more north of the next street, and that he has graded a street 100 feet wide east and west through the block, intending to lay out a planted reservation 50 feet wide through its middle in the style of Vandeventer and other "places" in St. Louis, and the land is divided into 50 foot lots, one row of which will back into the street that forms the direct approach to the new parkway from Ponce de Leon Avenue. Some of this street from Ponce de Leon Avenue to Ponce de Leon Springs has been dedicated 90 feet wide, though not fully graded that width. Mr. Hurt has been trying to get the land owners concerned to extend this street 90 feet wide to the new parkway. The most he could get from the man who sold to the St. Louis man was to widen the present street 10 feet on each side, making it 70 feet wide. It will be too bad to have the lots north of this street only 50 feet wide and backing upon it, and he has been trying (without success) to persuade the St. Louis man to face the lots to face upon it, and to make them wider. The price paid for the land in question was said to be at the rate of \$1000 per acre for the first block and \$850 per acre for the second. . . . I took the 3:30 P.M. car on the Copenhill line. I noted in passing the work being done on the block east side of Ponce de Leon Avenue and south of Highland Avenue for Dr. Grove of St. Louis; apparently the trees are to be all cleared away, and the land reduced to exact, smooth, bare plane surfaces, as is the custom at St. Louis.

BEACON STREET, BOSTON

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 691

Feb. 23, 1893

To W. H. Nutting,

Mr. Hurt will remember having seen the widened Beacon Street running out through Brookline from Boston to the Chestnut Hill Reservoir, in which the electric railway runs in a similar turf strip, bordered by grass. The projectors of this widening gave more than half the land required although it had cost them probably, on an average, ten thousand dollars an acre. They did so because they realized that the increased speed at which the electric cars could be run with safety would bring the land at the outer end of the avenue nearer to the city in time, and, therefore that higher prices could be obtained for it. They have been amply justified in this assumption, as they are now selling land near the outer end of the avenue for from five to ten times what it cost them.

BELL STREET, EXTENSION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A35, p. 813

7 August 1894

Mr. W. H. Nutting, Secretary of the
Kirkwood Land Company, Atlanta, Georgia

Dear Sir: - We send you to-day under separate cover, a plan suggesting an extension of
Bell Street.

BILTMORE NURSERY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. 72, p. 829

Copy of letter written by Mr. Manning from Atlanta, Ga.

March 9th, 1894

Dear Mr. Beadle,

I am asking you to do all this with Mr. McNamee's permission. I will secure a return in plants for Biltmore Nursery later.

Yours in great haste,
Warren H. Manning

BOUNDARY REVISIONS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 23rd November, 1903.

We left for town about 2:30 P.M. I made notes on prints of our road plans combined with topographical map, three sheets, which we had sent him and which he wants returned when we send revised plan, because his only survey notes are on them and where we make no changes, the old notes will hold and save him need of doing much work over again. This plan shows revisions of boundaries which our revised plans should embody. One was due to a sale to Kirkpatrick, one of the principal stockholders. He lives in a house on the east side of the part of the property that runs out to the Decatur Road, and a little east of the Georgia Railroad. He bought west to the cross street shown on our plan east of the Georgia Railroad. The other change of boundary was due to an exchange of land which gave the Company a frontage on the street occupied by the Clifton line of street cars on the north boundary between the two branches of Peavine Creek. The neighborhood is sparsely occupied by cheap houses on small lots and it will probably be best to lay out 50' x 150' lots facing the street formerly occupied by car tracks. This line formerly ran to Decatur, but now stops a few blocks east of this point (the Clifton line).

BUSINESS DISTRICT, PROPOSED

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

He [Hurt] wanted to establish a locality for small lots, stores, etc. I replied that any such development would be an injury to the character of the Company's land and that he would not need to make such provision, as it would be surely made on adjoining properties and be sufficiently accessible. It is likely to occur on the already existing street car lines, at Clifton and at Copenhill and perhaps along Moreland Avenue.

CASINO

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250

5th December, 1890

3. At a suitable point commanding an expanded view over such a lake and pleasure ground, we think that it would be desirable to build a casino, or club house, with halls for social entertainments and provisions for various forms of recreation. In connection with such a house, there might also be hotel for the public in general, and more particularly for the temporary residence of visitors wishing to become acquainted with the property and to choose a building site deliberately and intelligently.

CASINO

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted

16th August, 1902.

Casino is conveniently located on plan but considered as a country club there should be more and gentler land near it for golf polo, and the like.

CLIFTON PIKE, CROSSING OF PARKWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A36, p. 127

17th September 1894

Mr. S. Z. Ruff
Kirkwood Land Company, Atlanta, Georgia

Dear Sir: - We send you today a print showing your last line for the Clifton Pike, and our suggestion for the same. On the same sheet the two profiles are also shown for comparison.

You will note that according to these profiles there appears to be little if any more work on our line than on yours, and that while your line has grades of seven percent, the grades of our line do not exceed five percent. The principal reason, however, why we prefer our line to yours consists in the fact that the crossing of the main parkway of the Kirkwood Land Company would be accomplished in much better shape by our plan than by yours. This is true when the crossing is regarded in plan as well as in profile. The two roads of the parkway are not planned to be built at the same level. They are near together at the point where your plan makes the Pike cross the parkway. They are far apart where our plan places the crossing, and they are also very nearly at the same grade. On the whole our scheme for the Pike seems to us to fit our general plans for the Kirkwood Land Company so much better than your scheme, that we must respectfully ask that you and all concerned may, if possible, revise your previous determinations.

Yours truly
Olmsted, Olmsted and Eliot

CONSTRUCTION, PROGRESS OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

P.M.: I went to Ruff's office and he telephoned Mr. Hurt, but he was not in. Later he telephoned again and arranged that I was to see him in his (Mr. Hurt's) office, which I did. I told him I thought the work was going much too slowly, as Ruff had told me he had estimated the cost of improving the parkway from the entrance to the temporary ending at Decatur Road near the railroad at \$56,000 exclusive of planting, which he did not know how to estimate upon. He ought to have 150 men at work instead of 30, which is all there are to-day including drivers of teams.

CONSTRUCTION, SCHEDULE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

He says it is expected to finish the parkway ready for planting next fall and next spring and to rough grade the rest out to Decatur Road and to build the wooden trestle over first Peavine Creek. Next summer this further part of the parkway can be put in shape. to plant if the sales of lots on the finished part are sufficient to warrant it. Ruff says that he is going to grade and finish ready for planting, each of the three cross roads W. of first Peavine creek, as far from the parkway, N. and S., as they are in sight so that the surroundings of the parkway will present a completed appearance. He still contemplates a system of catch basins and vitrified pipe storm drains and a separate sewerage system.

7th March, 1894

Mr. S. Z. Ruff, Engineer
82 Auburn Avenue, Atlanta, Georgia

Dear Sir: - We duly received your letter of the 24th instant.

We can sympathize with those stockholders of your company who are alarmed at the amount of land reserved from sale by our plan for the parkway. A land company must act primarily from motives of money making. Therefore, any such scheme as ours must expect to be considered from the point of view of the question, Will it pay?

Most men who deal in land, we find, are inclined to begrudge every square foot which is reserved from sale in wide streets or otherwise, and it is chiefly those who are by nature inclined to broad views and to looking further ahead than usual who are willing to admit that there is sometimes an advantage in sacrificing land for the sake of securing purchasers and of obtaining better prices than would otherwise be possible.

This land comes in competition with thousands of acres laid out or to be laid out with streets and avenues of the ordinary width and character, and unless a departure is made from the commonplace methods it seems to us that there will be very little inducement for people of means who can pay good prices for land in lots of considerable size to become purchasers of it. We have no doubt that it would be easy, for energetic and shrewd business men, after running an electric line through an avenue, to sell off the frontage in comparatively small lots to people of small means at good prices; but when this has been done, the sale of the remaining land to the same class would be too slow for profit, while the character of the improvements would be such, in our opinion, that the sale of the remaining land in larger lots to persons of greater means would be rendered almost impossible.

It has seemed to us, from the beginning, that the best opportunity for making money in this project would be through devising and carrying out arrangements which would be so obviously superior to anything of the sort either about Atlanta or any other inland city in the South that not only people now living in Atlanta or whose business may hereafter compel them to live there would be attracted as purchasers, but that others would be induced by the same pleasant prospect to come there to live in preference to going to some other city.

In casting about in our minds for features which would be of value with this general object in view, one of the first things we thought of was that of a lake with picturesquely planted borders. Another feature which we suggested was that of the irregular reservations along the line of the electric road and elsewhere which were intended to have their surfaces kept green by the use of some low verdure (or "ground cover" as we call it) which would thrive better than turf. Such reservations with the addition of suitable plantations of ornamental shrubbery and trees would supply an attractive foreground such as is usually entirely lacking on land offered for sale in lots in the South. It seems essential that such improvements should be done by the company, before the land is offered for sale in order to secure the enhanced prices which would result from such improvements. It is altogether probable that the company will be a financial failure

*7th March, 1894
Continued, Page 2*

if it relies on the usual policy of waiting for the improvements of individual purchasers to benefit the remaining land after merely making it accessible. Moreover, it will be practically impossible to induce purchasers of land to improve their properties with intelligent regard to the climatic conditions and in a manner to produce a widespread, agreeable result until after the company has set the example.

It is doubtful whether the stockholders to whom you refer have any adequate conception of what can be accomplished in the manner we propose, at a comparatively moderate cost, and it is not at all surprising that from the experiences they have probably had, they should doubt the profitableness of devoting so much land to the purpose of enhancing the value of the landscape. It seems almost essential, under such circumstances, for stockholders to yield something of their own preconceived ideas to our recommendations. There are, of course, several important prerequisites of success in land companies, and our plans and the proper carrying out of them is only one branch of the subject. Still, we believe that there is a reasonable prospect that if our advice is followed, it will be financially successful. We have no doubt of the possibility of succeeding practically with the sort of improvements which we propose if we can receive the support of the company.

If you will bear these general statements in mind you may perhaps realize that the project which you suggest, while it would be a handsome one under ordinary conditions in the North, and much better than the usual form of avenue leading out into the suburbs, it would not lend itself at all well to the sort of treatment which we have in mind. It is formal and not as adaptable to the topography. But the principal objection is that it would have no sufficient breadth of planting spaces in which to carry out the style of planting which we have in mind. Recognizing, however, the doubts in the minds of some of the stockholders, we are willing as a compromise, to materially lessen the amount of land in the reservations in the parkway where the land is most saleable with little improvement. This, while it would not permit our ideas as to planting to be as fully carried out, would not be a complete abandonment of them, if the adjoining lands are planted before being sold. After planting the adjoining lands they should be cared for long enough to enable the company to realize the beneficial effect which we hope that the improvement of the landscape will have upon the market price of the land.

We will study a revision of our plan with this object in view.

Yours very truly
Olmsted, Olmsted and Eliot

DRUID HILLS PLAN, DESIGN CONCEPT OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250

5th December, 1890.

Joel Hurt, Esq.
Atlanta, Ga.

Dear Sir: - After such preliminary examination as, in two days time, we have been able to make, (under your guidance, and that of your Secretary,) of the city and environs of Atlanta, we wish to give you our opinion upon certain points of inquiry submitted to us.

In nearly all the great and growing cities of the civilized world, equally in Europe and America, there has been evident for a long time past, an increasing disposition on the part of well-to-do citizens to markedly separate their dwelling places from their places of business. A later development than this tendency, also well established in nearly all important cities both of the old and of the new world, is seen in a growing fashion with the successful business men of cities to acquire dwellings of a villa or cottage-like aspect, with some space of private ground about them, and so situated that, not only within their private grounds, but in the neighborhood about them, a pleasing rural, or, at least, semi-rural, character of scenery is to be permanently enjoyed.

To this end it has been found necessary that such residences should be situated well beyond the limits of the compact town, and that the public roads upon which they front should have been so laid out as not to be excessively discordant with the character of the natural topography. A further development of the tendency has of late appeared in the formation of large, comprehensively designed, permanent suburbs, homogeneously rural in the character of their scenery in which special art can be used to combine in the greatest degree practicable, the advantages of urban and of country residences. The movement in this direction is being rapidly accelerated by various recent improvements in means of communication, such as electric street cars, electric lighting, the telegraph and telephone. There is every reason to believe that it will be permanent and that suburbs of the character indicated will sooner or later be established in the vicinity of any considerable flourishing town.

Our opinion has been asked as to the feasibility of providing for such a suburban neighborhood for Atlanta, upon the property of your company, and, if favorable, as to the general character of the improvements that would be required to accomplish the desired results.

1. We think that the property offers marked advantages for the purpose, probably decidedly greater advantages, all things considered, than can be found elsewhere in the environs of Atlanta.
2. We think that the property may, for the most part, be economically sub-divided for the purpose, by roads of moderate grade and graceful curves, avoiding any great disturbance of the natural topography.
3. We think that a considerable reservation of the low ground, least suitable for building sites, could be made with advantage, to be improved as a pleasure ground to be owned and used in common by the future residents of the suburb. By damming one of the streams passing through the property, a lake could be formed within such a pleasure ground, forming a feature of it of much beauty and public interest.

4. At a suitable point commanding an expanded view over such a lake and pleasure ground, we think that it would be desirable to build a casino, or club house, with halls for social entertainments and provisions for various forms of recreation. In connection with such a house, there might also be hotel for the public in general, and more particularly for the temporary residence of visitors wishing to become acquainted with the property and to choose a building site deliberately and intelligently.

5. It would be almost essential to the success of the undertaking that an electric road, or other convenient, rapid, agreeable and popular means of communication, should be provided between the city and some central point on the property, which would probably be the casino and hotel proposed.

6. It would also be extremely desirable that a "Parkway" should be laid out between the property and the central parts of the city, much better adapted than any of its present streets or roads for pleasure driving, riding or walking. This Parkway should be as spacious as circumstances will permit; and should be finely constructed, and adequate arrangements should be made for its being well shaded by handsome, umbrageous, permanently thrifty trees. It will be desirable that only vehicles adapted to pleasure driving shall be allowed to use this Parkway, as is determined by law with respect to several Parkways that we have laid out in Boston, New York, Brooklyn, Buffalo, Chicago, and other cities.

7. When on the ground with your Secretary, we pointed out certain lands lying outside of that which you now have, the addition of which would, we think, for reasons explained to him and to you, greatly add to the ultimate value of the property.

8. From results of several undertakings of a similar class in which we have been professionally engaged, it is our opinion that an enterprise of the character had in view in this report, and adapted by its extent and the excellence of its arrangements to forestall any formidable competition, would, in the end, be highly profitable.

We think it unnecessary at this time to explain further such impressions as, upon cursory observation, we have formed as to the best manner of improving the property. We should be able to define our views in this respect much better after preparing a plan to lay it out, based upon a topographical map of such a character as we have explained to your surveyor would be desirably supplied us. Should you wish us to design such a plan, we will do so at the rate of compensation indicated in our letter to you of 17th July last, namely: five dollars an acre, with all traveling expenses added. You will see by the enclosed lithographed sheets the general character of the plans we are accustomed to supply for works of the class in question. They are intended to furnish all the information and guidance that a competent engineer would require for laying out the intended improvements. It is our custom, without additional charge, to visit the ground after the principal features have been staked out, in order to review the lines and make any revisions of the plan for which occasion appears; also to advise as to matters of organization, method and detail, until the work is fairly well under way and its general character established. If afterwards our services with respect to details, or in consultation with those in charge of the work, are further required, we supply what is needed in this respect at an additional charge, varying with the methods and the rapidity with which the work is to be prosecuted.

Yours respectfully,
F. L. Olmsted & Co.
Landscape Architects

DRUID HILLS SITE--ORIGINAL CONDITION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A24, p. 224

22nd December 1892

Mr. Joel Hurt, President of the
Kirkwood Land Co., Atlanta, Georgia

Dear Sir: - Pursuing the subject of our conference last week in Atlanta, I should be glad if you would give me your judgement and such opinion as you may have on points of inquiry ____ submitted below.

1st: Are malarial disorders common in the suburbs of Atlanta? (ing by malaria disorders such as fever and ague, intermittent fever congestive chills and other characterized by intern tent ____ if not including typhoid fevers and others which may be due? _____ other than malaria specifically)

2nd: Does the value of residence distinctly vary in ____ quarters of your suburbs, according to the greater or ____ liability of their living upon it to malarial: disorders.

3rd: Does apprehension of malarial disorders deter people ____ in the suburbs?

4th: Does apprehension of malaria prevent people from having / bathing _____ water _____ pleasure grounds?

5th: In the _____ in the public park of Atlanta and _____ is still safer in this _____.

6th: If so, are these pools looked upon as being _____ places? _____ and cautious people avoid going to the park _____, late in the day, or at any time, because of this app _____ of danger from them? Is the water in this stream generally clear, and are their margins steep; and clear?

EASTERN SECTION, PLANNING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A28 p. 315

10th July 1893

Mr. W. H. Nutting

In reply to your letter dated June 30th we are sending you today, under separate cover, a plan showing the sub-division of the eastern extremity of the land of the Kirkwood Company.

The abrupt topography of this tract renders the plan of roads somewhat peculiar and the lots somewhat larger, perhaps than we would otherwise desire, but we believe that the plan meets the points raised in your letter, and if not, we stand ready, of course, to readjust the lines.

You will notice that the lot lines are arranged throughout in a manner to give each lot a good house site and with an electric line at each end of the track, we believe, with you, that these house sites should command a ready sale.

Olmsted, Olmsted and Eliot

ELECTRIC POWER LINES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

9th April, 1902

To Joel Hurt

Speaking of electric light wires, it would certainly be very advisable to reserve in the deeds of the lots the right to locate and maintain a line of poles along the rear boundary, and the right of access to the same for alterations, additions, and repairs. This would relieve the streets of a very ugly feature.

ELECTRIC POWER LINES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Nothing was said this trip about the water supply but this ought not to be put off until after the parkway is nearly finished and torn up again later. The same is true as to electric conduits, if he is willing to go to that expense.

ELECTRIC RAILWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250

5 December 1890

4. It would be almost essential to the success of the undertaking that an electric road, or other convenient, rapid, agreeable and popular means of communication, should be provided between the city and some central point on the property, which would probably be the casino and hotel proposed.

ELECTRIC RAILWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 535

6th February 1893

Mr. S. Z. Ruff
62 Wheat Street. Atlanta, Georgia

Dear Sir: - We have received your letter of the 3rd instant; also, plan and profile of alternative lines for the electric railway through the property of the Kirkwood Land Co.

ELECTRIC RAILWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 593

16th February 1893

Learning that Mr. F. L. Olmsted will not probably be back from the West before the end of next week, we have decided to make an examination of the line for the Electric Road proposed by Mr. Ruff with the aid of the topographical map, with a view to approving it or making such suggestions as may occur to us.

ELECTRIC RAILWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #0007

Atlanta, GA. June 8th, 1893

Mess. Olmsted, Olmsted & Eliot.,

3rd. Mr. Ruff thinks that, instead of adhering rigidly to the grades fixed by you, which would be rather steep at places for an electric line, especially when these grades are of much length, it might be well to vary these grades somewhat as indicated by the profile which he will send you to-day, and upon this we would like your views.

4th. Since the acquisition by the Company of the property lying in the Northeast corner of Section I, as shown by plat recently sent you by Mr. Ruff, would it not be best to deflect the street car line North at a point about 800 or 1000 feet West of the G.C. & N.R.R. and effect a sub-viaduct under this road, thus avoiding the objections to a grade crossing, and at the same time entering and developing the newly acquired territory.

Mr. Ruff will furnish you, in a day or two, a contour map of this additional land.

These points are only thrown out for your consideration and advice, and have not been fully matured by ourselves, but we write you at this time in order to lay the matter before you as early as possible.

Yours very truly
(Signature) Joel S.[?] Hurt
Vice. Pres

ELECTRIC RAILWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

As to an electric railroad he said that would come in time. He said the present consolidated Company's capital investment is \$8,000,000, while he knew the whole concern could be duplicated for \$3,500,000. He said his own Company had sunk \$1,500,000. He gave Mr. T. Jefferson Coolidge, Jr., a bad character as to the use of money in what is usually considered corrupt methods. He said that a few months before his Inman Park Company sold the electric railway, he had an agreement duly entered into with the Kirkwood Land Company that whenever the latter would give a right-of-way through its property, it would within a year construct and thereafter operate a line through Moreland Avenue, and to Decatur through the new parkway. Before he re-employed us he gave the year's notice to the electric company, but so far they have taken no action and do not seem in the least likely to. He had it in mind to bring a suit at law to compel them to keep this agreement, but not until the parkway has its bridges and is graded through. I inferred with possibly some lots sold and some houses built to afford proof of the necessity of such a street railway as a public convenience. I also gathered that he would supplement the lawsuit by a vigorous campaign in local politics, which the new Company would be glad to do almost anything to avoid or to stop. If that fails, he will build a new line in from Kirkwood to Ponce de Leon Avenue, and get the right by general or special law to run his cars into the centre of the city on the other Company's line. He anticipated no great difficulty in getting such a law, as one has already been introduced into the legislature and could be passed when it has sufficient backing.

ELECTRIC RAILWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

I advised him [Hurt] not to sell a lot until he had an electric railway running through the parkway and city water carried to First Peavine and sewers for lots to first hill (a little beyond second crossroad);

ELECTRIC RAILWAY, STAKING OF CENTER LINE

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 810

March 3, 1893

To Joel Hurt,

Your engineer, Mr. Ruff, should now stake out the line shown on our plan along the center of the electric railway location, and take the levels at stations 100 feet apart and send us a profile together with a diagram showing where the stations come on the map. The readiest way of staking out such a curved line for preliminary (original underlining) purposes, extreme accuracy not being required, is to scale the distance at which the profile line intersects the cross section lines on the topographical map, and stake out these distances on the ground. The stations can be plotted on the map and measured forward or back along the line from the intersections with the cross section lines.

ELECTRIC RAILWAY TO ATLANTA

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 691

Feb. 23, 1893

To W. H. Nutting,

Unless land has been sold in lots that are too shallow, and houses have been built too near the avenue to permit of it, we believe it would pay to widen Ponce de Leon Avenue sufficiently to secure a special reservation for the electric railway for a considerable distance nearer to the center of the city.

ELECTRIC RAILWAY TO ATLANTA, ACCESS ROUTE TO DRUID HILLS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #0007

June 8th, 1893

Joel Hurt to Olmsted firm,

1st. Since it is almost certain that the approach to this property by surface railways will be by an extension of the Inman Park line, should not the line on Moreland Ave., which is a part of this extension, enter the property more directly than would be required in an extension along Moreland Ave. up to the initial point of your main avenue, as must necessarily be the case from the present plan? When Mr. Olmsted was here he rather favored entering the property near the corner as it is first reached on Moreland Avenue. Suppose you should not do this but prefer to extend the line along Moreland Avenue to your present initial point, would it not be even well to deflect the line East before arriving at your Avenue?

2nd. Should not this line be intended solely for service in that portion of the property lying North of your main avenue which it is proposed to develop more elaborately hereafter; and in this event, how would it do, in order to shorten the distance to Decatur, to approach your main avenue with a line built along the extension of the old turnpike leaving Moreland Ave. at the Academy, which you will remember, and entering the Company's land about Station 32, on the South boundry line of Section 2, crossing the ravine here and making an easy approach to your main avenue; thence along your avenue to Decatur? This would furnish a more direct travel to Decatur, and if occasion should arise to connect these lines for any special purposes, the short link of about 1000 feet separating them on the Main Avenue could be connected by a line to be used only on special occasions.

ENTRANCE, TREATMENT OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

He asked me about the treatment of the entrance. I advised against any of the common devices of gate posts and gates, archways, semicircles and the like as being out of keeping and out of scale with the width of the parkway. I could think of nothing better than to have neat low hedges for the adjoining lots and handsome evergreen plantations and a large simple Old Colonial columnar style of house one on each side. I said I thought the superior width and style of the parkway and the neat and effective style of planting on the lots adjoining would mark off the Kirkwood land as finished and highly improved as well as give it all needed distinction.

GC&N RR, PONCE DE LEON PARKWAY CROSSING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 691

Feb. 23, 1893

To W. H. Nutting,

By our plan, the avenue crossing the G. C. and N. Railway, at a point where more filling would be required than at the crossing indicated by Mr. Ruff. We have done this in order to avoid an excessive crookedness in the general line of the parkway. We do not think the additional filling required will be excessive. As nearly as we can judge, it would be about five feet on one side of the avenue and thirteen feet on the other.

GC&N RR, CROSSING OF PONCE DE LEON PARKWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 810

3rd March 1893

In regard to the exact location of the line with reference to the expense of grading, we wish that Mr. Ruff would indicate, in detail, the points at which the line as suggested by us would require a greater depth of filling or cut than the line which he sent us. So far as we are aware there is only one place in which our line is not an improvement on his line in this respect. This one place is at the crossing of the G. C. and N. Railroad. We would not be unwilling to make the avenue a little more crooked at this point for the sake of saving filling, if you consider it absolutely necessary, but we hope that you will agree with us that the gain in directness would be a sufficient compensation for the extra filling required at that point.

GRADING, PROGRESS OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Grading work is in progress from the entrance to the hill W. of this 2nd cross road and the areas to be graded for side slopes have been cleared of trees to a point beyond the first Peavine Creek where the lake is to be.

GRADING, USE OF OGEE CURVES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

The grading is roughed out to 1st Peavine Creek and a gang is working beyond that. The side slopes are pretty uniformly 3 to 1. No attention was paid to my directions for steeper banks and terraces on deep cuts so that many good trees have been destroyed. Both Hurt and Ruff being of engineering type of mind thought it easier and better to grade 3 to 1 than to bother about executing my more detailed instructions. I explained the need of changing the straight 3 to 1 slopes to convex surfaces with a short ogee at base and a turf gutter.

HURT, JOEL, BOTANICAL INTERESTS OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A73, p. 359

December 22, 1894

To: Frank Boynton
Biltmore

I think you will be able to get many valuable points from Mr. Hurt and Mr. Ruff if you find them. Mr. Hurt is in the Commerce Building and not far from the railroad station. He is the President of the Street Railroad Company and a very busy man. If you can get an interview with him, you will find him very much interested in plants with a good knowledge of certain sections. Ask him about the old gardens of Brunswick, concerning which he talked with me and from which he secured *Nandina Domestica* and which he now has growing in a little park opposite his grounds near Atlanta.

HURT, JOEL, DESCRIPTION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A72, p. 830

Copy of letter written by Mr. Manning from Atlanta, Ga.

March 8th, 1894

Charles McNamee, Esq.
Biltmore, North Carolina

The president of the land company is Mr. Joel Hurt, a gentleman of large means and influence in the city who is much interested in horticulture and who will, I know, be interested in the Biltmore nursery. May I give him a letter to you, asking that he may have the privilege of examining the nursery under Mr. Beadle's direction when he visits Biltmore?

Yours truly
Warren H. Manning

HURT, JOEL, FINANCES OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

Mr. Hurt said he was too busy to give Kirkwood the time it needed as his own Iron Company took more of his time than he had anticipated, owing to the fact that the new furnace had cost about twice as much as estimated, and was not working yet and because price of pig iron had gone down from \$22.00 a ton, which it was when his furnace was begun, to \$9.00 now, which was less than the cost of production, but he hoped before long to get his affairs arranged so he could push the Kirkwood matter.

HURT, JOEL, RELATIONS WITH OLMSTED FIRM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

Atlanta, Ga. March 13th, 1894

Mess. Olmsted, Olmsted & Eliot.,
Brookline, Mass.

Dear Sirs:-

I have just read a letter from your firm to our Engineer, Mr. Ruff, in charge of the field work of the Kirkwood Land Company. The letter leaves the impression that you may feel constrained to modify the plan in order to meet the wishes of individual stockholders of the Company when your best judgment would not dictate such modification. Without undertaking to say whether or not the suggestions made by Mr. Ruff should be seriously considered (I have not seen his letter as he did not keep a copy,) it should be constantly borne in mind that the responsibility of a satisfactory result ultimately in the development of this property must rest upon your firm. Whenever suggestions come from any direction they should be regarded as suggestions only, the adoption of any of them being entirely subject to your approval. If any special change is to be made in the plan suggested, or the execution of it, it should only be done either at your own instance, or at the request of the Board of Directors of the Company or its official head.

I regret that time sufficient is not at my command to enable me to study closely the plans submitted by you with a view to determining in my mind whether they might be modified to advantage.

As this time is not allowed there is no one else connected with the Company, except Mr. Ruff, who is competent to forecast or foresee the real view ultimately aimed at. This is not saying too much probably when it is considered that no one else connected with the Company has made any pretension whatever to engineering or landscape work, and experience has demonstrated the folly of expending money except with a view to a general plan properly studied.

I write this because I wish to protest against any modification of the plan which would, in effect, shift the responsibility from your shoulders. Should a time come when this must be done, I will promptly relieve myself of any further responsibility in the matter.

I think a firm stand is needed and this is all that will be needed. Do not understand that I object to any change if you think such change advisable.

HURT, JOEL, ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

Mr. Hurt talked so much, however, that my notes were not as full as I intended. Mr. Hurt has had various pines cut that I intended to save.

KIRKWOOD LAND COMPANY, FINANCES OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

KIRKWOOD LAND COMPANY
J. C. Olmsted, 12th March, 1903

Between 8:30 A. M. and 11:30 A. M., while I was at his office, Mr. Hurt told more or less about the finances of the Company. If I remember the figures rightly, the capital stock outstanding is above \$300,000, the floating debt a little over \$59,000, of which something over \$37,000 was incurred for the improvement of the main parkway and lots facing upon it. He has proposed to the stockholders to subscribe for enough more stock to yield \$100,000, or else to borrow that sum, and he said if such a sum could be borrowed advantageously, because financial institutions do not like to loan on property that does not yield any income. He said to them that after the balance from that sum had been expended, sales ought to begin to bring an income and that he thought the 90 acres (to the first Peavine), which would then be improved would yield enough to repay the cost of land and improvements, yielding a profit mainly by the rise in value of the remainder of their property of 1300 acres. . . . It appeared that he had himself loaned the Company the most if not all of the \$59,000, but that he was building a \$200,000 furnace for his Georgia Iron & Coal Company, and wanted all the money he could get for that. He spoke of a gentleman he was trying to get interested to put in the \$100,000, taking stock as security and buying what stock he could from dissatisfied stockholders of whom there are several.

KIRKWOOD LAND COMPANY, FINANCES OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 13th March, 1903.

Mr. Hurt talked with me at his office again quite a time about Kirkwood Land Co. affairs. I fancied he thought he could interest me to invest in it or to recommend others to invest in it. He read a letter he had dictated to one of the stockholders who he said was a "kicker" and who objected to the proposed assessment on the stockholders to be represented by an additional issue of stock. This man (Barrett, I think, was the name) wanted to know by what authority all this big floating debt for improvements had been incurred, and when a certain vote requiring all expenditures to be approved by the vote of three-quarters of the stock had been rescinded. Mr. Hurt having bought or controlling through his friends three-quarters of the stock had run the thing to suit himself, but had made the records all straight, so that this disgruntled stockholder was answered effectually. At the meeting repealing the said vote the owners of \$1,300,000 and some odd stock were present and some \$300,000 and odd were represented by proxy out of a total of \$2,100,000 or \$2,300,000.

KIRKWOOD LAND CO., FINANCES OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

Called on Mr. Hurt at his office about 12 to 1. He was busy, so did not say all he wanted to. He says he must now sell some lots, as he cannot get the stockholders to advance any more money.

KIRKWOOD LAND CO., FINANCES OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
Atlanta, Ga.

May 12, 1908

Messrs. Olmsted Bros.,

The writer has found it impossible to arouse some of the stockholders to an interest in the further development of the property, and has purchased their holdings in order to obtain harmonious action. All of the stock except a few shares, owned by a party who is now in Europe, is controlled by the writer. We intend to proceed with the development, and hope to be in position before many days to pay your bill. I expect to be in New York within a fortnight, and hope to be able to extend my trip to Boston. There are several matters I would like to talk to you about. Among other things, I wish to see if we cannot have the City of Atlanta go on now with the work which was undertaken by the Park Board when your firm was engaged some years ago.

I will advise you about my trip to New York.

Yours very truly,
Joel S. Hurt (Signature)

KIRKWOOD LAND COMPANY, PROSPECTS FOR PROFIT

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

Having examined the proposed parkway and adjoining lands of Kirkwood Land Company, and having conferred with you and the engineer of the Company with regard to the further improvement of the parkway and adjoining lands with a view to placing a considerable portion of the property of the Company in first-rate condition for sale to the most desirable class of purchasers intending to erect suburban residences, we beg to submit the following report embodying some of our observations and our recommendations as to the scope and character of improvements which we deem desirable to secure the largest possible profit in the sale of building sites.

Our observation of somewhat similar suburban developments in the vicinity of the large cities of the North leads me to recommend, without hesitation, that the best opportunity for profit in connection with the proposed parkway will be secured by a completeness and thoroughness in the improvements far beyond what has been customary outside of the city limits and even beyond what has been done in a great many cases where lands have been sold and houses erected in suburban neighborhoods within the city limits.

Some of the reasons for our judgment in this matter may be stated as follows: At the distance from the centre of the city which the nearer portions of the Kirkwood Land Company's land lie there is a vast amount of land in competition with it. Much of this competing land is as attractively wooded, as high and well drained, as easily accessible by streets (some of which have a greater proportional part of the distance from the city macadamized), as close or closer to electric car lines than yours. Under these circumstances if you place your land upon the market with no better improvements than are customary and which are sufficient to meet the demand for cheap plots, it is doubtful whether you can obtain adequately remunerative prices. Your opportunity for securing satisfactory profits, it appears to us, will come through offering more highly developed lots or even handsome, thoroughly well built comfortable houses such as builders find it profitable to erect here. After you have established a great reputation for the high quality of your enterprise it will be much easier to sell both large and small lots in other parts of your property.

LAKES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A24, p. 224

22nd December 1892

7th: Suppose _____ that from a point a little above the head in one of the projected lakes of the Kirkwood property, there should be laid ___18" or 20" vitrified pipes, one each side of the lake, it discharges below the dam at the foot of the lake, the pipes to have as much regular inclination as the topography will/would permit (probably about 1 in 150); suppose that on other side of a/the lake, the water should be allowed to enter the lakes until after the carrying capacity of these pipes had been _____, the _____litter; dust and all light matters being thus taken off through the pipes, as far as they would be in the first strong flash of a storm, would the water that the pipes would _____, and which would afterwards enter the lake, leave a _____ that should seriously, or otherwise than temporarily, foul its waters?

8: Would the resulting deposit on the Lake bottom be so _____ it _____ require to be removed except at intervals ___of_____ y_____?

9th: Would the deposit contain in much/such pa____ sont, organic _____ of long intervals, the Lake should be emptied and the _____ in Winter, any notable odor would be _____ from its _____?

10th: If so, might the deposit, when being removed, be _____ treated with sulphite of lime or dilute sulphate of _____, so as to be inoffensive and innocuous?

11th: Suppose open-jointed drain tile are laid so as to interrupt all water from springs and all water seeping through the ground each side of the brook above the Lake, at an elevation from above _____ the ordinary surface of water in the brook, and 2 feet _____ of the surface of the ground, where they are laid near the bank of the hillsides, and that the water, so intercepted, is _____ by a main drain directly to the Lake. This water, so collected, would be filtered clear, and comparatively cool, water. Suppose that at all times when the amount of this cool, clear water so drawn into the Lake would be sufficient to keep the Lake full, the streams now flowing through the valley should, be _____ practicable, be sent through the vitrified pipes and be _____ discharge below it, and at other times only so much of the brook water admitted as would meet the deficiency of the supply from the collecting drains. In such a case, would the water in the Lake at any time be long turbid to a degree decidedly objectionable, and adapted to cause apprehension of material conditions?

12th: Suppose that at the point where each stream leading into the Lake _____ your property, there should be a large as _____, the cistern divided by a double wall of permeable brick, or of brick with numerous slits through which water would pass on through a strainer, the intermediate space being filled with some very coarse filtering material, such as half-burned brick bats and charcoal burned for the purpose on your

property, the size of the cistern, of the slits, and of the filtering material being graduated so that, under ordinary circumstances, the entire water of the creek, first passing through a suitable surface screen to intercept floating stuff), would pass rapidly through the apparatus. For a short period after storms, the apparatus would, of course, be swamped.)

13th: Having regard to the probable effect of all the arrangements which have been thus suggested, would the condition of the water in the Lake, except for a short period of time after storms, be offensively turbid?

14th: Is the supply of water such that the surface of the Lake, in each case, would never fall below the top of the dam, that is to say, will the supply compensate for the loss by evaporation?) If so, the surface of the lake will rise and fall during and shortly after storms, but the fluctuations will not be great or frequent. Suppose that the borders of the lake, to the distance likely to be covered by summer storms, should be steep and clean so that, upon the subsidence of the flood waters, there should be no involvement of organic matter where it would lie in a heated and water-soaked condition.

All the above precautions having been taken and obvious care being _____ otherwise to it secure cleanliness along the banks, would the projected lakes be generally regarded by the public with which your Company has to deal as probable nurseries of malaria?

Yours respectfully,
Olmsted & Olmsted

LAKES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 810

March 3, 1893

To Joel Hurt,

We are studying out the engineering problem connected with the proposed ponds and will submit a sketch to Mr. Ruff for his estimate of the probable cost.

It is of the utmost importance, it seems to us, to the success of your project that some means should be devised for giving it a picturesque and attractive appearance, so that it may be recognized to have decided advantages as a residence district over other properties in the vicinity of the city with which you will come in competition. Nothing would add so much to the beauty of the local landscape as the proposed ponds, bordered with suitable shrubbery and groups of trees, and we hope that upon further study they will be found practicable. If they are not found to be advisable, other means for making the property attractive and for avoiding the commonplace methods of suburban development must be devised. We hope that you will not under-rate the value to the success of the enterprise of invention and originality in/is the primary feature of any plan for the development of the property, and that you will allow the time which is essential to devise a method of treatment by which more attractive and interesting results can be obtained and as are customary in similar suburbs. When the leading motives have been determined upon, the elaboration and execution of the plan may proceed as rapidly as you wish.

LAKES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A32, p. 399

March 7, 1894

Mr. S. Z. Ruff, Engineer

In casting about in our minds for features which would be of value with this general object in view, one of the first things we thought of was that of a lake with picturesquely planted borders.

LAKES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

I spoke about the lake and he still seems to be determined to have it if the land sales turn out well. Ruff has showed me his plan for the trestle over first Peavine Creek, which made no provision for the lake and had told me that the only lake about there (made by a dam) was a rather rowdy place of resort and that this had given the lake idea a bad name. Evidently, he had concluded this lake idea would never be carried out.

LAKES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

He [Hurt] discussed the flume to take muddy storm water through the lake without filling it with silt. It is proposed to make it of wood as it will be full of water and buried in the lake. I told him that we had assumed a high enough elevation to make the lake a good size and shape and that this would flood the neighboring land S. of his about 2' deep. I said we had supposed he would buy this land but he thought it would be preferable to lower the lake. This needs more study. If we could get written consent of neighboring land owner to flooding, the county road might be diverted around the head of the lake instead of crossing it as now planned. Then a large area would have to be excavated, but this could be taken to form the dam, by means of a portable railway. The disadvantage would be that his company would not in this case have exclusive control. He seemed inclined to lower the lake, reducing its size.

LAKES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 26th July, 1902.

Ruff advocates putting water surface of lake down to El. 30 but I said I hoped el. 32 could be used without flooding back on land the Co. does not own. The flat bottom land seems to be just about that elevation. Ruff also looks to the lake area to supply topsoil for the tree strips and lot slopes. He says the area tributary to the proposed lake that the Co. controls so that they can prevent contamination will supply less than half the evaporation of a lake if 35 acres during July. I said I thought the population south of the Kirkwood Co.'s land to the ridge was so sparse and likely to remain so for some years that the Creek water could safely be used for years and that afterwards additional water supply can be collected on the Co.'s land and diverted into vitrified tile pipes that would be high enough to supply the lake. The greater part of the lake will have such steep sides that some variation in height of water surface will not be troublesome if the shores are graveled. If material for the dam is run on a track from the upper part of the lake this shallow part can be deepened at a not exorbitant cost.

LAKES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

7th August, 1902

Mr. S. Z. Ruff, Atlanta, Ga.

We have examined the possible outlines of the lake on the contour map and it strikes us that very much would be gained if the Company could afford to buy the additional land which would be flooded by keeping the elevation of the lake up to 935 or 937, together with a sufficient margin for preserving the landscape borders of the lake. This idea, however, is necessarily very vague in our minds, in the absence of any map, and may be entirely impracticable owing to the cost of the land or to the aversion on the part of those forming the Company to putting any more money into it, or because of the extreme irregularity of the outline of the lake which might be produced by flooding to that elevation. The basis for our suggestion is a vague recollection that the slopes in the various valleys tributary to the main valley increase to such an extent at about that elevation that a comparatively steep under-water slope could be obtained with but little excavation. This idea may be entirely erroneous, however. If this scheme is impracticable (as we think probable) the next point would be to determine by actual survey precisely what elevation the lake must be kept down to, to keep within the boundaries of the property. The higher it can be kept the less excavation will be required in the upper reaches of the lake. Elevation 932 would for this reason be decidedly better than elevation 930. We wish you would examine the flow line at the upper end of the lake instrumentally and plot it at whatever contour will keep practically within the boundary of the property and send us a sketch of the same.

LAND VALUES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

I went out by the Copenhill line of street cars. These run out on Highland Ave. and are at present the nearest line to the entrance to the property. Ruff says that since Mr. Hurt has resumed operations on the Kirkwood Parkway, the owner of the land between Highland Av. and the Kirkwood land (Williams Mill Road) had refused an offer of \$1200 per acre for some of his land. He said that judging by this the lots we have laid out facing the parkway on the N. side ought to sell for from \$2,000 to \$2500 and those on the S. side for from \$1500 to \$2000 considering the greatly superior class of improvement of the streets upon which they face.

LULLWATER, BRIDGE OVER

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

Ruff showed me his plan for the wooden trestle bridge and approaches for first Peavine Creek. I suggested a few slight improvements of curves and junctions. The bridge and approaches are 50' wide. Clear spans over creek 45' in 3 bents of 15' each. Remaining bents are on slopes of fills. I asked about distance between tracks and Ruff said it was as planned on our typical cross section, 10'. I asked Mr. Hurt if this was too much and he decided to reduce it to 8' adding 2' to the space between row of trees and track.

LULLWATER, BRIDGE OVER

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

7th August, 1902

Mr. S. Z. Ruff, Atlanta, Ga.

In regard to the bridge, it seems to us that for financial reasons it is not at all likely the Company will care to have even the economical Melan Arch style of bridge for some years to come. We think therefore it will be best to proceed with the timber trestle bridge. For landscape reasons, however, it is very important to have as much span between the abutments or the bases of the approach fills as possible. A span of 40' for the permanent bridge it seems to us would be, in proportion to the avenue and the lake very mean and inadequate. We have always expected the bridge would have a clear span of 60'. This span is not at all unreasonable or unduly costly in the Melan Arch construction. In preparation for this eventual span we presume that a clear width of 45' in three spans, with a 2 to 1 slope, would answer well enough as when the permanent construction is begun the toe of the slope may be cut away as much as may be desired.

(Handwritten: Would it not be practicable to make the trestle bridge largely with logs and so secure a considerable degree of rustic effect in harmony with the surrounding woods?)

LULLWATER, BRIDGE OVER & FLUME

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted, 16th August, 1902.

Ruff says they are going to start a saw mill within a few days to get out the lumber for trestle bridge over first Peavine Creek and for the flume to carry muddy storm water under the lake. He says he is going to make the flume circular in cross section and bind it with heavy galvanized wire. He is going to make a low stone dam at the head of the lake and a sort of catchbasin also of stone in the form of a box 20' or 30' lengthwise of the valley and running across it. From the lower side the flume will start with its top 3' below the lake level, which he thinks can be made elevation 933. He said the surface of private land adjoining is at least 934 and is already subject to overflows in freshets. I did not understand that any work was to be done toward accomplishing the lake in the immediate future.

NAMES, FOR DRUID HILLS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

15th September, 1904

Mr. Joel Hurt, President
Kirkwood Land Company

Not having heard from you anything further with regard to names since your letter of June 1st and our telegram in reply thereto, we take the liberty of bringing the matter to your mind again, and thinking that it may aid you in explaining to us your decisions, we are sending you under separate cover by mail another sunprint of our general plan for the subdivision of the Kirkwood property. . . .

We are sorry that Mrs. Hurt thinks Brightwood is not a good name for this property. We cannot avoid feeling that it is more appropriate and more descriptive (though not more agreeable in sound) than Stratford, which you appear to favor. We cannot but think that those who object to the name would not have their feelings seriously hurt by its adoption, and we fully believe that if it came to be generally used, they would fall into its use with entire satisfaction -- so much for Brightwood.

As for Stratford, it seems to us it is a good name so far as sound is concerned, and it undoubtedly has agreeable associations and is not commonplace. If it strikes your reportorial friend and yourself as being particularly agreeable, it no doubt would strike many others the same way, and that is certainly one of the greatest advantages you can look for in a name for Kirkwood.

After thinking the matter over, we are inclined to advise very strongly against having two names for the district shown upon our general plan. It seems to us the whole area shown on the plan should be described by the title on the plan by one name or else our plan should be redrawn on two entirely separate sheets, each one showing only the portion of the property which is to have one name or the other. We do not object to this, only it does not strike us that there would be any real advantage in it from the business point of view. It strikes us that a plan of a large tract of land is more imposing and will be more talked about and better remembered than a plan showing about half as much land. We hope therefore that you will abandon your idea of applying one name to the first mile and a half of the property, and another name to the remainder.

We appear to have no copy of the telegram sent you from St. Louis in reply to your letter of June 1st, but Mr. Olmsted remembers that he suggested in the telegram one or two names for consideration. Aside from those names, the names already before us, it may be well to repeat, are as follows: -

Brightwood	Ponce de Leon	East End	Druidhills
Braehurst	Inwood	Homewood	Avondale
Oakhurst	Tallulah Hills	Homethorpe	Battleboro
Bonnybrae	Etowah	Bonville	Belvista
Highland	Woods of Arden	Valhalla	
Hightown	New Dorp		
Merrymount	Newton	Vernonchase	
Eden	Newtown	Bellbrook	
Atlanta Heights	Palos Altos	Berwyn	
Goodwood	Monticello	Lochrest	
Midwood	Mt. Vernon	Bluefield	
Florawood	Morningside	Aurora	

We venture to gently repudiate the imputation that the matter of a name is of no interest to us. We have always been glad when we have made such land subdivision plans to assist in the choice of a name in cases where names did not already exist.

NAMES, FOR LAKES

The Library of Congress, Manuscript Division

Olmsted Associates Papers, Series B - Job File #00071

15th September, 1904

Mr. Joel Hurt, President
Kirkwood Land Company

For the names of the two lakes, the names of fishes or water birds or water plants would be appropriate, the only objection being that the good names are all decidedly commonplace, as are also many names more or less descriptive of the water, as Mirror Lake, Crystal Lake and the like. Here in New England the word "pond" is very generally used, and conveys no unpleasant ideas, but in many parts of the country the word "pond" is considered displeasing in its associations, and the word "lake" is chosen in preference. We think the word "lake" suggests a larger area of water and that it sounds pretentious. It might be possible to avoid the use of either of these words by adopting for the pond on First Peavine Creek the designation Lullwater, and for the larger pond the word Widewater.

NAMES, FOR PARKS ALONG PARKWAY
The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

15th September, 1904

Mr. Joel Hurt, President
Kirkwood Land Company

The reservations between the two roadways of the parkway in some cases deserve special names. The word park is perhaps too pretentious for these ornamental strips, with perhaps the exception of the one between Second Peavine Creek and the railroad, which has a considerable area and some noteworthy landscape features. We should be glad if the word "park" could be avoided in names for the other ornamental strips. Perhaps the first ornamental reservation from Moreland Avenue to Springdale Road might be called Springdale or Spring Grove. The second ornamental reservation might be called Oaklawn, as it is mostly open. The third ornamental reservation might be called Oak Grove. The word "oak" in this and the preceding will tend to localize them with Oakdale Road. The fourth ornamental reservation might be called Shadyside. The fifth ornamental reservation west of Second Peavine Creek might be called Dellwood. The sixth ornamental reservation east of Second Peavine Creek might be called Deepdene Park. The reservation on First Peavine Creek may be called Lullwater Park. The reservation on Second Peavine Creek may be called Widewater Park.

We have marked these names in pencil on the sunprint which we are sending you, so that you can rub them out and substitute other names wherever you wish to do so.

As we said before, we should be glad to bring this matter to a conclusion, we should therefore like to hear from you in regard to these names at your early convenience.

NAMES, FOR PONCE DE LEON PARKWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

15th September, 1904

Mr. Joel Hurt, President
Kirkwood Land Company

We infer that you have practically decided to call the double roadway Ponce de Leon Avenue. This has also the appropriateness of being merely the extension of an existing (or assumed to exist) city street of that name, yet it would not seem at all inappropriate to stop the name of the street where it ceases to be 80 feet in width, namely, at Moreland Avenue, and to adopt another name for its extension through your property. As the property seems to be so undeniably in the suburbs and not part of the city, either politically or physically -- that is to say, as it is not citified in the style of its improvements -- there seems to be no good reason why any objection should be raised to names which utilize features of the country, such as woods, hills, brooks and the like, and on the contrary, such names seem to be peculiarly appropriate. Therefore such a name as Brookwood Avenue or Brookwood Parkway (it might fairly be called) would seem to be descriptive as well as agreeable, if not already in use elsewhere about the city.

NAMES, FOR SECTIONS & STREETS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

Atlanta Ga 3/12/1904

S. Z. Ruff to Olmsted Bros.
Brookline Mass

Replying to your favor of the 9th will say that Mr J. C. Olmsted and I talked over the matter of names for the park and streets and many other names for the park. I suggested "Brightwood," in honor of Mrs. Hurt, also Oakhurst.

I am sure that "Brightwood," would meet with the approval of all concerned and would no doubt be gratifying to Mr. Hurt.

The main drive should no doubt be called Ponce de Leon, as it is an extension of Ponce de Leon Ave. It localizes the drive and adds prestige to it.

The side drive, we discussed the name of, "de Leon drive" "Parkway drive" or "Park drive"

We discussed several names for the streets, and Mr Olmsted made notes of several names and I did not, therefore I have forgotten just what names we did mention for the side streets. One of the names mentioned for the first street was "Fairview"

NAMES, FOR SECTIONS & STREETS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

14th March, 1904

Mr. S. Z. Ruff

It would help us as to the names of the cross streets if you would inform us what trees have been or are likely to be used for the street planting.

NAMES, FOR STREETS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

15th September, 1904

Mr. Joel Hurt, President
Kirkwood Land Company

We are not sure that we quite understand your indication of where you would apply the name Euclid Avenue. It appears to be your idea that it should apply to the second cross street east of Moreland Avenue. The appropriateness of this name would doubtless depend, as you suggest, on the fact that it was obviously an extension of the street already so named south of your property. . . .

If you can find satisfactory names among former landowners, it might be well to use these names for some of the streets, but usually the best of such family names have already been applied to streets. The only one that occurs to us is Kirkpatrick, which might be applied to the old county road running north and south immediately west of the railroad.

If you use the name Springdale for the first cross road, the word Fairview is released and might be applied to the long road running nearly parallel with the parkway and near the south boundary from Moreland Avenue to First Peavine.

NAMES, FOR STREETS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

15th September, 1904

Mr. Joel Hurt, President
Kirkwood Land Company

With regard to the names of cross streets, the name Fairview has been suggested for the first cross street. Perhaps a locally more appropriate name for this cross road would be Springdale Road, since there are a good many springs both in the parkway and north of it adjoining this road. The next cross road we understand you thought of naming Euclid Avenue. Perhaps the idea of using descriptive names could be followed consistently throughout; if so, this cross road might be called Oakdale. The next cross road between First and Second Peavine Creeks might perhaps be called Summit Road, and where the road forks north of the parkway the westernmost branch would retain the name. The eastern branch, being a portion of the old county road, might be called Old Road or Oldwood Road. The next cross road following the west side of Peavine Creek might be called Parkside Road, since you intend to devote the valley to the purpose of an ornamental reservation or park whether the lake is ever formed or not. As most of this road south of the parkway will not face on the park, perhaps this portion might be called by another name; for instance, Ridgewood Road. The cross road north of the parkway and east of the Second Peavine might be called Hillside Road. The branch road south from the parkway which runs between blocks 19 and 20 might be called Hilldale Road in recognition of the fact that it starts in a dale and runs over a hill and will cross another dale. The long cross road west of the railroad might be called Highfield Road. The next cross road east of the railroad might be called Ridgedale Road, as a portion is on a ridge and a portion in a dell. The next little cross road between blocks 28 and 29 can have the name of some tree characteristic of the locality; as for instance, Dogwood Road. The next cross road between blocks 25 and 26 runs out on a nearly level ridge and comes to an end. It might be called Spurwood Road.

NURSERY, PLAN FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A72, p. 288

February 5, 1894

Kirkwood Land Company
Atlanta, Georgia

Dear Sirs:

We send you under separate cover a plan of the nursery ground which is divided into blocks. On this we indicate the directions of the nursery rows, the distance apart they should be for the kind of stock assigned to them, the distance apart the plants should be in the rows, and the kind of plants adapted to each block. This plan was prepared as a basis for an estimate as to the number of plants that could be accommodated in the ground at your disposal, also as an aid to the man in charge of the nursery in the arrangement of the ground. It is not to be expected that the nursery men will follow the plan exactly: he should however keep some kind of a plan always up to date with the position of the plants so located that the names can be determined if the labels are lost.

NURSERY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A72, p. 830

Copy of letter written by Mr. Manning from Atlanta, Ga.

March 8th, 1894

Charles McNamee, Esq.
Biltmore, North Carolina

I have just telegraphed "Can Miller of nursery force accept position here immediately? Can Beadle advise him concerning collecting of plants on way? Wire Kimball House." There is a position as nurseryman for the Kirkwood Land Company open here which I am satisfied Miller can fill from what Mr. Beadle says and from what I have seen. The position must be filled at once.

OLMSTED FIRM, CONTRACT OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A9, p. 50

17th July, 1890

Mr. Joel Hurt, President
East Atlanta [?] Trust Co., Atlanta, Ga.

Dear Sir: - Your favor of the 10th instant was duly received: we have delayed a reply until the photographs should reach us. They are now here, but they do not provide sufficient definite information to enable us to submit such an estimate as you probably wish. It is not likely that we could do so without an examination and consultation with you on the ground.

We usually charge, for plans for the subdivision of property for villa sites, a sufficient topographical map being furnished us, at the rate of five dollars an acre. Our charge for a general plan for a park or pleasure ground is at the rate of ten to twenty dollars an acre; usually ten dollars where there are no extraordinary difficulties and the needed plan is not exceptionally elaborate. We should think it probable that such a general plan as you would want might cost you five thousand dollars; traveling expenses being in addition.

Our charge for service in the carrying out of the plan would depend on the manner in which you would wish the work done and your local arrangements for doing it. Until we know your views in this respect, we cannot estimate what it would be.

We would make a visit of preliminary examination and advice sometime in the Fall, at a charge of two hundred dollars and half of necessary traveling expenses. If you should afterwards engage us to make plans, the charge of two hundred dollars would be "on account" of the charge for the plans.

Yours Respectfully,
F. L. Olmsted & Co.

OLMSTED FIRM, CONTRACT OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250

5 December 1890

We think it unnecessary at this time to explain further such impressions as, upon cursory observation, we have formed as to the best manner of improving the property. We should be able to define our views in this respect much better after preparing a plan to lay it out, based upon a topographical map of such a character as we have explained to your surveyor would be desirably supplied us. Should you wish us to design such a plan, we will do so at the rate of compensation indicated in our letter to you of 17th July last, namely: five dollars an acre, with all traveling expenses added. You will see by the enclosed lithographed sheets the general character of the plans we are accustomed to supply for works of the class in question. They are intended to furnish all the information and guidance that a competent engineer would require for laying out the intended improvements. It is our custom, without additional charge, to visit the ground after the principal features have been staked out, in order to review the lines and make any revisions of the plan for which occasion appears; also to advise as to matters of organization, method and detail, until the work is fairly well under way and its general character established. If afterwards our services with respect to details, or in consultation with those in charge of the work, are further required, we supply what is needed in this respect at an additional charge, varying with the methods and the rapidity with which the work is to be prosecuted.

OLMSTED FIRM, RELATIONS WITH ATLANTA PARK BOARD

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
Atlanta, Ga.

May 12, 1908

Messrs. Olmsted Bros.,

During the month of April I had occasion to appear before the board of Park Commissioners here to protest against the erection of a wooden public comfort house in Springvale Park in Inman Park. I took advantage of the opportunity to speak of the importance of having somebody who understands about parks to direct their care and improvement here. I stated the situation under which your firm was engaged several years ago, the work you performed, the maps you prepared, and that the City had failed to comply with its agreement with your firm, which to say the least of it, was in bad faith and a reflection on the city of Atlanta. There seemed to be a unanimous acquiescence in the statement I made. Mr. Ellis, who is a lawyer, and whose name I gave you some time ago, is a member of the Board. He approved what I had stated, and said that the matter was being presented to the City Council by an attorney representing your firm, and that he hoped to see the bill paid. I would like to learn from you what is the status now.

OLMSTED FIRM, RELATIONS WITH KIRKWOOD LAND CO.

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 594

14th February 1893

Dear Father: -

A letter has been received from the Kirkwood Land Company stating that unless they receive our general plan (showing more particularly the car line) within thirty days, they will have to go on without us. I suppose that this means that they must lay out their car line within thirty days; not that they must have a complete plan for 6 00 acres within thirty days. Can you not, with the information sent us and your recollections of the ground make some improvement on the line suggested by Mr. Ruff and send it to us within a day or two after receiving this note. I do not think you need be put out by their peremptory request for the plan within thirty days, but I do think that we owe it to them_____so____that I sent you the plan.

Affectionately,
J. C. Olmsted

Mr. F. L. Olmsted
Jackson Park
Chicago, Ill

OLMSTED FIRM, RELATIONS WITH KIRKWOOD LAND CO.

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 810

March 3, 1893

To Joel Hurt,

The map which Mr. Ruff sent us, showing the line which he surveyed for the avenue to Decatur, was received on the 8th of February. Our plan for the same avenue was sent to your Secretary on the 21st of February. It does not seem to us that this was an unreasonably long time to take for all the necessary study and preparation of trial lines, profiles and for elaborating the subdivisions of the avenue, spacing trees, and making the finished drawings. But while we appreciate the necessity which you are under for obtaining tangible results as quickly as possible, we do not think anyone could prepare and elaborate carefully studied plans any more quickly.

Frederick Law Olmsted and Company

OLMSTED FIRM, SUPERVISION BY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250
December 5, 1890

It is our custom, without additional charge, to visit the ground after the principal features have been staked out, in order to review the lines and make any revisions of the plan for which occasion appears; also to advise as to matters of organization, method and detail, until the work is fairly well under way and its general character established. If afterwards our services with respect to details, or in consultation with those in charge of the work, are further required, we supply what is needed in this respect at an additional charge, varying with the methods and the rapidity with which the work is to be prosecuted.

Landscape Archts.

OLMSTED, FREDERICK LAW, ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A22, p. 451

25th August, 1892

Mr. S. Z. Ruff
c/o Kirkwood Land Co., Atlanta GA.

Dear Sir: - We have received a telegram this morning signed by the Kirkwood Land Company, asking when Mr. Olmsted can visit you. We are unable to reply at all definitely to this question. He sails from Liverpool August 31st; will probably spend a week or so here and will then make a trip to the South and West to visit the parks in Buffalo, Chicago, Milwaukee, Louisville, Kansas City, and Mr. Vanderbilt's place near Asheville. Should his health permit and the weather not be too warm, he would probably visit Atlanta after leaving Mr. Vanderbilt's place. It seems probable that this would not be before the latter part of September

OLMSTED, FREDERICK LAW, ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 535

6th February 1893

Mr. F. L. Olmsted is the only one of our firm who knows anything about the matter, and he is now on a business tour in the West. He may not be back for a week or two, so that there will necessarily be some delay in giving you our opinion upon the proposed line.

OLMSTED, FREDERICK LAW, ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 593

16th February 1893

Mr. W. H. Nutting, Sec'y of the
Kirkwood Land Co., Atlanta, Georgia

Dear Sir: We have received your letter of the 11th instant.

Learning that Mr. F. L. Olmsted will not probably be back from the West before the end of next week, we have decided to make an examination of the line for the Electric Road proposed by Mr. Ruff with the aid of the topographical map, with a view to approving it or making such suggestions as may occur to us. We hesitate to pursue this method, but the prolonged absence of Mr. F. L. Olmsted, together with the necessity (which you state is imperative) of coming to a decision in the matter, compel us to do so.

Yours very truly
Frederick Law Olmsted and Co.

OLMSTED, FREDERICK LAW, ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 716

25th February 1893

Mr. W. H. Nutting, Sec. of the
Kirkwood Land Co., 7th and Cary Street, Atlanta, Ga.

Dear Sir: - We have received your letter of the 21st instant.

We beg to say that Mr. F. L. Olmsted has given his personal attention to the matter of the main avenue.

Yours truly
Frederick Law Olmsted and Company

OLMSTED, FREDERICK LAW, ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 844

5th or 6th March 1893

To Joel Hurt

Mr. F. L. Olmsted is expecting to leave for Biltmore as soon as the weather is fit for planting. It has been so bad that his trip has been necessarily postponed. A visit to you would be made in connection with this trip.

OLMSTED, FREDERICK LAW, ROLE OF
The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. E4, p. 159

REPORT OF W. H. MANNING (1894)
March 17, 1894
F. L. Olmsted and W. H. Manning

Mr. F. L. Olmsted was asked to write a report of the adaptability of Kirkwood for its purpose to aid in getting a loan. Advised Mr. Hurt and Mr. Nutting not to dispose of lots before the character of the undertaking was well established by improvements and that these improvements should be undertaken at an early date.

OLMSTED, JOHN C., PLANNING OF LOTS ALONG PARKWAY, 1ST SECTION

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 26th July, 1902.

I arrived on ground a little before 8. I went over each lot along north side of parkway making fuller notes especially as to areas to be thinned and planted. When I got to first Peavine creek Ruff joined me and I worked back and noted improvements for all the lots south side of parkway. Made much more rapid progress without Mr. Hurt's pleasant company.

JOHN C. OLMSTED, ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

9th April, 1902

Mr. Joel Hurt,
Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

We enclose copy of so much of Mr. Olmsted's notes made on the ground during his last visit as are likely to be of any use to Mr. Ruff. Some of these notes referring to the saving of certain trees may not be applicable in case it is decided to adopt our suggestion of providing turf gutters.

OLMSTED, JOHN C., ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

After lunch I telephone to Mr. Hurt's house, thinking he might go out on the ground with me, but I learned that he was away and would not be back until 7 P.M. In the evening I telephoned him again, saying I would go out on the ground after breakfast and he said he would join me there later, as he would have about two hours' work in his office that must be done first.

OLMSTED, JOHN C., ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Mr. Ruff called on me at the Hotel Aragon in the evening. He said work was going on with from 30 to 50 men in widening the main drive of parkway to 95' including gutters, as we had recommended, and in cutting down and filling the side slopes to generally 3 to 1 slopes. He said the nursery had been cleaned up and the stock listed.

19th. I got out to the ground about 9 A.M. Ruff met me and the general foreman or Superintendent (Jackson or Johnson) accompanied us. Ruff explained where variations from previous plans were being made in alignment and profile.

Near the entrance he is cutting down about 2' on both main and side roadways and widening main roadway into the parking.

The first lot on the left has been graded back nearly 100'. The W. front is being graded down to a 3 to 1 slope. The cross street, opposite Sta. 12 is being graded. Ruff was following a straight profile across the parking. I told him it would look better to have it sagging. All the alders and most of the brush have been cut in the spring swamp S. of Sta. 11, and ditches dug to dry the ground. There appear to be three principal springs. I told him to pipe them all to one spot at foot of bank and shaded somewhat by some small maples and there build a sunken spring house domed over with stone and filled upon with earth so as to express coolness. The overflow to be taken off in a pipe. Ruff thinks this low flat place would be good for tennis. I said alright but there seems to be room for only two courts. W. of main drive in the open land some grading has been done and I asked to have a little more filling done in the low parts. Ruff said that Mr. Hunt wants to keep the rows of Scuppernong grape vines. I said that it would be better to cut away half to three quarters of them, so as to, open up the land and enable it to be plowed and smoothed. It is a good deal roughened by washouts. I explained to him about thinning the two groups of small pines a little further along. He said this should be done in winter else the borers would start in the stumps and logs and brush, and spread from them to the live trees and soon destroy them. He showed me some pine logs recently cut which already had numerous borers at work in them. I decided that the lot N. side of main drive and W. of cross street that was intended to connect with Bell St. ought to be made wider so as to include some more of the low ridge which I had previously intended to include so as to provide a house site. The lots to W. of this can each have 25' taken off them. Ruff said that Mr. Hurt had suggested that instead of bending this cross street to meet Bell St. S. of the property, it be bent the other way and so lead into the County Road at a point where it makes a bend away from the boundary line. I agreed that this was a good idea and Ruff is to send a survey of that part of the County Road. Grading work is in progress from the entrance to the hill W. of this 2nd cross road and the areas to be graded for side slopes have been cleared of trees to a point beyond the first Peavine Creek where the lake is to be. Ruff says that Mr. Hurt now contemplates turning the main drive out to the Decatur Road W. of the railroad, as this will be a sufficient investment of capital until a considerable part of the lots rendered available have been sold. He can get a temporary undergrade bridge under the railroad for his electric railroad to Decatur which can be run on final grade through the woods. He says it is expected to finish the parkway ready for planting next fall and next spring and to rough grade the rest out to Decatur Road and to build the wooden trestle over first Peavine Creek. Next summer this further part of the parkway can be put in shape. to plant if the sales of lots on the finished part are sufficient to warrant it. Ruff says that he is going to grade and finish ready for planting, each of the three cross roads W. of first Peavine creek, as far from the parkway, N. and S., as they are in sight so that the

surroundings of the parkway will present a completed appearance. He still contemplates a system of catch basins and vitrified pipe storm drains and a separate sewerage system. I went out by the Copenhill line of street cars. These run out on Highland Ave. and are at present the nearest line to the entrance to the property. Ruff says that since Mr. Hurt has resumed operations on the Kirkwood Parkway, the owner of the land

between Highland Av. and the Kirkwood land (Williams Mill Road) had refused an offer of \$1200 per acre for some of his land. He said that judging by this the lots we have laid out facing the parkway on the N. side ought to sell for from \$2,000 to \$2500 and those on the S. side for from \$1500 to \$2000 considering the greatly superior class of improvement of the streets upon which they face.

P.M.: I went to Ruff's office and he telephoned Mr. Hurt, but he was not in. Later he telephoned again and arranged that I was to see him in his (Mr. Hurt's) office, which I did. I told him I thought the work was going much too slowly, as Ruff had told me he had estimated the cost of improving the parkway from the entrance to the temporary ending at Decatur Road near the railroad at \$56,000 exclusive of planting, which he did not know how to estimate upon. He ought to have 150 men at work instead of 30, which is all there are to-day including drivers of teams. I told him I was a little disappointed to find the slopes were to be so uniformly 3 to 1. I had expected to make them steeper in some places to save trees, but as the trees have now all been cut, all I could do was to let it go and say that when he had a lot of sloping subgraded, I would make another visit and direct such variations from the uniform slope as might be needed to produce a more pleasing effect and to accommodate entrance drives to the lots in some cases. I told Mr. Hurt that I did not see how he could make a profit on the land commensurate with the cost of improvements unless he had an electric street railway. He said he would surely have one before long. He apparently had an informal understanding with the syndicate that bought out his street railway system that they would run a line through the Kirkwood Parkway to Decatur. I said I could not see how any company could afford to build and run such a line through land much of which would remain unoccupied for years and where occupied would be so in unusually large lots, and that there were already 3 electric car lines to Decatur which was a small town for more than one line. He said he would build and run a line himself and make it pay too and run it into the city and compete with the syndicate until they would be glad to buy him out, that he had done this before successfully, and would do it again. Anyway he would have an electric railway through Kirkwood somehow or other. I spoke about the lake and he still seems to be determined to have it if the land sales turn out well. Ruff has showed me his plan for the trestle over first Peavine Creek, which made no provision for the lake and had told me that the only lake about there (made by a dam) was a rather rowdy place of resort and that this had given the lake idea a bad name. Evidently, he had concluded this lake idea would never be carried out. Then Mr. Hurt talked about planting matters in which he takes a special interest, having planted Inman Park and his own place and some other private places. He got out the list of stock in the Kirkwood nursery which Mowblay (or whatever his name is) had made and went over it seriatim, asking me about many of the items about which he was not familiar and mentioning other trees and shrubs that he wants added and of which I made note as follows: -

White lilacs, both Japanese and common; 10 or 12 of the most distinct and desirable of the colored lilacs; Rhododendrons, (but he said he would himself order these of Anthony Waterer); a low shrub the name of which he does not know except that it is commonly known as Grandsir Graybeard and is also called White Ash. It has a large pointed drooping mass of white or grayish bloom in early spring and it is so very delicate and lace like that it is picked by everybody and so disappears from about towns. He called in Ruff at this point to help him remember plants he had said he wanted. Also Mimosas (he may mean some of the very fine leaved acacias); a small tree or tall shrub commonly known as Sugarberry. The berries are small, black and numerous and sweet. He said the leaves were something like elm leaves and the branches were apt to be warty; *Olea Americana* or American olive of which there are a few only in the nursery, that Mowblay collected. He is very fond of this as there are two remarkably fine and very dense specimens on his father's plantation lawn, which everyone admired. Besides he said it was the only evergreen that passed through last winter, without the slightest injury. He says it has a fruit like an olive. Also Evergreen water oaks. These are hybrids between the live oak and the wateroak which he thinks are evergreen and hardy. Also hemlocks; Prostrate Juniper, two kinds; Chinese juniper; some evergreen privets (for instance, *Amurensis*) and some more bushy *Andromedas*. He talked steadily and rapidly until 6.45 P.M. mainly about plants and put off half a dozen people who telephoned him. I borrowed the list of nursery stock to correct and copy alphabetically, giving quantities, separating trees, shrubs, vines and herbaceous and adding for his benefit the local southern common names. He discussed the flume to take muddy storm water through the lake without filling it with silt. It is proposed to make it of wood as it will be full of water and buried in the lake. I told him that we had assumed a high enough elevation to make the lake a good size and shape and that this would flood the neighboring land S. of his about 2' deep. I said we had supposed he would buy this land but he thought it would be preferable to lower the lake. This needs more study. If we could get written consent of neighboring land owner to flooding, the county road might be diverted around the head of the lake instead of crossing it as now planned. Then a large area would have to be excavated, but this could be taken to form the dam, by means of a portable railway. The disadvantage would be that his company would not in this case have exclusive control. He seemed inclined to lower the lake, reducing its size. He asked me about the treatment of the entrance. I advised against any of the common devices of gate posts and gates, archways, semicircles and the like as being out of keeping and out of scale with the width of the parkway. I could think of nothing better than to have neat low hedges for the adjoining lots and handsome evergreen plantations and a large simple Old Colonial columnar style of house one on each side. I said I thought the superior width and style of the parkway and the neat and effective style of planting on the lots adjoining would mark

off the Kirkwood land as finished and highly improved as well as give it all needed distinction. Nothing was said this trip about the water supply but this ought not to be put off until after the parkway is nearly finished and torn up again later. The same is true as to electric conduits, if he is willing to go to that expense. I told him we would make planting plans. These cannot be made very much in detail, as we have no map giving existing conditions that will exist when the grading and grubbing and thinning of woods is completed on ground that is to be planted. I said that while having some general effect of harmony our aim would be to give each lot a distinct individuality. This would be done by making a special feature of one kind of shrub or one class of shrubs and by making some formal and some irregular in design. The hedges, native oaks and pines and some native or plain deciduous shrubbery would tend to unify the row of lots. We discussed grass. I said Bermuda grass was undoubtedly the cheapest to use and for that reason I had specified it in my letter about slopes, but that if it could be afforded, Kentucky blue grass

would undoubtedly be much handsomer, particularly in winter, early spring and late fall when Bermuda grass looks dead. Mr. Hunt says his company can afford the Bluegrass and he is going to have it. I said it would be almost impossible on the slopes in cut especially those facing S. but that blasting, subsoil, plowing, manuring and extra topsoil would help. He told Ruff to blast. He said he had found that raising and plowing in a crop of peas and then using commercial fertilizer before seeding with bluegrass was superior to manuring which brings in many weed seeds besides costing more for hauling. He told Ruff to get the pease into the parkway area, where the ground is sufficiently open, at once. Ruff said he could do it in two days. I did not hear that anything had been done about opening through and improving Ponce de Leon Ave., which would be the most fashionable approach to the property.

PARKWAY TO ATLANTA

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250

5 December 1890

5. It would also be extremely desirable that a "Parkway" should be laid out between the property and the central parts of the city, much better adapted than any of its present streets or roads for pleasure driving, riding or walking. This Parkway should be as spacious as circumstances will permit; and should be finely constructed, and adequate arrangements should be made for its being well shaded by handsome, umbrageous, permanently thrifty trees. It will be desirable that only vehicles adapted to pleasure driving shall be allowed to use this Parkway, as is determined by law with respect to several Parkways that we have laid out in Boston, New York, Brooklyn, Buffalo, Chicago, and other cities.

PLANS, PREPARATION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 844

March 5 or 6, 1893

To Joel Hurt,

We will do what we can to expedite the preparation of sufficient plans to enable you to begin work, but as we said before, a certain amount of time-spent in studying of plans will be amply repaid by the greater economy, convenience and gracefulness of the result over a hastily prepared plan.

Yours very truly
Frederick Law Olmsted and Company

PLANS, REFERENCES TO

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted, 16th August, 1902.

18th August. Went to ground by 8 o'clock car. Send Ruff plan for parkway from Station 40 to station 90 where it was changed to go under the Georgia N. C. & No. R.R. Also plan for streets to right up hill to the Decatur Road.

Study improvement of boundary by adding a strip about 250' wide east of survey line 1 west and north of line 8.

Study relocation of Clifton Road to save a house site at 8 north, 3 1/2 south. Need survey of this road for 2 or 300' south of boundary. Owing to cut this road makes in banks of parkway, it might be better if county will agree to turn it south along the 0 line to the boundary and then west along boundary but in that case house site at 8 west, 3 1/2 south would not have direct connection with parkway and electric R.R.

Side slopes when in cut should be thoroughly plowed before topsoil is spread.

PLANS, #74 AND 75, DESCRIPTION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

9th April, 1902

Mr. Joel Hurt,
Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

Dear Sir: -

We are mailing you under separate cover a sunprint and a blueprint of each of two plans, Nos 74 and 75. If your engineer desires some additional sunprints of either of these plans, if you will kindly let us know we will forward them.

Plan No. 74 is a preliminary plan for the subdivision of the southwestern portion of your property into roads and building lots. This plan indicates our ideas as to the size of lots which we believe will prove most profitable in case you improve the parkway and roads in a complete and thorough manner.

The parkway lines you are familiar with as they are shown on previous plans made some years ago. The street between the parkway and the south boundary is a new idea which we have worked out on this plan to show how it will be possible to obtain a considerable number of small lots. We doubt if it would be advisable to construct this street until after the frontage upon the parkway has been pretty much sold. It may prove to be necessary to sell some of the lots on the south side of the parkway clear through to this south street, but in that case a suitable agreement should be entered into with the purchaser to pay a certain sum to be estimated at a rate per front foot, to be stated, for the grading, surfacing, planting, sewerage, etc., of this street. Our plan No. 75 shows a cross section indicating the subdivisions we recommend for this street.

On our plan No. 74 you will see the building limit lines which we suggest, which should be embodied in all deeds. This line is generally 100' from the parkway on the north side and varies from 60' to 100' from the parkway on the south side. Owing to the slope of the land it did not seem advisable to keep the building limit line on the south side as far from the parkway as on the north side. Along the north side of the south street, considering that the lots are shallower, we have indicated the building limit line 50' from the street. On the south side of this street as the land generally slopes very rapidly, we have shown the building limit line 30' from the street and we assume that in most cases if a house is set 30' from the street the land between the street and the house will be filled up to a level.

At station 12, on the parkway, a street shown on our previous plans running to the northeast is indicated. It seems to be very necessary to have about at this point a street running across the parkway and we have shown this street extended to the south boundary of the property where it can terminate in a boundary street. The land west of this cross street is occupied by a small branch and is therefore unavailable for building purposes. We therefore suggest some narrow reservations to preserve this branch as a permanent storm water drainage line. This reservation will also be available for laying cross sewers, water pipes, electric lights, etc.

At station 23 on the parkway we indicate another cross street extending from the south boundary to the parkway and then turning off in a northeasterly direction

9th April, 1902
Continued, Page 2

At station 37 on the parkway we show a street which would form the west boundary of the lake reservation and we indicate a short cross street to connect the south street with the boundary street.

Some reservations immediately north of the boundary street are suggested as being suitable places for constructing sub-surface irrigation disposal fields.

Speaking of electric light wires, it would certainly be very advisable to reserve in the deeds of the lots the right to locate and maintain a line of poles along the rear boundary, and the right of access to the same for alterations, additions, and repairs. This would relieve the streets of a very ugly feature.

The bridge over the lake is so located that there would be no diversion from a true line in the electric car tracks. This seemed on the whole more important than that the driveway should be run smoothly through. One or the other of them has to be diverted if the bridge is to be made of moderate width.

After you have looked this plan over with your engineer we should be glad to hear whether you have any suggestions to make for any alterations or improvements of it.

Yours very truly,
Olmsted Brothers (Signature)
Enclosure
E. F.

PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

In regard to planting, it seems unnecessary to say anything further at the present time as it would hardly be advisable to undertake planting until after a considerable area of land had been graded and otherwise prepared for it.

PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted, 16th August, 1902.

Cow peas have been planted on much of the ground where sloping or grading and replacing topsoil has been done, but owing to the dry weather they have grown but little or have failed entirely. Even those planted early in July are weak and thin. Ruff says the gangs have lost only two hours' time on account of rain since April 15th.

PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted, 16th August, 1902.

I urged the need of water for watering plants this fall. He seemed to think Mr. Hurt would not provide a permanent supply until next spring, but said we could have a watering wagon to haul water. He said he could dam the little valley in parting at side road between Blocks 2 & 4 and run a pipe down the valley until a sufficient head was secured to fill the watering wagon. I urged that an ample supply of manure be secured but it will be hard to get.

PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

He [Hurt] wrote to them [stockholders] also about the nursery, saying that the total cost had been \$3500 and that during the last three months stock had been planted out from it that could not have been purchased for \$20,000, and that \$4,000 of stock still remained in the nursery.

PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

Mr. Hurt said considerable about the plants. He said he had had collected a nice lot of *Torreya taxifolia*, an evergreen, which only grows in a limited swampy area in Florida. He said that quite a number of the sorts of shrubs we had planted had not proved hardy and were well known locally not to be hardy. *Cormalia Japonicum*, for instance, and *Ligustrum Japonicum*. The *Pittosporum* is often killed to ground and still oftener loses its leaves. *Euonymus japonicus* though a good deal used, is subject to the same defect. *Ilex cassine* he regards as perfectly hardy and very satisfactory.

PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

I walked along through the fronts of some of the lots on the north side and through the central planting spaces of the parkway in places. Met Mische and Ruff superintending planting at the far end, near First Peavine Creek. The evergreen shrubs make a good showing.

PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

[Advice to Joel Hurt:] also he should make a success of the planting and seeding first, as otherwise he could not hope to get the full price.

PLANTING, BY MISCHE

Library of Congress, Manuscript Division
Olmsted Associates Records, volume A 97
John C. Olmsted to James F. Dawson, Jan. 7, 1910
Vol A97: 479-84:

I think Mische used too many doubtfully hardy sorts but you can study his planting at Druid Hills to advantage.

PLANT MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A32, p. 399

7th March, 1894

Mr. S. Z. Ruff, Engineer

In casting about in our minds for features which would be of value with this general object in view, one of the first things we thought of was that of a lake with picturesquely planted borders. Another feature which we suggested was that of the irregular reservations along the line of the electric road and elsewhere which were intended to have their surfaces kept green by the use of some low verdure (or "ground cover" as we call it) which would thrive better than turf. Such reservations with the addition of suitable plantations of ornamental shrubbery and trees would supply an attractive foreground such as is usually entirely lacking on land offered for sale in lots in the South. It seems essential that such improvements should be done by the company, before the land is offered for sale in order to secure the enhanced prices which would result from such improvements. It is altogether probable that the company will be a financial failure if it relies on the usual policy of waiting for the improvements of individual purchasers to benefit the remaining land after merely making it accessible. Moreover, it will be practically impossible to induce purchasers of land to improve their properties with intelligent regard to the climatic conditions and in a manner to produce a widespread, agreeable result until after the company has set the example.

PLANT MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. E4, p. 159

REPORT OF W. H. MANNING (1894)

KIRKWOOD LAND COMPANY

March 7 - 11th Arrived at Atlanta on 7th.

Nursery:

Examined Nursery ground with Mr. Ruff and explained purpose of plan and modifications that could be made if found desirable.

Collection of Plants:

Went through woods and other parts of the estate with Mr. Ruff to make him acquainted with the plants called for, and with the special requirements of each. We found a number of plants not previously noted.

We went to Macon and Perry to find broad-leaved evergreens and were successful in finding a considerable variety in quantity, and arrangements were made to have them collected.

Orders:

On our return the lists were modified as a result of these searches and approval was secured from the proper committee; then notice of changes and approval sent to office.

Nurseryman and Collections:

Telegraphed Mr. McNamee for permission to hire Henry Miller, one of Mr. Beadle's foremen as nurseryman on the estate. After receiving permission to do so, arrangements were made to have Mr. Miller collect a car-load of evergreens in the mountains of North Carolina on way here.

PLANT MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A72, p. 830

Copy of letter written by Mr. Manning from Atlanta, Ga.

March 8th, 1894

Charles McNamee, Esq.
Biltmore, North Carolina

I propose to have enough money sent Miller so that he can collect Rhododendrons, Leucothoe, etc. somewhere on Spartansburg road on the way here for the Company's nursery and I will, with your permission, ask Mr. Beadle to give him instructions and such assistance as he can without interfering with his regular work.

PLANT MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. 72, p. 829

Copy of letter written by Mr. Manning from Atlanta, Ga.

March 9th, 1894

Dear Mr. Beadle,

They have not a nurseryman here so I have recommended Henry Miller at \$40.00 per month and house. I also recommended that \$100.00 be sent to him so that he can collect in the mountains along the railroad to Spartansburg as many as possible of the following plants: 3000 Rhododendron maximum; 2000 Kalmia latifolia; 5000 Leucothoe catiabasi; 1000 Rhododendron punctatum; 200 Tsuga canadensis; 100 Tsuga carolinana; 1500 Symphoricarpos vulgaris. Have him put them in a box car with board platforms so that the full capacity of the car will be utilized. Plants of Rhododendrons and Kalmias one to two feet high and small clumps of Leucothoe would be preferable to heavier plants as I would like to have him get as near the total quantity called for as he can with the money sent, and get them in one car. He can vary quantities if desirable.

Can you also arrange to have 5000 Leiophyllum collected at the same time, your additional plants are secured in the eastern part of the state, to be sent to the Kirkwood Land Company, Atlanta, Georgia, care Mr. S. Z. Ruff (to whom all communications should go.)

PLANT MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A72, p. 65

April 26, 1894

To: Willard H. Nutting, Secretary
Kirkwood Land Company
Atlanta, Georgia

Dear Sir:

Yours of the 19th received. The order to W. F. Bassett and Sons was for 2,000
Arctostophulus Uva-ursi and 1,000 Rubus Hispidus.

H. H. Berger's order was 20 Photinia Glabra. Some of the foreign orders were shipped
from New York last Saturday by Piedmont Air Lines.

The foreign nurserymen not being able to fill their orders complete makes quite a list of
plants to be re-ordered next Fall.

We have written C. C. Abel and Company to countermand the order to Sebire and
Company.

Yours truly
Olmsted, Olmsted and Eliot

PLANT MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Ruff said that Mr. Hunt wants to keep the rows of Scuppernong grape vines. I said that it
would be better to cut away half to three quarters of them, so as to, open up the land and
enable it to be plowed and smoothed. It is a good deal roughened by washouts.

PLANTING MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Then Mr. Hurt talked about planting matters in which he takes a special interest, having planted Inman Park and his own place and some other private places. He got out the list of stock in the Kirkwood nursery which Mowblay (or whatever his name is) had made and went over it seriatim, asking me about many of the items about which he was not familiar and mentioning other trees and shrubs that he wants added and of which I made note as follows: -

White lilacs, both Japanese and common; 10 or 12 of the most distinct and desirable of the colored lilacs; Rhododendrons, (but he said he would himself order these of Anthony Waterer); a low shrub the name of which he does not know except that it is commonly known as Grandsir Graybeard and is also called White Ash. It has a large pointed drooping mass of white or grayish bloom in early spring and it is so very delicate and lace like that it is picked by everybody and so disappears from about towns. He called in Ruff at this point to help him remember plants he had said he wanted. Also Mimosas (he may mean some of the very fine leaved acacias); a small tree or tall shrub commonly known as Sugarberry. The berries are small, black and numerous and sweet. He said the leaves were something like elm leaves and the branches were apt to be warty; Olea Americana or American olive of which there are a few only in the nursery, that Mowblay collected. He is very fond of this as there are two remarkably fine and very dense specimens on his father's plantation lawn, which everyone admired. Besides he said it was the only evergreen that passed through last winter, without the slightest injury. He says it has a fruit like an olive. Also Evergreen water oaks. These are hybrids between the live oak and the wateroak which he thinks are evergreen and hardy. Also hemlocks; Prostrate Juniper, two kinds; Chinese juniper; some evergreen privets (for instance, Amurensis) and some more bushy Andromedas. He talked steadily and rapidly until 6.45 P.M. mainly about plants and put off half a dozen people who telephoned him. I borrowed the list of nursery stock to correct and copy alphabetically, giving quantities, separating trees, shrubs, vines and herbaceous and adding for his benefit the local southern common names.

PLANT MATERIALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 23rd November, 1903.

Red, scarlet, black and spanish oaks are poor and surface rooted in woods, but will grow well if planted young in open land.

PLANT MATERIALS, COLLECTING IN THE FLINT RIVER VALLEY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A73, p. 359

December 22, 1894

To: Frank Boynton
Biltmore

As I suggested to you, I think it would be best to make your headquarters at Macon and explore the country between that and the Flint River especially the territory just south of Macon, which is covered with swamp, sandy ridges, and in which I saw the Saw Palmetto and many plants of *Magnolia glauca* and other broad leafed evergreens. In the Flint River Valley you will find *Magnolia grandiflora*. I wish you would notice on the opposite side of the Flint River tributary which you will ford in going from Fort Valley and see if you can find a very large leaved form of *Smilax laurifolia* which is growing close to the edge of the stream and running high in trees. The holly that Mr. Beadle was so much interested in is growing on the left bank of the valley of this tributary, perhaps a quarter of a mile from the Ford. This tributary enters the Flint River about a mile below the Ford referred to, and it is this territory that I covered very hurriedly when I was there. You will notice on the _____ *Callicarpa* and *Rhus aromatica* growing abundantly. If you should not find Mr. Ruff you can go to Fort Valley and hunt up the affable keeper at the hotel nearly opposite the station on the right, who is a friend of Mr. Ruff's and who took us down to the Flint River. You will find him an intelligent and agreeable fellow and he can take you over the same ground that we took.

Yours truly,
Warren H. Manning

PLANT MATERIALS, FOR STREET AND PARK PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A72, p. 288

February 5, 1894

Kirkwood Land Company

The enclosed list of plants we recommend you to purchase or collect for the nursery this Spring so that you will have an ample stock when required for street and park reservation planting.

The following is a summary of the list enclosed.

- 5000 street trees, 400 of which will be purchased and the balance collected in the South.
- 3000 large growing ornamental trees which will all be purchased of small size.
- 16000 small ornamental trees, 13000 of which are to be collected in the South and the others purchased.
- 100,000 ornamental shrubs, 31500 of which are to be collected in the South and the balance purchased.
- 3000 climBers, 2000 of which will be collected in the South and the balance purchased.
- 250,000 ground covering plants, 32000 of which will be purchased and the balance collected or propagated in the South (chiefly Japan Evergreen Honeysuckle).

The cost of these plants at the nurseries will be about \$1200.00 making the average cost of the purchased plants \$.011 each. Charges for packing, duty, transportation, etc. would add about fifty per cent to the above sum.

If you decide to accept our recommendations and to establish a nursery and find the list and sum stated satisfactory to you please send us at an early date authority to send out for you orders to the amount stated and we will do so promptly.

PLANT MATERIALS: GRASS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

We discussed grass. I said Bermuda grass was undoubtedly the cheapest to use and for that reason I had specified it in my letter about slopes, but that if it could be afforded, Kentucky blue grass would undoubtedly be much handsomer, particularly in winter, early spring and late fall when Bermuda grass looks dead. Mr. Hunt says his company can afford the Bluegrass and he is going to have it. I said it would be almost impossible on the slopes in cut especially those facing S. but that blasting, subsoil, plowing, manuring and extra topsoil would help. He told Ruff to blast. He said he had found that raising and plowing in a crop of peas and then using commercial fertilizer before seeding with bluegrass was superior to manuring which brings in many weed seeds besides costing more for hauling. He told Ruff to get the pease into the parkway area, where the ground is sufficiently open, at once. Ruff said he could do it in two days.

PLANT MATERIALS, GRASSES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
U. S. DEPARTMENT OF AGRICULTURE,
BUREAU OF PLANT INDUSTRY.
OFFICE OF GRASS AND FORAGE PLANT INVESTIGATIONS.
Washington, D. C., July 3, 1905

Messrs. Olmsted Bros.,

In reply to your favor of the 22d ult., concerning lawn grasses suitable for a subdivision in Atlanta, I may say that you have a rather difficult problem before you, owing to the points you have noted in your letter --- the unsatisfactory growth which Kentucky bluegrass makes in that region, unless given specifically good treatment, and the undesirable properties of Bermuda and St. Augustine grasses.

Kentucky bluegrass at that elevation is a very satisfactory crop if given a fairly good soil and not mown too frequently. It does especially well where the ground is partially shaded, and I have seen some excellent growths of it in the city of Atlanta and much further south in the state of Georgia. At lower elevations in that same latitude it can maintain itself only where pretty thoroughly shaded.

No species have been discovered or developed which are thoroughly adapted to these conditions, and at the same time free from the objectionable qualities of Bermuda grass. The rainfall requirements of Kentucky bluegrass are not so high that it would be unsuited to that region without artificial watering provided it could be left unmowed through the hotter part of the year. It should not be used on a lawn which must be kept closely clipped, without frequent watering through the summering, unless the advantages of fertility and partial shade are very great.

Very sincerely yours,
Carleton R. Ball.
Asst. Agrostologist.

PLANT MATERIALS: STREET TREES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

He [Hurt] said the County Supervisors had voted to macadamize Moreland Avenue from the Kirkwood property to the paved city streets to the southward. Mr. Hurt said he did not like our idea of planting sweet gum as the street tree in Moreland Avenue. He says the fruit hangs on and makes them look disorderly in winter. He wants sugar maple, but would consent to water oak. Said we might use the sweet gum on a back or side street somewhere.

PONCE DE LEON PARKWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 810

3rd March 1893

Mr. Joel Hurt, Vice President of the
Kirkwood Land Co., Atlanta, Georgia

Dear Sir: - We have received your ltr. of the 24th instant.

We are glad you wrote us as well as telegraphed us in regard to the proposed main avenue.

We will await your reply to our ltr. to Mr. Nutting and to you on the same subject, before considering that you decide against our proposition.

In regard to the exact location of the line with reference to the expense of grading, we wish that Mr. Ruff would indicate, in detail, the points at which the line as suggested by us would require a greater depth of filling or cut than the line which he sent us. So far as we are aware there is only one place in which our line is not an *improvement* on his line in this respect. This one place is at the crossing of the G. C. and N. Railroad. We would not be unwilling to make the avenue a little more crooked at this point for the sake of saving filling, if you consider it absolutely necessary, but we hope that you will agree with us that the gain in directness would be a sufficient compensation for the extra filling required at that point. Considering that the portion of the avenue to be at first built need be only 85 feet wide, including the electric railway location, but omitting the side road to the south it does not seem to us an unreasonable expense. If need be, a still further economy could be effected at this point by retaining the land to the full breadth, for future development, but omitting the tree planting space for 50 or 100 yards on each side of the railroad, drawing in the sidewalk, drive and electric railway close together on one embankment, say 55 feet wide. In such a case as this we feel that we ought to make a plan which could be carried out with due regard to the convenience of the public in the future, but have no objection to any reasonable method of adjustment for present economy of construction which will not block the ultimate carrying out of the whole plan.

We were not aware that at any point where rock was likely to be encountered we had varied appreciably from the line surveyed by Mr. Ruff. If we have done so, we would be glad to have him indicate the particular places where it would be desirable to return to his line.

In further explanation of our intention of having the different parts of the 130 foot avenue on different levels, as a measure of economy in grading, and as an artistic adaption to the topography we enclose a cross section taken at one of the worst places, showing the comparative amount of cut and fill required for the 130 foot avenue, and for the 80 foot avenue.

We have made a study of roads and lots for a considerable portion of the property, but think it would be best not to send this to you until the matter of the width of the avenue has been decided upon. Meanwhile we will proceed with the study of roads, and lots over the remainder of the property so as to have a proposition to talk over with you at the time of our next visit.

3rd March 1893
Continued, Page 2

Your engineer, Mr. Ruff, should now stake out the line shown on our plan along the center of the electric railway location, and take the levels at stations 100 feet apart and send us a profile together with a diagram showing where the stations come on the map. The readiest way of staking out such a curved line for *preliminary* purposes, extreme accuracy not being required, is to scale the distance at which the profile line intersects the cross section lines on the topographical map, and stake out these distances on the ground. The stations can be plotted on the map and measured forward or back along the line from the intersections with the cross section lines.

We are studying out the engineering problem connected with the proposed ponds and will submit a sketch to Mr. Ruff for his estimate of the probable cost.

It is of the utmost importance, it seems to us, to the success of your project that some means should be devised for giving it a picturesque and attractive appearance, so that it may be recognized to have decided advantages as a residence district over other properties in the vicinity of the city with which you will come in competition. Nothing would add so much to the beauty of the local landscape as the proposed ponds, bordered with suitable shrubbery and groups of trees, and we hope that upon further study they will be found practicable. If they are not found to be advisable, other means for making the property attractive and for avoiding the commonplace methods of suburban development must be devised. We hope that you will not under-rate the value to the success of the enterprise of invention and originality in/is the primary feature of any plan for the development of the property, and that you will allow the time which is essential to devise a method of treatment by which more attractive and interesting results can be obtained and as are customary in similar suburbs. When the leading motives have been determined upon, the elaboration and execution of the plan may proceed as rapidly as you wish.

The map which Mr. Ruff sent us, showing the line which he surveyed for the avenue to Decatur, was received on the 8th of February. Our plan for the same avenue was sent to your Secretary on the 21st of February. It does not seem to us that this was an unreasonably long time to take for all the necessary study and preparation of trial lines, profiles and for elaborating the subdivisions of the avenue, spacing trees, and making the finished drawings. But while we appreciate the necessity which you are under for obtaining tangible results as quickly as possible, we do not think anyone could prepare and elaborate carefully studied plans any more quickly.

Yours very truly

PONCE DE LEON PARKWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 844

March 5 or 6, 1893

To Joel Hurt,

We expect to send next a sketch showing our suggestions as to how much of the proposed avenue could be built on a contracted plan where the filling across ravines would involve expense, reserving, however, the land necessary for grading the avenue, eventually to its full width.

PONCE DE LEON PARKWAY, ACCESS TO PRIVATE LOTS FROM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

2. In regard to the introduction of driveways into private lots, we are inclined to think it would hardly be profitable for you to grade such driveways through the bank because it might happen that they would not be in the right place either because the land might be subdivided differently or because two lots might be sold as one, or because an intending purchaser might have different ideas as to the driving approach to his house. In case you have an opportunity to advise intending purchasers and in case the bank is more than about 4' high, it would be well to keep in mind the desirability of having the entrance drive at the upper end of the frontage on the parkway so as to start at the highest point. In some cases it will be well to make one cut serve for two house lots either starting in with a single driveway, in case the adjoining owners are able to act in a friendly manner toward each other, or with two adjoining driveways separated only by a hedge or shrubbery plantation but forming one cut through the bank. In some cases this cut for a private drive could run straight back parallel with the lot line until it gains the natural surface, or until it has to turn to reach the door of the house. In other cases where the land rises rapidly a straight drive would be undesirable and the drive would have to turn nearly parallel to the parkway before turning again backward to the house. In some cases, particularly at or close to a summit, it might be advisable to enter at the middle of the lot and turn quickly to the right and the left forming a large loop in the ground in front of the house. In general, however, it is much to be preferred to have a single drive near the side of the lot. A house should generally have the carriage door on the side instead of on the street front, particularly when the house faces south, so as to avoid cutting up the front lawn.

PONCE DE LEON AVENUE, AS APPROACH TO DRUID HILLS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

I did not hear that anything had been done about opening through and improving Ponce de Leon Ave., which would be the most fashionable approach to the property.

PONCE DE LEON PARKWAY, CONSTRUCTION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Mr. Ruff called on me at the Hotel Aragon in the evening. He said work was going on with from 30 to 50 men in widening the main drive of parkway to 95' including gutters, as we had recommended, and in cutting down and filling the side slopes to generally 3 to 1 slopes. He said the nursery had been cleaned up and the stock listed.

PONCE DE LEON PARKWAY, CONSTRUCTION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Near the entrance he is cutting down about 2' on both main and side roadways and widening main roadway into the parking. The first lot on the left has been graded back nearly 100'. The W. front is being graded down to a 3 to 1 slope. W. of main drive in the open land some grading has been done and I asked to have a little more filling done in the low parts.

PONCE DE LEON PARKWAY, DRAINAGE OF LAND ADJOINING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

We advise that wherever it is at all possible a turf gutter be provided between the sidewalk and the bank rising up from the sidewalk. This gutter should discharge into a vitrified sewer pipe drain which would cross under the sidewalk and deliver either into a longitudinal vitrified sewer pipe drain or into a catch basin or into the paved gutter of the roadway. In the first case a catch basin in the turf gutter would be advisable, in the second case the special form of cast iron mouth piece which we have used in park work would be useful, and in the third case the pipe would be so near the surface that a simple flattened form of bell mouth would have to be devised. This turf gutter will have to be interrupted, of course, wherever a driveway is to enter a private place and it may also be interrupted at summits and at points where, in order to save desirable trees, the bank must be thrown close to the sidewalk for a few yards. The existence of such cases will, of course, determine the location of the drain outlets, but such outlets should be provided at intervals of from 100 to 150' unless there is an opportunity to turn the storm water out on to the natural surface at the end of a cut in which case the gutter can be gradually increased in size and could extend for 100 yards or more. It must be recognized that the efficiency of this turf gutter will be gradually decreased by the accumulation of sediment and that it will have to be excavated and resodded occasionally. If the land draining upon it is thoroughly well covered with grass the gutter will be effective for a number of years, but if earth is washed down into the gutter from bare places its period of efficiency will be very much shortened. It must be recognized that the introduction of this gutter will involve a considerable amount of additional excavation. In many cases this additional earth will, no doubt, be needed in forming slopes where the parkway is in fill but if it appears to be a burdensome expense the best substitute will be the customary hillside ditch at the top of the steep slope and the taking of extra pains to keep the steep slope well covered with grass. The principal purpose of this turf gutter outside of the sidewalk is, of course, to prevent storm water from crossing the sidewalk and making it uncomfortable to walk upon, or washing it out or depositing mud upon it. It is a matter which all careful gardeners on private places as well as on parks attend to, but it is a valuable refinement which is nevertheless decidedly uncommon. If you are going to make a first class neighborhood this will be one of the important matters to attend to.

PONCE DE LEON PARKWAY, EAST TERMINUS OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Ruff says that Mr. Hurt now contemplates turning the main drive out to the Decatur Road W. of the railroad, as this will be a sufficient investment of capital until a considerable part of the lots rendered available have been sold. He can get a temporary undergrade bridge under the railroad for his electric railroad to Decatur which can be run on final grade through the woods.

PONCE DE LEON PARKWAY, GRADING AND PLANTING OF LAND
ADJOINING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

The sharp banks left on the land adjoining the parkway by its grading present a problem which ought to receive very much more careful consideration, and which ought to be solved in a much more agreeable manner than has customarily been done. Our advice in this connection must necessarily be somewhat general but we think Mr. Ruff will have no difficulty in applying it to particular cases.

Where the adjoining private land is below the parkway there would generally be one of three cases.

1st - where the land is only a few feet below the sidewalk and falls gently, or rises, it would pay to fill in the hollow between the parkway and the rising land to a gentle, varying downward slope, (say 2% or 3%), or if not too expensive and if trees would not be filled upon, to a gentle rising slope (say 2% to 5%). If the land falls rather rapidly from the parkway and if it would not be too expensive nor fill on valuable trees, it would be well to have varying slope of 15% or 20%, easing off to a still gentler slope before joining the natural surface. In these cases the finished slope can be treated as a permanent lawn.

2nd - where the parkway is in considerable fill and if it would cost too much to slope gently, or where to do so would destroy many forest trees valuable for shade, it would be best to make the slope about 3' horizontal to 1' vertical. Such steep slopes ought to be covered with shrubbery or evergreen honeysuckle. In the shrubbery there may be a few sorts which grow to considerable size but most of it ought to be varying sorts that can be planted thickly and whose roots will hold the soil. The cheapest covering for such a slope would doubtless be the evergreen honeysuckle and the creeping blackberries (*Rubus hispidus*, *Rubus canadensis* and *Rubus dumetorium*) and the like which do not grow tall and scraggly.

3rd - where the parkway is in very heavy fill, as in approaching the bridges over the branches, for the sake of economy and to avoid sloping out over trees it would be necessary to adopt a slope as steep as 2 to 1. This slope can best be covered with evergreen honeysuckle and some form of fence would be needed at the top for the sake of safety and the appearance of safety.

When the side of the parkway is in cut there would be also three cases.

1st - where the land for some little distance from the parkway either slopes downward from the parkway or very gently upward, the shoulder or bank would better be removed and the ground sloped very gently so as to obviate the appearance of a cut having been made. A slope of 5% would be desirable in this case and a slope of 10% or 12% would be about as steep as could be made to look natural. Such slopes should not be regular.

2nd - where the land adjoining the parkway is left only about 4' to 6' above the sidewalk and where the existence of fine shade trees does not prevent, it would be well to slope back at the rate of 3' horizontal to 1' vertical and to cover this slope with Bermuda grass or low shrubbery. The height of bank we refer to would be measured at the line of intersection of the 3' to 1' slope with the natural surface.

3rd - where private land is left more than 6' above the sidewalk it should be sloped up to a height of 4' to 6' and at the rate of 3' horizontal to 1' vertical and then sloped back very gently, say 5% to 10%, if the existence of good trees does not prevent. If

existing trees do prevent it would be well to make an intermediate flat terrace about 3' wide at the height of 4' or 5' above

the sidewalk. If the upper slope rises to a greater height than 8' or 10' above the sidewalk the land above that height can be sloped back gently if trees do not prevent. The introduction of this intermediate terrace will tend to make the bank appear less formidable and will also diminish the damage from washing in storms. By digging a trench in the 3' terrace and filling it with good topsoil a hedge can be grown there which will tend to hide the upper slope and thus make the bank appear still less formidable and the storm water can be carried in a turf gutter on the terrace parallel with the sidewalk to a point where it can be safely disposed of. Where these slopes can be made as easy as 3' to 1' they would best be covered with Bermuda grass. If on account of excessive expense or the existence of valuable trees, space cannot be afforded for this treatment the slopes can be increased to 2' to 1', the terrace can be narrowed to 2', and the upper 2' to 1' slope can continue up to the natural surface. These slopes may also be covered with Bermuda grass. You will notice that we make a distinction in covering steep slopes between those that slope down from the sidewalk and those that slope up. We think the appearance of the banks that slope down from the parkway would be better if covered with creepers and low bushes and that this treatment will strike the average purchaser as being all right, but where the banks slope up from the parkway the majority of intending purchasers would be much better pleased to have them look more neat and tidy as could only be accomplished at moderate expense with Bermuda grass.

There are two other problems that are necessarily mixed up with the treatment of the banks where the side of the parkway is in cut. One is to provide means for taking care of storm water and preventing it from crossing the sidewalk and the other is to provide means of driving access to the lot.

PONCE DE LEON PARKWAY, GRADING AND TREE CUTTING ALONG

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

I told him I was a little disappointed to find the slopes were to be so uniformly 3 to 1. I had expected to make them steeper in some places to save trees, but as the trees have now all been cut, all I could do was to let it go and say that when he had a lot of sloping subgraded, I would make another visit and direct such variations from the uniform slope as might be needed to produce a more pleasing effect and to accommodate entrance drives to the lots in some cases.

PONCE DE LEON PARKWAY, GRADING OF SIDE ROAD EAST OF
LULLWATER

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 26th July, 1902.

I looked over the work east of 1st Peavine Creek as far as work was going on. I agreed that the side road would better be filled somewhere cuts have been made and lowered where fills have been made so as to better accommodate the topography and require less expense for grading and not look so stiff and railroad-like. Returned to city about 5 o'clock.

PONCE DE LEON PARKWAY:
GRADING OF SIDE ROAD IN FIRST SECTION

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

He [Ruff] had crowned the side road from near Moreland Avenue to first "Branch" all one way toward the sidewalk and he had done so because our typical cross section so indicated. I told him I thought that was only applicable when north side of side road was in cut and trees prevented having a turf gutter. In this particular section there is scarcely any cut along north side and I asked him to change to a crown in centre, taking care to keep the planting ground north of side road below the road so storm water will flow off all along.

PONCE DE LEON PARKWAY, GRADING OF SLOPES NEAR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

I advised cutting more 50' to 100' from Moreland Avenue and filling about 150' from it and 100' from parkway so as to get a slope up from Moreland Avenue to the house site, a level line along house site and a slightly convex surface from house site to parkway. I advised in Lot 1 Block 2 to slope back more gently but convex from parkway on the east half of frontage from an old cart road to near the east boundary and I therefore advised an abrupt bank there, to be covered with weeping bushes such as Forsythia suspensa. The grading is roughed out to 1st Peavine Creek and a gang is working beyond that. The side slopes are pretty uniformly 3 to 1. No attention was paid to my directions for steeper banks and terraces on deep cuts so that many good trees have been destroyed. Both Hurt and Ruff being of engineering type of mind thought it easier and better to grade 3 to 1 than to bother about executing my more detailed instructions. I explained the need of changing the straight 3 to 1 slopes to convex surfaces with a short ogee at base and a turf gutter.

PONCE DE LEON PARKWAY, MAIN DRIVEWAY--SUBDIVISIONS OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

With regard to the subdivisions of the main driveway and side road of the parkway, considering that one element in producing a high value for the land will be the recognition of the breadth and dignity of the parkway as well as its thorough construction, we should advise for the main driveway a width of 40'. This would necessitate the leveling of a width including one sidewalk and the electric railway reservation and turf gutters in cuts or shoulders in fills of fully 95' which will add approximately one third to the cost of grading already accomplished, assuming that grading of the side slopes would be about the same whether the main driveway was made 30' or 40' wide. It seems to us this would be a very moderate amount to pay for the very marked gain in dignity and impressiveness, not to mention convenience, which would result by widening the driveway from 30' as you have intended to make it, to 40'. In either case we recommend for the remaining subdivisions the following dimensions. Turf gutter in private property, 6 then fence line; then turf strip 2' wide to give space for vines on the fence to grow without crowding the sidewalk macadam or paved walk 6'; turf tree planting strip 6' total for sidewalk 14' paved gutter where grade is sufficiently steep to require it, 3 macadam, 24'; paved gutter 3'; total for driveway, 30' unless you decide to follow our recommendation and make it 40' from gutter to centre of a line of trees, 3'; from centre of line of trees to gauge line of nearest electric railway track, 5' 9" gauge, 4' 8 1/2" space between tracks to provide for centre line of trolley and feed wire poles, from gauge to gauge, 10' 1" gauge, 4' 8 1/2" strip liable to be disturbed by railway operation, 2' 9" turf gutter in cuts or a rounding bank in fills, 5' total leveled for turf area to be occupied by a row of trees next the street and by electric railway tracks, etc., 36', making the total width to be leveled crosswise in the preliminary rough grading, 95'.

PONCE DE LEON PARKWAY, PLAN FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 691

23rd February 1893

Mr. W. H. Nutting, Secretary of the
Kirkwood Land Co., 7th and Cary Streets, Atlanta, Ga.

Dear Sir: - We sent you on the 21st instant, by mail, our preliminary design for a Parkway from Ponce de Leon Avenue toward Decatur, including a reservation for the proposed electric railway. In preparing this design we have followed substantially the line surveyed by Mr. Ruff, making only such modifications as seemed to us desirable for securing graceful curves, and for improving the grades.

Ponce de Leon Avenue is 80 feet wide, and our instructions were to prepare a plan for the continuation of this Avenue at the same width. In view of our experience in laying out avenues through which it was intended to run electric railways, we have departed from these instructions and have shown a plan for a wider avenue having a special reservation for the railroad separating it from ordinary street traffic. There are three great advantages to be obtained by such a plan.

1st. The electric cars can be run at a much higher rate of speed than would be safe if the tracks were laid in the roadway as is customary with street railways.

2nd. The disadvantage to neighboring property of an electric railway are reduced to a minimum by increasing the distance between houses and the railway. The rails can be laid directly in turf or can be surrounded by turf; and the cars, poles and wires will be partially surrounded by rows of trees. Thus when the cars are not running by, the existence of the railway will be scarcely noticeable.

3rd. The railway can be built in a much less expensive manner than would be required in the case of tracks laid in the roadway.

Another advantage will be that you will have a handsomer, broader avenue (with four lines of trees and handsome turf spaces) than is customary in the suburbs of Atlanta, and you will therefore, have an advantage to that extent in competitive sales of land. As a matter of landscape design, the more turf and trees in proportion to paved areas that can be secured in suburban streets, the better.

We anticipate, if this plan is adopted, making certain adjustments in grade to the natural topography, which will reduce the cost of construction to a minimum. We refer to a difference of level between the wide driveway and the narrow one. Where streets must necessarily cross the parkway, this difference of level would be restricted to about two to three feet, but between such cross roads the difference might be increased to almost any extent by widening slightly the planting spaces on each side of the railway, in which the difference of levels would be taken up.

By our plan, the avenue crossing the G. C. and N. Railway, at a point where more filling would be required than at the crossing indicated by Mr. Ruff. We have done this in order to avoid an excessive crookedness in the general line of the parkway. We do not think the additional filling required will be excessive. As nearly as we can judge, it would be about five feet on one side of

the avenue and thirteen feet on the other.

It would be perfectly practicable to postpone much of the expense of grading the parkway to its full width by building at first the railway and the wider driveway, with its walk and planting spaces. On the opposite side, the land might be sold in large lots, so that the necessary private driveways crossing the electric road would not come so frequently as to be a serious inconvenience. The land adjoining the broader driveway could be sold in lots of smaller size, varying in dimensions according to the topography.

We consider this plan as distinctly a preliminary one, and even if it is accepted, we would wish to be free to make modifications in it, if we found it necessary in order to connect streets with it economically or gracefully.

Mr. Hurt will remember having seen the widened Beacon Street running out through Brookline from Boston to the Chestnut Hill Reservoir, in which the electric railway runs in a similar turf strip, bordered by grass. The projectors of this widening gave more than half the land required although it had cost them probably, on an average, ten thousand dollars an acre. They did so because they realized that the increased speed at which the electric cars could be run with safety would bring the land at the outer end of the avenue nearer to the city in time, and, therefore that higher prices could be obtained for it. They have been amply justified in this assumption, as they are now selling land near the outer end of the avenue for from five to ten times what it cost them.

Unless land has been sold in lots that are too shallow, and houses have been built too near the avenue to permit of it, we believe it would pay to widen Ponce de Leon Avenue sufficiently to secure a special reservation for the electric railway for a considerable distance nearer to the center of the city.

This plan may seem to your stockholders at first an extravagant one, but it seems to us that their land is in competition with many other tracts of land a very decided advantage would be gained by laying out a parkway of this character, because it would strike purchasers as being something finer than could be found anywhere else about the city.

Yours very truly
Frederick Law Olmsted and Company

PONCE DE LEON PARKWAY, PLAN OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 723

26th February 1893

Mr. Joel Hurt, Vice President of the
Kirkwood Land Co., 7th and Cary Streets, Atlanta, Georgia

Dear Sir: - We received yesterday your telegram saying: "Map of avenue received, thoroughly impracticable. Will break the Company to build it." This seems to us rather a summary way of disposing of our proposition.

If you will read our letter of explanation of the plan, you will see that we do not propose to have the Company build the avenue to the full breadth of 130' at once, and that by means of certain adjustments of grade in the cross section, the amount of cutting and fill required can be reduced to a minimum. Our proposition is that one walk, one planting space and one drive being shown on the northerly side of the proposed electric railway having in all a breadth of 67 feet, should be graded by the Company, and that the location for the electric railway should be graded by and at the expense of the Electric Railway Company. The omission for the present of the drives and walks south of the electric road will not it seemed to us cause any serious inconvenience, because the house sites on the avenue may be placed from three to five hundred feet apart and have their approach drives cross the electric railroad location to connect with the 40 foot driveway. They would incur so infrequently that comparatively little danger of _____ would result. We presume that the alternative to our proposition would be an 80 foot avenue, having a wide driveway in the center of which the rails would be laid. It is obvious that the whole width of 80 feet would have to be brought to a level of the side hills, thus involving much heavier cuts and fills than would be required by our proposition. At the same time, the driveway, however wide, being cut in two by the tracks, would have comparatively narrow spaces available for pleasure driving. Supposing you took out of the 80 feet, 30 feet for the sidewalks and the planting spaces. You would have left _____ feet for driveway. Taking out of this the electric car tracks, with the necessary paving stones adjoining the rails, occupying 17 feet, 8 inches, you would have left driveways on each side having a width of only 16 feet, 9 or 6? inches, out of which would have to come paved gutters, say 2 feet, 6 inches wide, leaving a width of only 14 feet, 6 inches of macadamized surface suitable for pleasure driving, and this would necessarily be sloping towards the gutter, and thus much less agreeable to drive on than the center of the driveway which we propose. If after considering these various facts, you still conclude that it would cost the Company more to construct the roads and walks that we propose, 80 feet wide, then the 80 foot avenue, we shall be perfectly willing to reduce the dimensions of our drives and walks 7, or even 10, feet and would even then consider it a far more agreeable arrangement for pleasure driving than the ordinary 80 foot avenue with car tracks down the middle.

Wherever it became desirable to cut up land south of the avenue shown on our plan into comparatively small lots, the road on that side of the electric railway, or so much of it as might be necessary, could be constructed.

It seems to us that by our proposition your Company will be able to throw open to the public a more agreeable roadway for pleasure driving, at less expense than by extending Ponce de Leon Avenue with the same cross sections that it now has.

We would be glad to have you after considering our explanation point out in detail in what respects our proposition [is impracticable? .]

Yours very truly
Frederick Law Olmsted and Company

PONCE DE LEON PARKWAY, PLAN OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 810

March 3, 1893

To Joel Hurt,

In further explanation of our intention of having the different parts of the 130 foot avenue on different levels, as a measure of economy in grading, and as an artistic adaption to the topography we enclose a cross section taken at one of the worst places, showing the comparative amount of cut and fill required for the 130 foot avenue, and for the 80 foot avenue.

PONCE DE LEON PARKWAY, PLAN FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 844

March 5 or 6, 1893

To Joel Hurt,

On a sheet showing cross sections, recently sent, we show how the avenue is designed with planting spaces, as we recommended, one of which is to be occupied by the electric railway and which could be adapted to almost any degree of steepness of any side hill that may be now its course. We show on the same sheet cross sections of an avenue 80 feet wide, for comparison. You will clearly see by a glance, at this sketch, that there will be actually less grading to carry out our plan than there would be in the case of the 80 foot avenue. The electric road will be cheaper to build on our plan; the northerly drive on our double plan would cost less to build with either macadam or gravel than that of the 80 foot avenue; and the only portion of our plan which would cost more than the 80 foot avenue would be grading, the surfacing with loam and the seeding and planting of the planting spaces. This expense would not be likely to be a large one, and would certainly be amply repaid in the greater picturesqueness and rural quality of the avenue designed by us, as compared with an ordinary 80 foot avenue.

PONCE DE LEON PARKWAY, PLAN FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 846

6th March 1893

Mr. S. Z. Ruff, Engineer of
Kirkwood Land Co., Atlanta, Georgia

Dear Sir: - In a letter just received from Mr. Joel Hurt, he indicates that you are prepared to approve of our plan for the wide avenue and extension of Ponce de Leon Avenue, provided it can be constructed at a reasonable expense. We forwarded to him last week a sheet containing the cross sections of our proposed avenue and also two of an 80 foot avenue for comparison. One section is taken where land may be supposed to be sloping across the avenue at a rate of 1 in 20 or thereabouts. In case the slope is less or does not greatly exceed this amount, our standard cross section for an avenue 130 feet wide would apply with adjustments of the same or less extent in the planting spaces, as indicated in this cross section. You will see that, owing to the different portions of the avenue which would be necessarily level across, being each of them narrower than the 80 foot avenue, it will require no more grading to carry out our avenue where the ground is sloping than to build the 80 foot avenue.

The other cross section is designed in adaption to a slope in the land across the parkway about as steep as will occur at any point in the length. In such a case the greatest economy of grading would require the avenue to be widened in order to give room in the planting spaces for an increased slope. We would of course assume that no street across the avenue would be required in such extreme cases of differences of levels between the two side roads. We would also assume that the upper side road would have to be graded in such extreme cases in order to give access to the lots on the up-hill side. You will see that even in this extreme case the extent of grading required per linear foot by our design does not exceed that required for an 80 foot avenue, provided the side slopes in both cases are made reasonably graceful in appearance.

As a measure of economy, we assume that in crossing ravines where a fill of more than five or ten feet might, in several cases, be required, that the avenue would not be graded to its full width but contracted by the omission of the planting spaces to 60 or 65 feet. But of course the land would be dedicated to the public as an avenue to the full width required, on the assumption that the avenue would be graded to its full width, eventually.

We are under the impression that you will find upon running of the profile of the avenue as designed in our preliminary plan that it does not require any heavier grades, and probably less cut and fill, than the preliminary trial line which you sent us, except at the point where it crosses the G. C. and N. R.R.

We had hoped that for the sake of avoiding an excessive crook in the line, the Company would be willing to carry the avenue across this railroad at the point we have indicated, to a graded width not exceeding 65 feet, the remaining width of the avenue to be graded at some time in the future. But if you consider that this would involve too great an expense; we would be willing to move the crossing, say 100 feet further south.

Mr. Hurt stated in his letter that you are now surveying a line for an electric road, in order that a rival company should have no excuse for building a similar railway on such lines as it might think best through the property of the Company. We trust that you will find it feasible to adapt

6th March 1893
Continued, Page 2

the line for the electric road shown on our plan, except perhaps, at the crossing of the G.C. & N.R.R. If you do conclude that our line is feasible, we earnestly trust that you will not introduce any straight lines or tangents longer than 50 or 60 feet, and that you will compound all the more rapid curves. This is a matter about which we are extremely anxious, on account of our wish that the avenue should be on graceful lines.

We are expecting to send you shortly a plan for the avenue with suggestions for the proposed contractions to save filling in crossing ravines.

Yours very truly
Frederick Law Olmsted and Company

PONCE DE LEON PARKWAY, PLANNING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A26, p. 277

4th April 1893

Mr. C. Z. Ruff, C. E.
Atlanta, Georgia

We will proceed with the study for the parkway, and send you soon, sketches in the direction of working drawings, as soon as possible.

Yours very truly
Olmsted, Olmsted and Eliot

PONCE DE LEON PARKWAY, PLANTING ALONG

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 23rd November, 1903.

Ruff says only 10 or 15% of the Darlington oaks on Parkway have died, but many more of the *Cornus florida* died. He says he had better success with collected *Cornus florida* than with those from the old nursery, but does not know why. Says the roots were good, but is satisfied the branches should have been pruned off or shortened in. The *Hypericum* in tree strip seems to have been planted only to half-way from Moreland Street to First Peavine. It is doing very well. The rose is doing well near first crossroad.

PONCE DE LEON PARKWAY, PRELIMINARY DESIGN FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 691

23rd February 1893

Mr. W. H. Nutting, Secretary of the
Kirkwood Land Co., 7th and Cary Streets, Atlanta, Ga.

Dear Sir: - We sent you on the 21st instant, by mail, our preliminary design for a Parkway from Ponce de Leon Avenue toward Decatur, including a reservation for the proposed electric railway. In preparing this design we have followed substantially the line surveyed by Mr. Ruff, making only such modifications as seemed to us desirable for securing graceful curves, and for improving the grades.

PONCE DE LEON PARKWAY,
PREPARATION OF GROUND BETWEEN MAIN & SIDE DRIVES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

30th June, 1902

Mr. S. Z. Ruff,
Kirkwood Land Company,
Atlanta, Ga.

With regard to preparing the ground between the main and side drives, it is difficult to give you any more definite instructions without an accurate map showing the present conditions as to grades, trees, etc. In general, we should say that the open portions should be cultivated and cow peas grown upon them, while the wooded portion should be let alone until we have made the planting plan, as there may be little trees and shrubs which we should want to retain and which your men might destroy if they had orders to prepare the ground without a definite plan. Where you have made new slopes in excavation, however, we should advise you to plow the ground as deeply as possible. If practicable the topsoil plow ought to reach a dept of 18" or 20".

PONCE DE LEON PARKWAY, PROFILES OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

With regard to the profiles of the parkway we have a few suggestions.

It would be desirable to lower the summit east of Moreland Avenue a foot or two.

In general, it would be handsomer to have a curving profile as well as a curving line for the parkway, and following this idea we think it would be preferable to have 50 or 100 yards of what is now intended to be a 3 1/2 percent grade steepened to 4 or even 4 1/2 percent, and to make the rest of the grade with a curving profile and taking care to make the hollows much longer curves than the summits. On the side road of the parkway it would be perfectly suitable to have a much more undulating profile than on the main driveway and the reservation for electric cars, and it would also be reasonable to have a decidedly steeper rate of grade on the side road. A five percent grade would be quite admissible and for short distances even six percent would be allowable. In some cases the cuts and fills have been made unnecessarily severe on the side road, thus not only costing more but damaging the appearance of the adjoining property more than more undulation would have done. It will cost comparatively little to reduce the fills, especially as material needed for the proper sloping can be obtained from them and in improving the banks in the cuts along the side road it will often be cheaper to raise the profile than to cart the material away to a greater distance.

PONCE DE LEON PARKWAY "RESERVATION"

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A32, p. 399

7th March, 1894

Mr. S. Z. Ruff, Engineer

In casting about in our minds for features which would be of value with this general object in view, one of the first things we thought of was that of a lake with picturesquely planted borders. Another feature which we suggested was that of the irregular reservations along the line of the electric road and elsewhere which were intended to have their surfaces kept green by the use of some low verdure (or "ground cover" as we call it) which would thrive better than turf. Such reservations with the addition of suitable plantations of ornamental shrubbery and trees would supply an attractive foreground such as is usually entirely lacking on land offered for sale in lots in the South.

PONCE DE LEON PARKWAY, "RESERVATIONS" ALONG

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A32, p. 399

7th March, 1894

Mr. S. Z. Ruff, Engineer

Another feature which we suggested was that of the irregular reservations along the line of the electric road and elsewhere which were intended to have their surfaces kept green by the use of some low verdure (or "ground cover" as we call it) which would thrive better than turf. Such reservations with the addition of suitable plantations of ornamental shrubbery and trees would supply an attractive foreground such as is usually entirely lacking on land offered for sale in lots in the South. It seems essential that such improvements should be done by the company, before the land is offered for sale in order to secure the enhanced prices which would result from such improvements. It is altogether probable that the company will be a financial failure if it relies on the usual policy of waiting for the improvements of individual purchasers to benefit the remaining land after merely making it accessible. Moreover, it will be practically impossible to induce purchasers of land to improve their properties with intelligent regard to the climatic conditions and in a manner to produce a widespread, agreeable result until after the company has set the example.

It is doubtful whether the stockholders to whom you refer have any adequate conception of what can be accomplished in the manner we propose, at a comparatively moderate cost, and it is not at all surprising that from the experiences they have probably had, they should doubt the profitableness of devoting so much land to the purpose of enhancing the value of the landscape. It seems almost essential, under such circumstances, for stockholders to yield something of their own preconceived ideas to our recommendations. There are, of course, several important prerequisites of success in land companies, and our plans and the proper carrying out of them is only one branch of the subject. Still, we believe that there is a reasonable prospect that if our advice is followed, it will be financially successful. We have no doubt of the possibility of succeeding practically with the sort of improvements which we propose if we can receive the support of the company.

If you will bear these general statements in mind you may perhaps realize that the project which you suggest, while it would be a handsome one under ordinary conditions in the North, and much better than the usual form of avenue leading out into the suburbs, it would not lend itself at all well to the sort of treatment which we have in mind. It is formal and not as adaptable to the topography. But the principal objection is that it would have no sufficient breadth of planting spaces in which to carry out the style of planting which we have in mind.

PONCE DE LEON PARKWAY, SIDE ROAD--SUBDIVISIONS OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

For the side road the subdivisions are as follows: turf gutter in ornamental planting ground, 5' driveway exclusive of gutter, 16' paved gutter where grade is sufficient to require it, 3' turf strip including bank between sidewalk and gutter, 3' macadam or paved walk, 4'; turf strip to allow for spread of vines on fence, 2' then the fence; turf gutter in private property where the road is in cut or a shoulder when in fill, 5'; total to be leveled crosswise preliminary rough grading, 38'. For the 50' street proposed between the parkway and the south boundary we recommend the following subdivisions: Turf gutter in private property along uphill side, 5'; then the fence; turf strip to allow space for vines on fence, 2'; macadamized or paved walk, 3'; turf strip for tree planting, 5'; paved gutter where grade is sufficient to require it, 3'; macadam driveway, 20' paved gutter where grade is sufficient to require it, 3' turf strip for tree planting, 5'; macadamized or paved walk, 5'; turf strip to allow for spread of vines on fence, 2'; then the fence shoulder where street is in fill, 5'; total width to be leveled crosswise in rough grading, 60'. The turf gutters referred to will have to be made deeper than is pleasing to the eye in order to provide for accumulation of silt. The shoulder where the street is in fill is not intended to be leveled but is intended to be rounded very gradually into the slope. . . .

As a measure of economy we think it will be feasible to generally construct the side roadway with only one gutter and sloping all one way to that gutter. To make this successful in appearance, however, it will be necessary to have this gutter on the inner side of the curve where the curve is at all rapid. The gutter for the side road would in that case have to be as wide as that in the main drive. The driving space exclusive of gutter would be 16'. It is altogether probable that you may find that intending purchasers and real estate agents will object to such a narrow drive not because two carriages cannot pass upon it, but because it seems skimpy and tends to put the property facing upon it in a lower class than if there were a wide driveway. This is a matter which demands very careful consideration on your part. Our own opinion is that with a reasonable number of cross drives between the main drive and the side road the side road will come to be considered somewhat in the light of a private driveway so that intending purchasers would consider that for all practical purposes they actually face upon the main driveway. If they can be induced to take this view of the case we think the width which we recommend will be all right. Otherwise it will be necessary to widen the driveway, in which case we recommend the width of 24' exclusive of the gutter for the reason that with this width it will be possible for a rapidly moving vehicle to be driven past a slowly moving one without requiring the driver of the latter to turn out of the centre of the driveway and without forcing the rapidly driven vehicle to be driven into the paved gutter which would be uncomfortable.

PONCE DE LEON PARKWAY, STORMWATER DRAINAGE

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

In regard to storm water drains we advise you to provide an adequate number of catch basins and vitrified pipe drains substantially in the manner customary in the best parks. The customary distance apart of catch basins is 150. As you will have the ornamental planting ground in the middle of the parkway in which you can grade a turf gutter into which you can throw storm water from drain pipes, you will have an opportunity of economizing in the length of vitrified pipe. In some cases the storm water can be thrown out on private land where the land is below the parkway and not likely to be filled in and where the discharge of storm water upon it will not be a serious detriment to it. This is a matter which we do not need to describe more in detail at the present time as your engineer is perfectly able to work out a system of storm water disposal which we can then examine and suggest improvements upon, if we are able to.

PONCE DE LEON PARKWAY, TREATMENT OF LAND ADJOINING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

We have stated that in order to secure the largest profits your Company ought to improve the parkway much more thoroughly and completely than has been customary in the case of most other suburban developments about the city. We will now describe somewhat in detail the character of improvements which we believe, having most careful regard to economy, would be most profitable for your Company to undertake.

We believe it will be necessary to radically alter the general appearance of the land on both sides of the parkway, not because it is unattractive to the intelligent observer, but because the great majority of intending purchasers, either consciously or unconsciously, are unwilling to pay the highest prices for land covered with natural forest. They inevitably compare it in their minds with lands the value of which they know to be relatively low. Therefore, however painful it may be to you (and it certainly is so to us), to destroy a vast amount of natural beauty merely for the purpose of substituting another form of beauty, it will be necessary to thin out the existing forest trees very radically, leaving only a comparatively few but those of the sorts most suitable for the embellishment of nicely kept lawns. It will also be necessary to grub up all stumps, young seedlings and sucker growth trees and most of the bushes and coarse wild flowers. The ground should then be thoroughly and deeply ploughed, well manured and smoothed and covered with Bermuda grass. Blue grass would be decidedly preferable were it practicable for your Company to establish it and take care of it without too great expense. We believe it will pay to substitute for some of the existing trees a few trees which are generally recognized to be attractive as ornaments on private places and also to plant a moderate number of evergreen and flowering shrubs on each lot, keeping them mainly near the borders so as not be in the way of building operations and aiming rather at a simple effect and one which can be easily taken care of in a wholesale and economical way while the land is still owned by the Company, instead of any more intricate and more highly decorative way such as would be perfectly feasible for a purchaser to adopt and take care of.

PONCE DE LEON PARKWAY, TREE PLANTING ALONG

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

7th August, 1902

Mr. S. Z. Ruff, Atlanta, Ga.

In reference to the preparation of the ground for tree planting in the avenues of the parkway, we would say that it is impossible for us to give you any reasonably correct plan for locating the tree pits until we have received your corrected plan showing the parkway as actually constructed. This we have not yet received. When we have received it we will proceed at once with the plan for tree pits.

PONCE DE LEON PARKWAY, TURF GUTTER IN RAILROAD RESERVATION

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted , 25th July, 1902.

I told Ruff that if a turf gutter was provided within the R.R. reservation there would be no need of having one in the parking adjoining the reservation.

PONCE DE LEON PARKWAY, TURF STRIP OUTSIDE SIDEWALK

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

The object of the turf strip between the sidewalk and the fence line is to provide space for vines to overhang the fence, or for hedges originally planted too close to the sidewalk to spread in.

PRESBYTERIAN UNIVERSITY, DONATION OF LAND FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

I understood that he had definitely offered to the Presbyterian University a site of 20 or 25 acres in the Kirkwood tract, but had not designated the tract. He had stated its value at \$25,000 which seems excessive. He had in mind the area designated on our plan south of parkway and west of second Peavine "Seminary" site, but I said that while this would do for a seminary, it was too rough and steep for a University, with its probable need eventually of 10 to 15 sites for large buildings symmetrically related to each other. He discussed other possible sites, on the first and second ridges south of part we have planted and west of Moreland Avenue. I thought by a liberal amount of grading a level campus could be graded on a high point on the northerly of these two ridges and an athletic field west of this campus, on the ridge, but a little lower. I thought it doubtful though if the University trustees would look with favor on either site as being too expensive to grade, too remote from electric railway and city water supply and too far out in the wild woods. I thought a site west of the seminary site from parkway south and east of Georgia R. R. possibly including a number of acres of the open farm land south of Kirkwood boundary. Here coal could be delivered to a power plant and a switch could be run to the various buildings to deliver materials while building. I thought it would help him to get his electric railway on the parkway and to get his water main, that these advantages would justify him in giving away good building sites. I thought the University Trustees would think still more favorably of the open land some distance north of the parkway and east of the Georgia R. R., as this site is near enough to the existing electric railway to Decatur and it would have steam R. R. access, but I doubted if his company could afford to give that land, as it is much more saleable and more valuable and besides is cleared and immediately available with comparatively little grading.

PRESBYTERIAN UNIVERSITY, GIFT OF LAND FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 13th March, 1903.

He asked me what I thought of his company giving 25 acres to the proposed Presbyterian (united) University, and I said I thought that it might pay to give such a university a few acres of upland and the rest lowland, suitable for athletic grounds, if in some distant part of the property, not particularly affected by the improvements he was now making. I said I thought it would eventually give local character and that some people might be attracted to buy lots and build either for convenience of putting their sons through the college, or because attracted by the intellectual society of professors and instructors. He said he had been quoted as having offered to give 50 acres to the Protestant University, but that he had made no such promise. He had only talked of possibilities.

5 December 1890

3. We think that a considerable reservation of the low ground, least suitable for building sites, could be made with advantage, to be improved as a pleasure ground to be owned and used in common by the future residents of the suburb. By damming one of the streams passing through the property, a lake could be formed within such a pleasure ground, forming a feature of it of much beauty and public interest.

PUBLIC RESERVATIONS, ALONG ELECTRIC RAILWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A32, p. 399

7th March, 1894

Mr. S. Z. Ruff, Engineer

Another feature which we suggested was that of the irregular reservations along the line of the electric road and elsewhere which were intended to have their surfaces kept green by the use of some low verdure (or "ground cover" as we call it) which would thrive better than turf. Such reservations with the addition of suitable plantations of ornamental shrubbery and trees would supply an attractive foreground such as is usually entirely lacking on land offered for sale in lots in the South. It seems essential that such improvements should be done by the company, before the land is offered for sale in order to secure the enhanced prices which would result from such improvements. It is altogether probable that the company will be a financial failure if it relies on the usual policy of waiting for the improvements of individual purchasers to benefit the remaining land after merely making it accessible. Moreover, it will be practically impossible to induce purchasers of land to improve their properties with intelligent regard to the climatic conditions and in a manner to produce a widespread, agreeable result until after the company has set the example.

It is doubtful whether the stockholders to whom you refer have any adequate conception of what can be accomplished in the manner we propose, at a comparatively moderate cost, and it is not at all surprising that from the experiences they have probably had, they should doubt the profitableness of devoting so much land to the purpose of enhancing the value of the landscape. It seems almost essential, under such circumstances, for stockholders to yield something of their own preconceived ideas to our recommendations. There are, of course, several important prerequisites of success in land companies, and our plans and the proper carrying out of them is only one branch of the subject. Still, we believe that there is a reasonable prospect that if our advice is followed, it will be financially successful. We have no doubt of the possibility of succeeding practically with the sort of improvements which we propose if we can receive the support of the company.

If you will bear these general statements in mind you may perhaps realize that the project which you suggest, while it would be a handsome one under ordinary conditions in the North, and much better than the usual form of avenue leading out into the suburbs, it would not lend itself at all well to the sort of treatment which we have in mind. It is formal and not as adaptable to the topography. But the principal objection is that it would have no sufficient breadth of planting spaces in which to carry out the style of planting which we have in mind.

PUBLIC RESERVATIONS, IN DRUID HILLS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A35, p. 813

7 August 1894

Mr. W. H. Nutting, Secretary of the
Kirkwood Land Company, Atlanta, Georgia

You ask us for a restatement of our conclusions respecting the proposed public reservations and we may report that in view of the fact that the low lands are undesirable for building purposes the public reservation thereof seems to be very desirable whether you may determine to make lakes in said low lands or not. For reasons which we have given many times, we believe it will be well to have the lakes but we would urge you to make the reservations in any event.

Yours truly
Olmsted, Olmsted and Eliot

PUBLIC RESERVATIONS, PLAN #74

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

9th April, 1902

To Joel Hurt

At station 12, on the parkway, a street shown on our previous plans running to the northeast is indicated. It seems to be very necessary to have about at this point a street running across the parkway and we have shown this street extended to the south boundary of the property where it can terminate in a boundary street. The land west of this cross street is occupied by a small branch and is therefore unavailable for building purposes. We therefore suggest some narrow reservations to preserve this branch as a permanent storm water drainage line. This reservation will also be available for laying cross sewers, water pipes, electric lights, etc.

Some reservations immediately north of the boundary street are suggested as being suitable places for constructing sub-surface irrigation disposal fields.

RESIDENTIAL LOTS, ADJOINING PARKWAY, PLANTING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A32, p. 399

7th March, 1894

Mr. S. Z. Ruff, Engineer

Recognizing, however, the doubts in the minds of some of the stockholders, we are willing as a compromise, to materially lessen the amount of land in the reservations in the parkway where the land is most saleable with little improvement. This, while it would not permit our ideas as to planting to be as fully carried out, would not be a complete abandonment of them, if the adjoining lands are planted before being sold. After planting the adjoining lands they should be cared for long enough to enable the company to realize the beneficial effect which we hope that the improvement of the landscape will have upon the market price of the land.

We will study a revision of our plan with this object in view.

RESIDENTIAL LOTS, LOCATING & PLANTING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted, 16th August, 1902.

Went with Mische to the property by the 8 A.M. car on Copenhill line. We met Ruff at the entrance. We walked along main drive and through lots north of it to first Peavine Creek and then back along side road and south of it to first cross road and then to the spring for lunch. P.M. We walked over rest of lots south of parkway to entrance and then on lots 1, 2 and 3 of Block 3, where Mische continued rest of afternoon noting details for planting. We located some house sites by pacing. Ruff spent afternoon in re-staking street ends of lot lines, many of the stakes having been knocked down by the workmen. We asked him to run out and stake the side lines and back corners of lots and the front corners of houses as shown by our plan so we would have points from which to locate proposed plantations.

RESIDENTIAL LOTS, PLANNING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 810

March 3, 1893

To Joel Hurt

We have made a study of roads and lots for a considerable portion of the property, but think it would be best not to send this to you until the matter of the width of the avenue has been decided upon. Meanwhile we will proceed with the study of roads, and lots over the remainder of the property so as to have a proposition to talk over with you at the time of our next visit.

RESIDENTIAL LOTS, PLANTING PLANS FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

I told him [Hurt] we would make planting plans. These cannot be made very much in detail, as we have no map giving existing conditions that will exist when the grading and grubbing and thinning of woods is completed on ground that is to be planted. I said that while having some general effect of harmony our aim would be to give each lot a distinct individuality. This would be done by making a special feature of one kind of shrub or one class of shrubs and by making some formal and some irregular in design. The hedges, native oaks and pines and some native or plain deciduous shrubbery would tend to unify the row of lots.

RESIDENTIAL LOTS, PLANTING OF (BY MISCHE)

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted, 16th August, 1902.

Mische marked trees to be cut in lots 1, 2, & 3, Block 3 and a gang set to work to grub them out. Plowing is to follow at once. Shrub beds are then to be prepared and the lawns are to be seeded as soon as there is rain enough.

RESIDENTIAL LOTS, PLANTING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 14th March, 1903.

I went alone to the Kirkwood property in the 2 P.M. car on the Copenhill line. Took my small kodak, but it clouded over and showered slightly twice and sprinkled besides. I examined the plantations in the rear parts of the lots on north side of the parkway to First Peavine Creek, and returned through the rear parts of the lots on south side of parkway. The plantations are nearly all under way and many are nearly completed. Elsewhere many holes are dug ready for planting. Most of the *Euonymus japonicus* has been cut nearly to the ground, and some had very thick large stems. There are some areas on low parts of north side lots not yet grubbed. A great many more trees are being cut or are to be cut in the rear parts of the lots. This cutting was not done with the first thinning, because the planting plans had not been fully completed. A good deal of effort has been made to stop the gullyng of new raw surfaces by means of little branches of pine. A good deal of grubbing and thinning has been done since I was there last, and in fact most of it, and all the planting. The corners of lots are now marked by large white stakes (where they have not been knocked out), and the planting areas are generally outlined with numerous stakes where the planting is not completed or nearly so. A part of the planting has been mulched with street sweepings from the city and pine straw collected in the adjoining woods. It looks entirely inadequate in quantity. Teams are still hauling street sweepings, but it seems to be delivered and used chiefly in the fronts of the lots.

RESIDENTIAL LOTS, PLANTING IN

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 23rd November, 1903.

We walked down the 20' county road to First Peavine and then over to the parkway. Walked south on road east of First Peavine and south of Parkway and back to latter and east to hill and then to spring, where we lunched. Then through lots north of parkway to Moreland Avenue and through Mr. Grove's "place", which he calls _____ Park, (from a Confederate general). Most of the shrubs on lots are alive, but the success has been very unequal and almost all of certain sorts have failed or are nearly dead, leaving many gaps, so the effect as a whole is scrappy. Ruff said that if they had not had an extraordinarily rainy summer, the failures would have been enormous. Some watering was done up to middle of July, then all employees were discharged, the money having given out. I understood that there had been about \$70,000 spent on the property last two years, or so, for which \$80,000 par of stock was issued to the previous stockholders, the money having been in the nature of an assessment on the stockholders. The planted lots were seeded, but with the exception of a few lots near Moreland Street the seeding seems to have been a failure and even on those lots it is only a partial success and the grass is still so young that it will probably be winter-killed. I thought it was probably done too late or else the weather has been too dry and too cold. Ruff said they had a frost in October, which is very unusual. Very few rhododendrons are alive. Many were cut down to the ground by Ruff in August when he was surveying roads. He cut down those that were wilting, and some may come up from root. A large part of those he left as alive have since failed and he is sorry he did not cut down the rest. They were not the thick clump bushes due to fires that I supposed they were to be, but have three or four to six stalks only and are thin and lanky and have, I understood, poor roots. Also they were very badly packed and were three weeks on the way. I looked at two or three small patches of nursery stock, collected, and most of the stuff has died or is very poor. This also was collected by Mowbly and very poorly packed and got very dry on way. Ruff said Mowbly could have got plenty of sphagnum, but owing to physical infirmities would not go into the swamps for it, and the natives he employed would not bother to do so and reported they couldn't get any. Ruff is satisfied as result of abundant experiment that all the collected stuff should have been promptly cut down. He showed me where the thrifty plants were those he had cut down because they were about dead at time of planting. The Baccharis in nursery is doing finely. Most of the box is alive. Where rhododendrons have not died out completely or been cut down is in shade of forest trees and in original soil, on cut banks they have mostly failed. The privet put in to nurse them did not afford shade promptly or enough of it. Some of the shrubs from the old nursery were short in number and were subdivided too much to eke out. Most of the 35 cent magnolias died. Ruff thought the price exorbitant for small size sent. Some he cut down may live. So far as I could judge he seems to be right that collected stock should generally be cut down at planting. The mulching is generally not heavy enough, but was good as far as it went. The plantations ought to be filled out early next spring if Mr. Hurt can raise money for it. The grading and other work done needs protecting from wash, but there is no money left to do it.

RESIDENTIAL LOTS, PLOTTING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 844

March 5 or 6, 1893

To Joel Hurt,

We are also studying a preliminary plan of roads and lot lines for the whole property which we will review upon the ground as soon as it is complete.

RESIDENTIAL LOTS, REDUCTION OF SIZE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
Atlanta, Ga.

May 12, 1908

Messrs. Olmsted Bros.,

With reference to your bill against the Kirkwood Land Co., I wish to go over this bill with your Mr. J. C. Olmsted, and have him consider several matters about it. There are errors in the map which will necessitate a new lithograph map. We shall probably wish also to cut down the size of the lots in the sub-division which were laid out, particularly the lots east of Lullwater.

RESIDENTIAL LOTS, SITING OF ALONG PONCE DE LEON PARKWAY

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

Called on Ruff at 8.20 A.M. and after telephoning Mr. Hurt and showing plans to me we took street car to Inman Park and walked along Moreland Avenue to the parkway, arriving at 9 A.M. We had not been there long before Mr. Hurt arrived on horseback. I took five photos of parkway and borders near Moreland Avenue. We decided to use the Block and lot number system. I made notes for location of all houses etc., on lots on north side of parkway and a few on south side. I gave directions for modifying the grading of slopes on lots and for a few of the entrance drives where grade is difficult.

I determined the entrances for Lots 2 and 3 in Block 2 near the west boundary and directed a suitable cut to be made in the bank saving the nearest fair-sized oaks which I noted roughly on plan. I then continued with Block 3 and noted on plan arrangements for lots 2, 3 and 4. On lots 1 and 2 I determined that the house would probably be on the restriction line but in Lots 3 and 4 it seemed advantageous to set the houses much further back. The bunches of Scuppernong grape in front part of latter have been removed and the old washouts filled so that the lot looks much more attractive. The position of the houses on these lots is guessed at (without pacing, that is) but will answer, to express the idea of large front lawns and getting the houses back and higher. I continued thus to 1st Peavine Creek on north side of parkway outlining proposed planting in some of the lots.

RESTRICTIONS, IN DEEDS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

The portion of your land in question undoubtedly has the advantage over many somewhat similar tracts of land in that you would control the character of occupation of the lands to the north and east. It seems probable also that you would be able to satisfy intending purchasers as to the future character of development of the lands to the west and south so that they would feel such confidence in the future of land near that which they would purchase that they would be willing to spend upon it for residence and other improvements a larger amount than they would be likely to consider prudent in the case of many other if not most other plots of ground equally eligible in other respects. We believe it would be a decided point gained if you could arrange for your Company to enter into a mutual agreement with owners of land west and south for establishing certain principal controlling conditions calculated to bring about a desirable class of _____ or to keep the land vacant and inoffensive until such occupancy should gradually come about. Such an agreement is perhaps much less important in the case of land west of yours than it is in regard to the comparatively low ground south of yours. It may be that this land is in the hands of a strong owner fully determined not to sell to undesirable purchasers and capable financially of holding the property as long as he lives, if necessary, but such a condition while relieving you and intending purchasers from immediate anxiety is not of a sufficiently permanent character. To give an intending purchaser an entire sense of security there should be an agreement controlling the occupancy of the land for at least forty years and preferably sixty years.

The principal points which ought to be carefully considered in forming such an agreement are: -

First, size of lot: While a poor man may use a lot of from one to five or ten acres which may have cost him from five hundred to one thousand dollars per acre, in such a manner as to make it offensive to neighbors, - as, for instance, by raising chickens, pigs and the like, - yet the chances of an undesirable occupation of land are very much increased the smaller the size of the lots. The size of lots ought not be less than quarter of an acre during the next forty or fifty years.

Second, limit of cost of residences: The higher the minimum limit can be placed the more certainty there will be of establishing a desirable neighborhood. We should say that three thousand dollars would be the lowest limit worth considering, and five or even six thousand dollars as the lower limit would, we are confident, prove of enormous advantage to your Company in gradually developing a local suburb which would yield far larger profits than one in which the minimum limit was three thousand dollars.

Third, single residences: It should be agreed that no lot when sold, should be subdivided within 60 years and that no building should be erected except for the accommodation of one family and for the accommodation of servants employed on the place. This provision is intended to guard against the undue crowding of houses upon a lot even though the whole lot may remain in one ownership; also against apartment or tenement houses, but it would permit of gardener's and coachman's cottages. If it were at all practicable to obtain such an agreement, we believe it would prove much more satisfactory in the long run to prohibit even houses for servants employed on the property. The raising of negro children, even those of gardeners, coachmen and others often provided for is almost certain to result in disagreeable conditions through the noise which they are apt to create even if not through trespassing, pilfering and other criminal acts.

Fourth, nuisance: It ought, if practicable, to be agreed by neighbors that there should be no keeping or raising of pigs or poultry nor of other animals except horses, cows and usual domestic pets.

Fifth, building limit lines: It should be agreed that no house should be placed within a certain limit of any public or private street, or within a certain distance of the side and rear lines of lots. A minimum distance from a street would be twenty-five feet. It would be preferable to agree upon a minimum of forty or even fifty feet. A minimum distance from either side lines or rear line of any lot would be five feet, and a minimum of ten feet would be preferable. The object of this restriction will be obvious upon a little reflection. The man who first builds upon one of two adjoining lots may very likely build his house almost upon the north boundary so as to have as much of the agreeable southern exposure of his own land as possible. A house so placed would present a bad appearance and would be a decided injury to the neighboring lot north of it. The ideal arrangement would be to have the house fully twenty feet from the north boundary, which would afford space for a driveway leading in past the house to its rear end and to a stable, if there were one, and leaving also space for planting and enabling the ground south of the house to be relieved of the objectionable feature of a driveway, thus securing a desirable degree of privacy for the family in the use of the ground either for lawn or garden. If possible, therefore, the minimum distance from side lines of lots to be agreed to should be twenty feet.

Sixth, restriction against trade and manufacture: It is obvious that in a first-class residential neighborhood the erection and running of any form of factory would be extremely objectionable. Many if not all trades would also be objectionable, particularly a large stable for the livery business or for a contractor's use. Here all such stables have to be licensed and the license is not given until after a public hearing, nor even then if strong objection is made to it by several neighboring land owners. As for stores for ordinary household supplies, they would much better be kept at a distance of from quarter to half a mile from your property if it can be managed.

The above conditions and restrictions are such as land owners hereabouts are very glad to have applied to their lands if they apply also to neighboring lands. There are other restrictions which it would be well for you to embody in agreements for sale if not in deeds. The principal one of these restrictions would be one to control the sanitary conditions of the land you sell. A purchaser should agree to put in and maintain a private sewer on his land to connect with the sewer in the streets to be improved by your Company, and he should agree to a definite annual contribution toward the expenses of maintaining the sewage disposal system. This contribution may be best made proportional to the frontage.

A purchaser should also agree to take water from your Company until water is supplied by the local government or a Water Company. It would doubtless be necessary to agree upon a minimum price and quantity of water to be measured by a meter. The purpose of such an agreement would be to secure adequate support for a small system of Water Works to be built and maintained by your Company. In the absence of such an agreement you will be at a continual expense for water works and a sewerage system and it is no more than fair that purchasers should contribute to the expense. If a public water supply is provided before you sell land or the land is sold for enough to recoup the Company for the expense of the water mains and the pumping plant, and the deficit between income and maintenance, this item could be left out of the agreement. The same is true of sewers.

Another restriction should be one against stripping a lot of its trees and other verdure or of its topsoil and leaving it in an ugly neglected condition. We have known of cases

where land belonging to an absentee land owner has been brought into this condition very greatly to the detriment of surrounding property. In such cases the topsoil and considerable earth have been removed by neighboring lot owners or by contractors either with or without the consent of the owner. But even without such action it may easily happen about Atlanta that washouts are allowed to occur and continue to increase until the land becomes an eyesore and a detriment to surrounding property.

On your property the building limit line should be established to fit the topographical conditions. There may be some cases where the land slopes down from the parkway where the building line should not be more than thirty or forty feet from the street line, but on most lots the distance should be 100 feet for dwellings and one hundred and fifty feet for stables. The building limit lines for the other sides of lots should be twenty feet from the side boundaries and ten feet from the new boundary.

To obviate the legal objection that the breaking of such conditions in the deed might tend to vitiate the title, especially in some cases where the owner was only indirectly or in a small degree to blame, a provision could be introduced to the effect that failure to comply with such conditions is not to vitiate the title but is merely to be just ground for the Company or any neighbor or property owner in the vicinity to bring suitable action in court for an abatement of the nuisance or for enforcement of a penalty to be stated in the deed. Before you adopt any form of deed or sell any land it would be well to afford us an opportunity of reviewing the draft of deed proposed by your lawyer, drawn up for the purpose of embodying any or all of these restrictions.

RESTRICTIONS, IN DEEDS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

Mr. Hurt wants us to supply him with set of restrictions we advise. I think have already written him fully on subject. I advised him if he did sell any lots in advance of water and sewerage systems to put in deeds that owners are to contribute pro rata to cost when called upon to do so. In case of the dead end road west of Georgia R. R. our plan should show a public path down to parkway.

RESTRICTIONS, IN DEEDS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

CONDITIONS TO BE PUT IN DEEDS MADE BY THE KIRKWOOD LAND COMPANY

This conveyance is made subject to the following restrictions, numbered from 1 to 11 inclusive, which shall be binding upon the said _____ and all persons claiming or holding by, under, or through _____ for a period extending to the year 1999.

- 1st. Said land shall not be used otherwise than for residence purposes.
- 2nd. The main wall of the residence erected on said land shall be set back a distance of at least 100 feet _____ street, but the porches and terraces may extend not exceeding 15 feet, and bay-windows and cornices not exceeding 5 feet from the said wall; no portion of said residence shall be less than 20 feet from the side or rear lines of said lot, and no portion of any buildings, other than the residence, shall be less than 100 feet from the street line, and less than 10 feet from the side or rear lines.
- 3rd. No residence shall be erected upon said land to cost less than \$6,000.00.
- 4th. Said lot shall not be subdivided or sold, or leased in parcels, nor shall _____ it be _____ [the residence thereon be erected or] used except for the accommodation of one family and the servants employed by said family.
- 5th. No hogs, poultry, or other domestic or wild animals shall be allowed to run at large on said land, nor shall any of them be kept thereon, except horses, two cows, and the usual household pets, _____ the occupants of said land keep or raise hogs or poultry upon said premises.
- 6th. Said grantee shall not permit said land to be stripped of the trees or other verdure, or of the top soil, and left in an unsightly condition.
- 7th. No fence or hedge, or contiguous border plantation exceeding 4 feet in height, shall be erected, planted, or maintained nearer the street line than 50 feet, or nearer the street line than the main front wall of the dwelling house on said lot.
- 8th. No placards or advertising signs, other than such as relate to the sale or leasing of said lot, shall be erected or maintained on said lot, or any building thereon.
- 9th. No privy shall be built or used on said lot.
- 10th. No stable manure or offal shall be accumulated on said lot, except in a water-tight covered pit, or in a building so tight and closed that the smell of manure or offal will not annoy any neighbor.
- 11th. No sewerage or fowl water shall be allowed to stand or flow upon the surface of said lot, or be allowed to flow onto any adjoining lot or street.

Said property is sold with the foregoing restrictions, which are conditions of the sale, and for a violation of the terms of which, by the said _____ or any person holding or claiming by, under, or through _____, the right is expressly reserved to the said Kirkwood Land Company and its successors and assigns, and any persons whose interests may be effected by said violation, to proceed by law and compel a compliance with the terms hereof.

Said restrictions can not be amended or terminated in part or wholly, as respects said lot, except by a deed or deeds duly executed and recorded by an between the said Kirkwood Land Company, if it shall be in existence at that time, and by and between the then owners of three-fourths of the frontage on any avenue, street, parkway, or park, so designated and depicted on said plan entitled "General Plan for subdivision of the Western Portion of Property known as Druid Hills," and filed as aforesaid, but unless so amended or terminated, said restrictions shall remain and continue in full force until the end of the year A. D. 1999.

RESTRICTIONS, IN DEEDS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
GEORGIA IRON & COAL COMPANY
Atlanta, Ga. 5/13/05
Joel Hurt to Olmsted Bros.

We are sending you by this cover draft of the restrictions which our Lawyer has prepared after some discussion between us.

I note that you suggest the restrictions be made binding until 1999. In your letter last Fall you suggested that they be made binding for sixty (60) years. It would seem that even fifty (50) years would be a sufficient length of time to stamp upon a community the features which would be permanent. I suppose the length of time is not so important since three-fourths of the owners of the lots fronting the Avenue in this district, may modify the restrictions with the consent of the Land Company. If you see no objection I suggest that we cut the period of restrictions to fifty (50) years. There is a natural abhorrence in this democratic region to restrictions, and the longer they appear, the more abhorrent. While fifty years may appear quite a long time in this undertaking, ten years hence one hundred years would be less objectionable.

With reference to the section touching the keeping of animals, I am somewhat at a loss to determine how this should be drawn. You limit the number of horses to four, cows to two, and other animals to domestic pets. You say that poultry cannot be kept if objectionable to a neighbor. Can you well limit the number of horses? Some gentlemen keep a half dozen to ten. You can limit the cows to two. Poultry are especially objectionable to me and have been for fifteen or twenty years, but on the other hand, Mrs. Hurt has a very decided preference for them. We have never agreed on this point and I assume that other families have similar experience. I agree that we should provide against them as a nuisance. If we prohibit them entirely objection will be made, but it is a question if we had not better allow the permit a nuisance objection to be raised and lose a purchaser rather than make restrictions on the premises. Our Attorney thinks it would be better to prohibit them than to provide that objection may be made by a neighbor; to make such an objection is embarrassing, whereas a fixed rule could not be objected to. I would like you to consider this point especially and give me your criticisms.

In reference to domestic pets, would you prohibit dogs and other pets from running at large on the land? You will note we use the words "running at large on the land".

You will note in the 7th section reference to fence or hedge not exceeding four (4') feet high. This is taken from your draft. How can this limit in height apply when we have already planted the fronts of many of the lots in shrubs from six to seven feet high? Take for instance the Ilex Opaca appearing on lot 1, block 3, and the Citrus Trifoliata appearing on Moreland Avenue front of the same lot. There are other cases where we have already planted shrubs higher than four feet. Is it your purpose to have these pruned to a four foot height?

Our Attorney thinks it advisable to cover the provisions for annual payments from all owners for sewerage, water and park purposes by a separate agreement, a draft of which I enclose also herewith for your criticism. This agreement also covers the appointment of trustees.

We have not yet offered any lots for sale, because we desire to have these restrictions and agreements decided upon before any sales are made, hence I will be glad to hear from you at your earliest convenience.

RESTRICTIONS, IN DEEDS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

16th May, 1905

Mr. Joel Hurt, Vice-President
Kirkwood Land Company, Atlanta, Ga.

Dear Sir:

We have received your letter of the 13th instant, upon the subject of restrictions and agreements intended to control the uses and future of the lots to be sold.

With regard to the period during which restrictions shall be specified to continue in force, our experience is that land owners have yielded altogether too much to the predilections of lawyers and real estate agents and intending purchasers in favor of having no restrictions or restrictions lasting for a very short period. When we see right here in _____ in _____ to _____ Brookline the long time that lots and subdivisions which we planned twenty and twenty-five years ago remain unsold, and realize how extremely damaging it would be to persons who have erected handsome residences on adjoining lots to be annoyed by the erection of tenement house and such like, which in many cases would undoubtedly be at present the most immediately profitable use some of these vacant lots could be put to, we are very strongly impressed with the necessity of advising that restrictions be kept in force for much longer periods than have been customary. After all, it seems to us that it ought to be a sufficient answer to all objectors that, if conditions change so that three-fourths of the land owners in a given district are convinced there ought to be a change in one or more restrictions, it would be a perfectly easy matter to accomplish such a change. The objectors might reply that, on the other hand, it would be a perfectly easy matter to get the consent of land owners to renew the restrictions after they expire, but we do not think so. We are confident that the more people study this matter, the more easily they will be convinced of the indubitable benefit which they and their successors are bound to derive from the assurance that the neighborhood is going to be protected by these restrictions from certain objectionable practices which are extremely common where restrictions do not exist. We earnestly hope that you will stiffen up on this subject of length or restrictions to at least sixty years, and we believe you will find that patient and reiterated explanations will convince almost every desirable intending purchaser that the restriction is not intended so much to hamper his free use of his land as to insure to him the benefits of a first-class neighborhood, which will be worth much more than his full freedom in the matter.

With regard to the restriction as to animals, it does not seem to us important to limit the number of horses to four, and you might as well leave the number out. It was mentioned before because that is the number allowed in Brookline without a special permit issued by the Board of Selectmen. The intention of it, we presume, is not to prevent families from having more than four horses as much as to prevent livery stables and contractors' stables from becoming an annoyance to neighboring residents. Besides, it is a limitation which is of much more consequence where the lots are very often only a quarter of an acre or so, as they are in Brookline, and where a large stable with many horses would therefore be more likely to be objectionable. The Selectmen here do not grant the permit for more than four horses until after a hearing in which all who choose can object, and if the objections seem reasonable to the Selectmen, they refuse the permit. We feel very strongly the importance of the restriction

against poultry, and we urge that you keep this in the restrictions, in spite of what any intending purchaser says. We think it ought to be an absolute restriction and not arranged so that the raising of poultry must be stopped after _____restriction_____people in the neighborhood object, and of course the same objection applies to hogs. The case with regard to domestic pets could perhaps be treated more gently, partly because people are more apt to have domestic animals as pets than to be raising hogs and poultry, and partly because many such domestic pets are little, if any, objection to the neighborhood. On the other hand, occasions do arise when they become exceedingly objectionable. Some dogs, for instance, are well behaved, while others are an incessant nuisance either by too frequent, too loud or inopportune barking or by running round and digging up flower beds, chasing other people's pet cats and the like, and then again parrots are often exceedingly objectionable to neighbors. They are very apt to get on their nerves. So, this class of nuisances might be _____poultry and hogs_____treated differently from the horses and cows, and the suppression of the nuisance await the_____ serving_____entering of a written objection by neighbors. We would not prohibit dogs, cats and other domestic pets from running at large on the land, except when this practice is objected to in specific cases by neighbors.

With regard to the height of fences and hedges, it was our intention to prohibit only continuous border plantations exceeding four feet in height, but evidently our phrase is not sufficiently explicit. It is not the continuous border plantation that we would object to, but the fact of its being continuously more than four feet in height. Perhaps the restriction might be changed to read thus: "No fence or hedge or continuous border plantation exceeding four ____100 feet or than_____feet in height shall be erected, planted or maintained nearer the street than ^ the main front wall of the dwelling house on said lot, or, in the case of a corner lot, than the main front and side walls, except that not exceeding 25 linear feet in every 100 linear feet of hedge or border plantation may be permitted to grow to any height." There may be trouble from some of the plantations we have put in exceeding this restriction, but, if so, it will be proper to remedy it partly by replacing the shrubs by lower growing sorts and partly by keeping them pruned down irregularly with a knife or, where the resulting formality will not be objectionable, to keep them down by clipping. Much the easiest way to maintain a separation between lots or along the front of lots, in cases where it seems desirable, is to have a fence about three feet high and cover it with vines. This will take on an agreeable, natural, wild aspect, and will require the least amount of trouble and expense for keeping it down to the required height. In a good many cases, however, it may be found in practice to be entirely unobjectionable to have very little, if any, planting on the border line between one place and the next in front of the house. It will often be more agreeable to have a continuous, unbroken lawn in front of two or more houses. Perhaps a still further modification of the restriction could be made to permit trees in such border plantations, provided they are trimmed, say, twelve feet up from the ground, so there will be mutual views over adjoining lawns under the crown of the tree.

In the latter part of the draft of restrictions, in the paragraph beginning "such restrictions cannot be amended or terminated", it seems to be necessary to strike out the word "said" before "plan entitled General Plan for Subdivision", because it does not appear that this plan is before referred to; and we would add also after "and filed" the words "for this reference only", and strike out the words "as aforesaid", adding "and recorded in the office of the Register of Deeds", as it does not appear that this plan has been previously referred to. It was our idea that this plan

should be filed only for reference as to location of lots concerned in the restrictions referred to in the deed and to show just what parks the rights and privileges are granted in. It should be specifically stated in the deed that no rights or privileges are intended to be granted to the whole of the parkways and streets shown on said plan, but only an unlocated right-of-way from the lot in question to Moreland Avenue and to the said parks. Thus you would be free to make alterations in the widths, locations, etc. of parkways and streets, or even to abandon certain streets shown on the plan but unessential to owners of lots already sold, in case there should be good reason for doing so, after one or more lots had been sold.

Restriction No. 6 might perhaps be construed to prevent an owner of land removing existing trees or bushes, and would perhaps best be modified so as not to refer _____shrubs_____ specifically to trees or verdure. It does not strike us there is any very great danger that an owner would cut all the trees, nor would it be, in general, any very serious detriment to adjoining land owners if he did. We intended by this restriction to provide against an owner allowing his lot to be stripped of topsoil and left to be washed by rain. Owing to the peculiar liability of the soil in this locality to wash away, it seems to us this is a decidedly important thing to prevent. Perhaps instead of the words "of the trees or other", it would be well to substitute "or left without low surface protecting," and after the word "verdure" to add the words "so the surface soil will or might be washed away by rain or blown away by winds", and the word "or" should be changed to "nor", the word "of" should be omitted and the words "permit the lot to be" inserted, so this restriction will read "Said grantee shall not _____of or_____permit said land to be stripped or of left without low surface protecting verdure, so that the surface soil will or might be washed away by rain or blown away by wind, nor permit the lot to be left in an unsightly condition."

We see no objection to having the sewer, water and maintenance matters taken care of in a separate agreement. The draft for this separate agreement submitted by your attorney is satisfactory.

RESTRICTIONS, IN DEEDS: ANIMALS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

16th May, 1905

Mr. Joel Hurt, Vice-President
Kirkwood Land Company, Atlanta, Ga.

With regard to the restriction as to animals, it does not seem to us important to limit the number of horses to four, and you might as well leave the number out. It was mentioned before because that is the number allowed in Brookline without a special permit issued by the Board of Selectmen. The intention of it, we presume, is not to prevent families from having more than four horses as much as to prevent livery stables and contractors' stables from becoming an annoyance to neighboring residents. Besides, it is a limitation which is of much more consequence where the lots are very often only a quarter of an acre or so, as they are in Brookline, and where a large stable with many horses would therefore be more likely to be objectionable. The Selectmen here do not grant the permit for more than four horses until after a hearing in which all who choose can object, and if the objections seem reasonable to the Selectmen, they refuse the permit. We feel very strongly the importance of the restriction against poultry, and we urge that you keep this in the restrictions, in spite of what any intending purchaser says. We think it ought to be an absolute restriction and not arranged so that the raising of poultry must be stopped after _____ restriction _____ people in the neighborhood object, and of course the same objection applies to hogs. The case with regard to domestic pets could perhaps be treated more gently, partly because people are more apt to have domestic animals as pets than to be raising hogs and poultry, and partly because many such domestic pets are little, if any, objection to the neighborhood. On the other hand, occasions do arise when they become exceedingly objectionable. Some dogs, for instance, are well behaved, while others are an incessant nuisance either by too frequent, too loud or inopportune barking or by running round and digging up flower beds, chasing other people's pet cats and the like, and then again parrots are often exceedingly objectionable to neighbors. They are very apt to get on their nerves. So, this class of nuisances might be _____ poultry and hogs _____ treated differently from the horses and cows, and the suppression of the nuisance await the _____ serving entering of a written objection by neighbors. We would not prohibit dogs, cats and other domestic pets from running at large on the land, except when this practice is objected to in specific cases by neighbors.

Yours very truly,

RESTRICTIONS, IN DEEDS: HEDGE & SHRUB HEIGHTS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
GEORGIA IRON & COAL COMPANY
Atlanta, Ga. 5/13/05
Joel Hurt to Olmsted Bros.

You will note in the 7th section reference to fence or hedge not exceeding four (4') feet high. This is taken from your draft. How can this limit in height apply when we have already planted the fronts of many of the lots in shrubs from six to seven feet high? Take for instance the Ilex Opaca appearing on lot 1, block 3, and the Citrus Trifoliata appearing on Moreland Avenue front of the same lot. There are other cases where we have already planted shrubs higher than four feet. Is it your purpose to have these pruned to a four foot height?

RESTRICTIONS, IN DEEDS: HEDGES & FENCES

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

16th May, 1905
Mr. Joel Hurt, Vice-President
Kirkwood Land Company, Atlanta, Ga.

With regard to the height of fences and hedges, it was our intention to prohibit only continuous border plantations exceeding four feet in height, but evidently our phrase is not sufficiently explicit. It is not the continuous border plantation that we would object to, but the fact of its being continuously more than four feet in height. Perhaps the restriction might be changed to read thus: "No fence or hedge or continuous border plantation exceeding four ____100 feet or than____feet in height shall be erected, planted or maintained nearer the street than ^ the main front wall of the dwelling house on said lot, or, in the case of a corner lot, than the main front and side walls, except that not exceeding 25 linear feet in every 100 linear feet of hedge or border plantation may be permitted to grow to any height." There may be trouble from some of the plantations we have put in exceeding this restriction, but, if so, it will be proper to remedy it partly by replacing the shrubs by lower growing sorts and partly by keeping them pruned down irregularly with a knife or, where the resulting formality will not be objectionable, to keep them down by clipping. Much the easiest way to maintain a separation between lots or along the front of lots, in cases where it seems desirable, is to have a fence about three feet high and cover it with vines. This will take on an agreeable, natural, wild aspect, and will require the least amount of trouble and expense for keeping it down to the required height. In a good many cases, however, it may be found in practice to be entirely unobjectionable to have very little, if any, planting on the border line between one place and the next in front of the house. It will often be more agreeable to have a continuous, unbroken lawn in front of two or more houses. Perhaps a still further modification of the restriction could be made to permit trees in such border plantations, provided they are trimmed, say, twelve feet up from the ground, so there will be mutual views over adjoining lawns under the crown of the tree.

RESTRICTIONS, IN DEEDS: SETBACKS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

9th April, 1902

To Joel Hurt

On our plan No. 74 you will see the building limit lines which we suggest, which should be embodied in all deeds. This line is generally 100' from the parkway on the north side and varies from 60' to 100' from the parkway on the south side. Owing to the slope of the land it did not seem advisable to keep the building limit line on the south side as far from the parkway as on the north side. Along the north side of the south street, considering that the lots are shallower, we have indicated the building limit line 50' from the street. On the south side of this street as the land generally slopes very rapidly, we have shown the building limit line 30' from the street and we assume that in most cases if a house is set 30' from the street the land between the street and the house will be filled up to a level.

RUFF, SOLON Z., DESCRIPTION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A73, p. 359

December 22, 1894

To: Frank Boynton
Biltmore

Mr. Ruff is a railroad engineer and has constructed roads in many parts of Georgia and is well acquainted with all that country. He is also somewhat interested in plants. He is the man who went with me to the Flint River Valley and it is more important that you should get an interview with him than with Mr. Hurt I think.

RUFF, SOLON Z., ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A25, p. 691

23rd February 1893

Mr. W. H. Nutting, Secretary of the
Kirkwood Land Co., 7th and Cary Streets, Atlanta, Ga.

Dear Sir: - We sent you on the 21st instant, by mail, our preliminary design for a Parkway from Ponce de Leon Avenue toward Decatur, including a reservation for the proposed electric railway. In preparing this design we have followed substantially the line surveyed by Mr. Ruff, making only such modifications as seemed to us desirable for securing graceful curves, and for improving the grades.

RUFF, SOLON Z., ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

Atlanta, Ga. March 13th, 1894

Joel Hurt to Olmsted, Olmsted & Eliot.,

As this time is not allowed there is no one else connected with the Company, except Mr. Ruff, who is competent to forecast or foresee the real view ultimately aimed at. This is not saying too much probably when it is considered that no one else connected with the Company has made any pretension whatever to engineering or landscape work, and experience has demonstrated the folly of expending money except with a view to a general plan properly studied.

RUFF, SOLON Z., ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

19th. I got out to the ground about 9 A.M. Ruff met me and the general foreman or Superintendent (Jackson or Johnson) accompanied us. Ruff explained where variations from previous plans were being made in alignment and profile.

RUFF, SOLON Z., ROLE OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

It is pretty evident that Ruff cannot remember my verbal instructions clearly enough to execute them and will not study my letters on the ground. The plan he sent me is a trifling modification of our own previous plan and as the parkway has been executed on entirely different curves the lot plan is quite incorrect and almost useless. It brings the lots toward the 1st Peavine Creek about 100' different from the way he staked them on the ground. What he did was to scale the frontages from our plan beginning afresh at west end of each block and throwing all the error into the last (east) lot. Consequently the topographical indications on the combined sunprint I used were almost useless and everywhere erroneous. I made my notes therefore in relation to the stakes he had set on the ground but in some instances I decided to alter the lot lines and so indicated proposed change on plan by reference to the nearest lot line. Ruff promised to survey a base line as near as he could get it to the line 800' north of south boundary of topo. map, the stakes being now all gone that were used in making that map, and tie the centre line of the parkway to it and so get a correct plot of the parkway as it exists and then go on and survey the lots and the side road of parkway and make a correct plan of the whole and send us a copy In returning I started to make notes for house sites, entrance drives, and planting for lots on south side of parkway, but found the lots had not been staked and that Ruff was doing too much guessing in showing me where the lot lines would come. He said he would come out early in the morning and get them staked. Left ground after 6 P.M.

SALE AGREEMENT

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

STATE OF GEORGIA
COUNTY OF FULTON

This agreement entered into _____ day of _____ in the year of our Lord One Thousand Nine Hundred and -----, by and between the Kirkwood Land Company, a corporation existing under the laws of the state of Georgia, party of the first part, and _____ party of the second part, WITNESSETH:

Whereas the said Kirkwood Land Company has this day bargained and sold to the said _____ the following tract or parcel of land, viz: _____ at and for the consideration of _____ Dollars, and whereas it is deemed to the mutual interests of the said Kirkwood Land Company and the said _____ that paved roads and walks and a regular system of sewerage, water supply, and such like conveniences, should be established and maintained for the use and benefit of said parties; it hereby mutually agreed by and between said parties as follows:

1st. Said Kirkwood Land Company shall appoint three competent trustees, to be designated "The Druid Hills Trustees." Each of said trustees, after accepting in writing said appointment, shall continue as such for life, or until he or she resigns, or is removed for cause by an order of the Judge of the County Superior Court of the County in which said land is located. The successors of said trustees originally appointed by the said Kirkwood Land Company, shall however be appointed as follows:

Whenever and after there are twenty or more grantees holding lots by deed from said Kirkwood Land Company, and occupying or renting to another party or to other parties a dwelling house or houses upon said lot or lots, a majority of said grantees may meet together and form an association to be known as "The Druid Hills Association", and said Association may adopt and may amend from time to time a constitution and by-laws, of which notice in writing shall be given each and every said grantee and subsequent similar grantee, and said Association shall thereafter elect a competent trustee to fill any vacancy that may occur among said trustees, and shall exercise a general legislative, but not an executive, control over the doings of said trustees.

2nd. Whenever a sewer shall have been installed in a street upon which said lot abuts, the then owner of said lot shall thereupon become liable to the Kirkwood Land Company, or other public authority which may install said sewer, in the amount of 75 cents for each linear foot said lot fronts on said street provided, however, that if the lot is on a corner, and said assessment shall have been paid on either street upon which said property abuts, that the amount for which the owner will be liable when the sewer is installed in the other abutting street, shall be for the frontage thereon, less 100 feet; and when buildings are erected on said lot, said then owner shall pay to said company, or its successors or assigns, annually, a certain sum per annum, not however to exceedten..... cents per foot for the frontage of said lot on the street on which said residence fronts, as a suitable and just contribution toward the cost of maintaining said street sewer, and of any sewage disposal system with which it may be connected.

3rd. Whenever water shall have been supplied in pipes by said Kirkwood Land Company, or by a water company, or by the local government, the then owner shall take water from said company or local government, paying for said water at a rate or rates per annum not exceeding ____ cents per _____ gallons, the amount of water used to be measured by a meter, which together with a suitable service pipe from street main, shall be installed by said Land Comapny or water company, or local government, at the expense of the then owner of said lot.

4th. The said owner of said lot shall pay annually in the month of January to said trustees, a sum to be estimated at the rate ____ cents per front foot of the frontage on the street or parkway which is an extension of Ponce de Leon Avenue, and which is to include both roadways and sidewalks, where there are two, together with a further annual payment, in case said lot is a corner lot, to be estimated at the rate of ____cents per front foot of frontage of said lot on the cross street, and in case said lot has a frontage upon any other existing or proposed street, the owner of said lot shall pay annually, as aforesaid, to said trustees, a sum to be estimated at the rate of _____cents per front foot. And the said trustees shall deposit said sums in a bank or Trust Company, and may withdraw from time to time by check signed by any two of said trustees, and expend such sums as in their judgment are needed for the proper improvement and maintenance of any street, including sidewalks and planting areas, and any park or reservation of land intended for ornament or for utility and indicated by the word "Park" on the plan entitled "General Plan for subdivision of Western Portion of Property known as Druid Hills, belonging to the Kirkwood Land Company", and dated 1905, and filed for this reference only in the office of the clerk of the Superior Court in said County.

5th. The foregoing covenants may be enforced by the Judge of the Superior Court of said County by injunction or mandamus, or otherwise, either with or without a petition from any grantee from said Kirkwood Land Company and his or her heirs and assigns.

In witness whereof said parties have hereunto signed their names and executed these presents in duplicate this day-and-year first herein written.

SECTION 1, PLAN OF LOTS FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A28, p. 350

14th July 1893

Mr. W. H. Nutting

We send under separate cover, print of a lot plan of the whole of Section 1 of the Kirkwood Land Company's plan.

Shall we proceed in a similar matter with Section 2? We have not heard from you since we sent you the location of the eastern end of the main road and the lot plan of the extreme eastern end of Section 1.

SEWERAGE SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

The question of sewage disposal is an important one. On large lots it will be feasible for the sewage from the residence to be disposed of upon the lot itself in most cases but if you adopt a high class of improvements it is almost certain that you will have to sell a large number of comparatively small lots, -- lots having a frontage, for instance, of 100' to 200'. Unless the houses are set far back from the street there will be difficulty in case the land should slope toward the street in planning a suitable place for sewage disposal on the lot itself. On the whole we advise you to install a system of small vitrified pipe sewers. Practically all the sewers will be 6' in diameter and if provided with suitable flush tanks and a sub-surface irrigation sewage disposal field this system will work well and meet all sanitary requirements at comparatively moderate expense per lot. Your engineer can no doubt easily post himself with regard to the details of such a system by means of Waring S. Gerhard's and other standard books, if, indeed, he is not already fully up in the matter.

SEWERAGE SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

He [Joel Hurt] still contemplates a system of catch basins and vitrified pipe storm drains and a separate sewerage system.

SEWERAGE SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 26th July, 1902.

Examined proposed sewage disposal field and discussed ditches and details for the sewage disposal.

SEWERAGE SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

I advised him [Hurt] not to sell a lot until he had an electric railway running through the parkway and city water carried to First Peavine and sewers for lots to first hill (a little beyond second crossroad);

SOUTHERN SECTION, STREET THROUGH

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

Atlanta, Ga. March 13th, 1894

Joel Hurt to Olmsted, Olmsted & Eliot.,

In regard to that portion of the ground between the main avenue and the South boundary line to which Mr. Ruff had reference in his letter, I have thought hereafter it might be wise to put a less important street through this property should we so determine, but it would be best to leave it alone for the present. At any rate it would not best to put it on the rear line unless the property on both sides could be controlled.

SOUTHERN SECTION, STREET THROUGH

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

9th April, 1902

To Joel Hurt

The street between the parkway and the south boundary is a new idea which we have worked out on this plan to show how it will be possible to obtain a considerable number of small lots. We doubt if it would be advisable to construct this street until after the frontage upon the parkway has been pretty much sold. It may prove to be necessary to sell some of the lots on the south side of the parkway clear through to this south street, but in that case a suitable agreement should be entered into with the purchaser to pay a certain sum to be estimated at a rate per front foot, to be stated, for the grading, surfacing, planting, sewerage, etc., of this street. Our plan No. 75 shows a cross section indicating the subdivisions we recommend for this street.

SOUTHWESTERN SECTION, PLAN FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

9th April, 1902

To Joel Hurt

Plan No. 74 is a preliminary plan for the subdivision of the southwestern portion of your property into roads and building lots. This plan indicates our ideas as to the size of lots which we believe will prove most profitable in case you improve the parkway and roads in a complete and thorough manner.

SPRINGDALE, TENNIS COURTS IN

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Ruff thinks this low flat place would be good for tennis. I said allright but there seems to be room for only two courts.

SPRINGDALE, TREATMENT OF SPRINGS IN

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

All the alders and most of the brush have been cut in the spring swamp S. of Sta. 11, and ditches dug to dry the ground. There appear to be three principal springs. I told him to pipe them all to one spot at foot of bank and shaded somewhat by some small maples and there build a sunken spring house domed over with stone and filled upon with earth so as to express coolness. The overflow to be taken off in a pipe.

SPRINGDALE, TREATMENT OF SPRINGS IN

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 26th July, 1902.

Then examined springs in parking near 1st cross street and repeated instructions previously given.

STORMWATER DRAINAGE

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted , 25th July, 1902.

Some storm water drains have been laid south of Block 3 and stock is on hand for the rest of that short section. Ruff put the main drain so low just west of the first cross street and opening out south side of main drive of parkway that to carry out my idea of an open broad swale for the storm water, merely suggested for economy, will necessitate a five foot cut and so I advised the continuation of the 2' drain pipe (cost 80 cents per ft. only) to south side of side road of parkway. Mr. Hurt has not agreed to the sanitary sewage system I advised. Ruff does not intend to have catch basins. He thinks a grating on end of branch drain good enough. Ruff says the newly graded surfaces have washed very little because there has been very little rain this summer but he fears much damage will be done later.

STORMWATER DRAINAGE

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
Visit by J. C. Olmsted, 16th August, 1902.

No further progress appears to have been made in laying storm drains. There are some days as many as 50 men at work.

STORMWATER DRAINAGE

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

In his letter to the stockholders he said the parkway had catch basins every 200 feet with adequate vitrified drains and that it was proposed to put in sanitary sewers.

STORM DRAINAGE SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 14th March, 1903.

The storm drainage has mostly been put in since I was here too. It is not yet completed on this first division of the parkway. The culvert is laid across under the side road at the first valley and across under the same road at the second depression.

STREET RAILWAY, NEED FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

I told Mr. Hurt that I did not see how he could make a profit on the land commensurate with the cost of improvements unless he had an electric street railway. He said he would surely have one before long. He apparently had an informal understanding with the syndicate that bought out his street railway system that they would run a line through the Kirkwood Parkway to Decatur. I said I could not see how any company could afford to build and run such a line through land much of which would remain unoccupied for years and where occupied would be so in unusually large lots, and that there were already 3 electric car lines to Decatur which was a small town for more than one line. He said he would build and run a line himself and make it pay too and run it into the city and compete with the syndicate until they would be glad to buy him out, that he had done this before successfully, and would do it again. Anyway he would have an electric railway through Kirkwood somehow or other.

STREET TREE PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

30th June, 1902

Mr. S. Z. Ruff,
Kirkwood Land Company,
Atlanta, Ga.

With regard to the street trees there would be two conditions which would require different treatment of the soil. Where the tree planting strips have been made in fill, to a depth of at least 2 1/2', it will answer to make a pit for each tree shortly before planting it.

It seems to us hardly wise to determine the exact position for each tree pit without some study on our part, and not until after the more suitable places for entrance driven to lots where the banks are steep have been determined upon. It is always practicable to space street trees a little bit further apart or a little closer for some distance to accommodate an entrance, whereas it might be quite a serious disadvantage after the trees were planted to have to move the entrance to accommodate the trees.

The other case in where the tree planting strip is in less than 2 1/2' fill, or where it is in cut. In all these cases we should strongly advise excavating the whole width of the planting strip and the whole length in cut to a depth of 3'. Just how the loosening of the soil can best be accomplished will require a little study on your part. We are inclined to think the cheapest way, if your work is in such rough condition that the process would do no material damage, would be to put in a series of blasts. It is impossible to say without experiment whether this process would prove satisfactory and economical. Another way would be to scoop out the tree strip with a plow and scraper to a depth of about 2' and then to plow the bottom until it had been loosened to a depth of 3'. In many cases this would answer admirably but in some cases the subsoil is so exceedingly hard and might be so dry in summer that it would cost a good deal to loosen it with the plow, or might prove to be impossible. In that case, after removing the upper 2' of depth it might be well to leave the trench open until the rains have softened the bottom and to plow it from time to time a little more as opportunity serves.

In regard to spacing trees, we should like to plan this in connection with the determination of the kinds of trees to be used, as some trees ought to be spaced much further apart than others.

STREET TREE PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

13th November, 1902

Mr. Joel Hurt,

We are well acquainted with the merits of the Sugar maple as a street tree both in regard to its beauty and freedom from insect pests. We have thought, however, that if the Darlington Oak can be obtained in sufficient quantities and can be made to succeed, it would have greater advantages for the main parkway than even the Sugar maple, principally because of the fact that it is evergreen. As the adjoining lots will be occupied in the main by people who live there in winter, it seems to us that the advantages of evergreen trees far outweigh the Summer and Fall beauties of the Sugar maple. We do not think the question of lateral branches is an important one because the parkway runs in an easterly and westerly direction and therefore the trees would cast a sufficiently good shade even if they are comparatively upright in growth. Of course in case they are upright and comparatively narrow they would be planted at more frequent intervals. The spacing we have adopted for the tree pits was intended to be adapted to the broad-spreading Darlington Oak. The Sugar Maple would perhaps be more appropriate on some of the narrower roads.

Yours very truly,
Olmsted Brothers.

STREET TREE PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

Mr. Hurt said he did not like our idea of planting sweet gum as the street tree in Moreland Avenue. He says the fruit hangs on and makes them look disorderly in winter. He wants sugar maple, but would consent to water oak. Said we might use the sweet gum on a back or side street somewhere.

STREET TREE PLANTING

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

14th March, 1904

S. Z. Ruff to Olmsted Brothers

In this connection we would say that it has been our design to recommend the planting of street trees only where the street runs through open or comparatively open land. Where the streets run through natural woods it seems better to keep them somewhat narrower and to omit the street trees, depending upon the adjoining existing trees or upon trees to be planted close to the street, but on the lots. The reason why this is preferable is that trees so planted have a better chance to thrive as a rule, and are less likely to be damaged by horses, and also by narrowing the turf strip between the roadway and sidewalk, the cost of grading and the destruction of existing forest trees by the necessary side slopes will be perceptibly reduced. Perhaps this idea has not, however, been followed in the case of the cross streets as far as the First Peavine.

STREETS

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A11, p. 250
December 5, 1890

2. We think that the property may, for the most part, be economically sub-divided for the purpose, by roads of moderate grade and graceful curves, avoiding any great disturbance of the natural topography.

STREETS: BELL STREET, CROSS STREET CONNECTING WITH

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

I decided that the lot N. side of main drive and W. of cross street that was intended to connect with Bell St. ought to be made wider so as to include some more of the low ridge which I had previously intended to include so as to provide a house site. The lots to W. of this can each have 25' taken off them. Ruff said that Mr. Hurt had suggested that instead of bending this cross street to meet Bell St. S. of the property, it be bent the other way and so lead into the County Road at a point where it makes a bend away from the boundary line. I agreed that this was a good idea and Ruff is to send a survey of that part of the County Road.

STREETS: CLIFTON AVENUE [COUNTY ROAD], SITING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

17th August, 1905

Mr. Joel Hurt,
Equitable Building, Atlanta, Ga.

Dear Sir:

We have received your letter of the 14th instant.

Before completing our general plan, we will await your decision on the matter of Clifton Avenue.

Mr. Olmsted remembers discussing the matter of the location of this old County Road through the property of the Kirkwood Land Company, but does not remember just what reasons he gave at the time to Mr. Ruff for advising that it be retained.

Taking up the matter anew, however, we have this to say: According to the plan as it stands, your Company would have two house sites for sale (lot 4 in block 11 and lot 1 in block 15), both high and commanding, and it seems to us a fair question whether they could not get more for these two house sites separately than if they were combined into one and the County Road carried from Ponce de Leon Parkway southward along the east boundary of lot 1 in block 15. This is a matter of real estate judgment, which we think you could decide better than we can. Our impression is that no very heavy grading would be needed to make the present route of the County Road suitable. After going into the matter in detail, we think it would cost less for grading to keep it where it is than to lay it out along the rather steep hillside where the east boundary of lot 1 in block 15 is.

Supposing it is your judgment, after this statement, that the two lots would better be combined, we should say that it would be essential to have the new location of the County Road connect with some street running southward to McLendon Street, upon which is the street railway. If not, you would have to grade a continuation of the straight County Road eastward along your south boundary, and this would make the new route so indirect that we fear the land owners north of your property, and who use this County Road as their principal outlet, might make a sufficiently strong opposition to the change to prevent the County Commissioners from accepting the new route. If, however, the new route could connect with the street running southward to the electric cars on McLendon Street, we presume the land owners in question would probably make no serious opposition, assuming (as we presume would be the case) that you would be willing that when they wished to drive to and from their property and the city they could use Ponce de Leon Parkway. The new route of the County Road in this case would be useful to these land owners chiefly as a means of access to the electric street railway, which, we presume, now terminates at a point almost exactly south of where the new County Road would intersect your south boundary.

In looking up this matter, it occurs to us that it would probably be well to move the west boundary of lot 2 in block 15 fifty feet further up the hill, so the house site could be moved about fifty feet northwestward on to higher land. This change we will make on the plan if it is decided to retain the existing diagonal route of the County Road.

STREETS: CLIFTON AVENUE [COUNTY ROAD], SITING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

17th August, 1905

Mr. Joel Hurt,
Equitable Building, Atlanta, Ga.

Since writing you, we have received from you the blueprint upon which you have sketched the proposed route for the County Road, which puts a little different aspect upon the case from that which we discussed. Because the proposed route runs diagonally through lots 1 and 2 in block 15, the curve as you propose it is mostly in the rear of lot 1, and would damage it very little; but the house site in lot 2 would have to be at an elevation about 10 feet lower than the one we had proposed. Judging by the contours, the new house site would probably be about 400 feet down the south side of Ponce de Leon Parkway from the present crossing of the County Road. If you can find it convenient, during one of your afternoon rides, to look at this spot and pace off this distance, we should be glad to learn whether it strikes you as being on the whole a sufficiently attractive site to warrant holding up the price of this lot, as revised, to a figure which would be satisfactory to your Company. So far as the proposed route for the County Road is concerned, it seems sufficiently direct to make it reasonably certain that the County Commissioners would agree to it, provided your Company grades the road to a fairly good profile. As well as we can judge from the map, there would be considerable grading necessary: namely, a cut in crossing through the hill _____ 1000_____ a fill on the south boundary where the 1-foot contour is on the map.

Your idea seems a good one, and we regret that we have not before had a sufficient understanding of it.

STREETS: CLIFTON PIKE, EXTENSION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A35, p. 813

7 August 1894

Mr. W. H. Nutting, Secretary of the
Kirkwood Land Company, Atlanta, Georgia

Dear Sir: - We send you to-day under separate cover, a plan suggesting an extension of Bell Street and a new location for the Clifton Pike. We find that Bell Street can easily be made to (connect) northward with a road we had already designed leading in that direction. We recommend the change in the Clifton Pike for the sake of preserving intact two desirable house sites, one of which will be found on one side of the new location and one on the other. You will find on the plans previously sent you our suggestion for the location of the north-east extension of this pike so that you now have the pike located across the whole of your property.

STREETS, CONSTRUCTION OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A46, p. 393

June 1st 1896

Mr. Joel Hurt
Atlanta, Georgia

Dear Sir: - We have received your letter of the 26th May.

The matter of crushed stone surfacing for your macadamized roads is a very important one, and while it is, of course, desirable to have the best stone, yet the great cost of transportation may render this impracticable.

It is recognized by all engineers that the best stone for surfacing macadam roads is trap-rock. We have for years been trying to get some at a reasonable cost for Mr. Vanderbilt's place, and his manager has recently discovered a trap dyke somewhere on the line of the Spartansburg Railroad and has made arrangements for having it crushed and shipped to the Estate. We will write to him for particulars and let you know the result. For comparison you may like to obtain prices elsewhere. A excellent reliable dealer in crushed trap-rock for roads is Mr. Calvin Tompkins, 32 Liberty Street, New York.

STREET CONSTRUCTION

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 23rd November, 1903.

Moreland Street has been macadamized by the county (steam roller now at work) and makes a great improvement. In doing so the car tracks were relaid to conform to new grade. They extend, I understood, from the Inman Park line to the Kirkwood property. The county has a gang of convicts at work grading Ponce de Leon Avenue from the "spring" toward the Kirkwood property. The Copenhill property was named from three men interested in it, Copeland, Penfield and Hill.

STREETS, CONSTRUCTION (MACADAMIZING)

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A46, p. 393

June 1st 1896

Mr. Joel Hurt
Atlanta, Georgia

We would not advise you, as the result of our experience, to have the road macadamized by contract. A contractor invariably does a second rate quality of work. You would have the stone delivered on the ground by contract, then have the road-bed rolled, the macadam spread and rolled and sprinkled by day work under a 1st rate supervisor. It is an economy to hire a steam roller, although as good, if not better, work can be done with the loose ring-roller in use in this part of the country which weighs only four and a half tons, but being lighter they have to go over the work longer and it, therefore, costs much more for wages and horse hire.

We engaged for one job of road building a foreman who had worked on the parks here and was thoroughly familiar with the methods for making the remarkably fine roads which they have in the parks. The only trouble was that he went off on a "spree" about once a month. If you do not mind that, he will certainly produce good results, if you will give him the necessary facilities. The park roads here cost about \$1.00 a square yard on the average.

Yours truly
Olmsted, Olmsted and Eliot

STREETS, CONSTRUCTION SPECIFICATIONS FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A46, p. 198

May 8, 1896

Mr. Joel Hurt, Atlanta, Georgia

Dear Sir: - We send you by this mail a copy of our usual specifications revised to suit the conditions at Kirkwood. We generally put twelve inches of stone in the roadways, sometimes more*, if stone is cheap or there is a surplus of it on the work; very rarely* less than twelve inches. If a less depth is used, the clay will work up among the stones and the surface of the road will soon be in a very bad condition. The first cost of construction by our specifications may be more, but the roadway will remain in good condition very much longer, and the cost of maintenance be very materially reduced. It is absolutely necessary to form a good foundation to secure permanent results. The larger stone at the bottom are the least expensive of the material, but are the essential part of good road construction. The stone used for the two upper layers should be of the hardest quality procurable, even if they have to be brought from a distance. Most granites are too soft, as they crush easily under the grinding by wheels. Limestones are not desirable, as they grind up readily, forming dust in dry weather and a sticky mud in wet season. Trap rock is the best material for road metal, as it is very hard and tough. It may not be obtainable in your section of the country, however. Rolling is an essential point in road construction and it is hardly possible to roll too much. The first or foundation layer of large stones should be laid by hand, the stones being laid with a good bearing on the ground and against each other. We would advise adopting specifications very closely in all particulars, for we know that roads built in accordance with the requirements will give perfect satisfaction.

Olmsted, Olmsted and Eliot

STREETS, GRADING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

The cross street, opposite Sta. 12 is being graded. Ruff was following a straight profile across the parking. I told him it would look better to have it sagging.

STREETS, MACADAMIZING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

4th April, 1902

Mr. Joel Hurt, Chairman Executive Committee,
Kirkwood Land Company,
Atlanta, Ga.

In closing, we would call your attention to the vital necessity of macadamizing the streets leading to your property as well as providing for the extension of an electric railway through it. Without these two important provisions it would be, we are inclined to think, extremely difficult if not hopeless to realize a profit out of your property for many years to come.

Yours very truly,
Olmsted Brothers (Signature)
E. F.

STREETS: MORELAND AVENUE

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

I advised cutting more 50' to 100' from Moreland Avenue and filling about 150' from it and 100' from parkway so as to get a slope up from Moreland Avenue to the house site, a level line along house site and a slightly convex surface from house site to parkway.

STREETS: MORELAND AVENUE, MACADAMIZING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

He [Hurt] said the County Supervisors had voted to macadamize Moreland Avenue from the Kirkwood property to the paved city streets to the southward.

STREETS: MORELAND AVENUE, SIDEWALK & PLANTING STRIPS ALONG

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J. C. Olmsted, 25th July, 1902.

Mr. Hurt discussed the width of sidewalk on Moreland Avenue. It is legally 10' wide and we should divide it 4' for tree strip, 4' for walk and 2' for vine strip at fence line but I urged that he widen the sidewalk by taking 2' off the Company's land and adding it to the tree strip, making this 6' wide. He appeared to assent. I made my notes chiefly on the sunprint I had.

STREETS, NAMES FOR

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

He [Hurt] wants us now to finish general plan. He wants us to suggest name for the locality and for the streets and after consultation with him to put them on our plan.

STREETS, PLANNING OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 23rd November, 1903.

The other change of boundary was due to an exchange of land which gave the Company a frontage on the street occupied by the Clifton line of street cars on the north boundary between the two branches of Peavine Creek. The neighborhood is sparsely occupied by cheap houses on small lots and it will probably be best to lay out 50' x 150' lots facing the street formerly occupied by car tracks. This line formerly ran to Decatur, but now stops a few blocks east of this point (the Clifton line). When this exchange of land took place a straight street running south was fixed and our road will have to conform to this. For this road I decided it would be best to adopt a 7% grade from the branch up on to the hill in order to improve the lots on downhill side. I also introduced a reverse curve to better fit the contour of the ground.

STREETS, WIDTH OF

The Library of Congress, Manuscript Division
Olmsted Associates Papers, vol. A46, p. 192

7th May 1896

Mr. Joel Hurt
Atlanta, Georgia

Dear Sir: - Your telegram of 6th instant at hand and we have wired as follows - "Narrowest allowable width for macadam in roadway fifteen feet. Will write." It is rather difficult to give a precise reply without having a fuller knowledge of the conditions and the section of the property to which your question applies. If the lots are small, with short frontage, so that teams or carriages will stand on the roadway in front of the houses, it is very desirable that the roadways be macadamized for the full width, especially so where the width of the roadway is but 28 feet. If the lots are large and of sufficient size to allow of the houses being set well back from the street line, so that each resident may have a private driveway leading up to the door of his house, the necessity for the full width of the roadway is not quite so urgent, though to be preferred. In order that carriages can easily pass each other without danger of collision, fifteen feet must be adopted as the minimum width. In such case, the balance of the roadway should be neatly graded off to the gutter on either side and allowed to grow up with grass.

Yours truly
Olmsted, Olmsted and Eliot

WATER SUPPLY SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
Visit by J.C.O.; 18 & 19 May, 1902.

Nothing was said this trip about the water supply but this ought not to be put off until after the parkway is nearly finished and torn up again later. The same is true as to electric conduits, if he is willing to go to that expense.

WATER SUPPLY SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND COMPANY
J. C. Olmsted Visit of, 12th March, 1903

Nothing practically has been done about water supply. He has not the money to put into it as a matter of fact. If his stockholders adopt his plan of an assessment to be represented by additional stock, and if he gets the money, he will get the city to lay an eight inch main on Moreland Avenue, some 2500 feet, and thence along the side road of the parkway to the first Peavine, some 4000 feet additional, the Kirkwood Company paying the whole expense with an agreement to pay for the water by meter rates. He expects there will be a few takers along Moreland Avenue and that his Company will be credited what is thus collected, so that the main will, in time, be paid for, but without interest. He also said if this arrangement fell through by reason of his stockholders not caring to put in so much, he would put a temporary pump at the first Peavine and buy a lot of the city's condemned firehose and move this about to water the new plantations. I said this temporary expedient would prove a poor investment and it would be much better to spend every dollar toward a good permanent investment. He said he hoped the city of Decatur would eventually lay a large main through the broad road of the parkway, getting the water supplied through it by the city of Atlanta.

WATER SUPPLY SYSTEM

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071
KIRKWOOD LAND CO.
J. C. Olmsted Visit, 24rd November, 1903.

I advised him [Hurt] not to sell a lot until he had an electric railway running through the parkway and city water carried to First Peavine and sewers for lots to first hill (a little beyond second crossroad);

WIDEWATER, BRIDGE OVER

The Library of Congress, Manuscript Division
Olmsted Associates Papers, Series B - Job File #00071

17th August, 1905

Mr. Joel Hurt,
Equitable Building, Atlanta, Ga.

With regard to the bridge over Widewater, our impression is that Mr. Ruff was of the opinion that this lake would never be constructed, owing to the expense involved, and that therefore he advised you to carry the parkway across it on a fill pierced by the culvert to which you refer, as being the cheapest satisfactory way of carrying the parkway across the valley. Reviewing the matter now, we are inclined to think that, if you can construct Lullwater and carry the parkway across it by means of a bridge with a span of 40 or 50 feet, you would have one good lake for boating purposes and could afford to omit the bridge for the parkway in crossing Widewater. It is, of course, true that the landscape advantages of a bridge would be very considerable, and if the work is to be at the public expense -- as, for instance, through a Park commission -- we should strongly advise a bridge; but considering it as a commercial enterprise, we think your Company could not afford to go to the necessary expense, after having provided a bridge at Lullwater.

Owing to the heavy inking on our plan at the point in question, it will be impossible to rub it out on the original plan, but if you like, it will be a very simple matter to make a rider, which could be pinned on when the plan is photolithographed. This rider would show the parkway carried across on a fill, with slopes on each side covered with shrubbery. Please let us know your wishes in this matter.

Yours very truly,

APPENDIX: List of Correspondence

Correspondence 1890 – 1910

1890

January 18	Kirkwood Land Company incorporates Incorporation papers
July 10	<i>Hurt to Olmsted</i> Photos of plat Fee
July 17	<i>Olmsted to Hurt</i> Fees Inadequacy of photos of plat Proposal of visit to see ground
July 29	<i>Hurt to Olmsted</i> Engages Olmsted to visit grounds
August 6	<i>Olmsted to Hurt</i> Confirmation of Olmsted visit Date indefinite
September 11	<i>Olmsted to Bloodworth</i> Identification of plant material from Atlanta
October 10	<i>Olmsted Company to Hurt</i> Date for visit set (week following October 16)
October 16	<i>Olmsted Company to Hurt</i> October 23 date for Atlanta visit OK
October 24(or 29)	<i>Frederick Law Olmsted to John Charles Olmsted from Biltmore</i> Expect to examine Atlanta property in a day or two
October 30	In memo book In Atlanta
December 5	<i>Olmsted to Hurt</i> Preliminary evaluation after on-site visit Fee discussion
December 29	<i>Olmsted to Hurt</i> No response from letter of 5 December

1891

- January 14 *Olmsted to Hurt*
General plan
Fees
Visits
Time for Preparation
- January 20 *Olmsted to Fred (Kinsbury?)*
Letter to Mrs. Whitney
Mailed from Atlanta
- June 29 *Bloodworth to Olmsted*
Request for plant classification
- July 9 *Olmsted to Bloodworth*
Plant classification and propagation advice
- July 17 *Hurt to Olmsted*
Information on plant specimens previously sent
Development delay – railroad litigation
- October 8 *Olmsted to Hurt*
Plant identification
Arnold Arboretum request

1892

- January 13 *Olmsted to Nutting*
Possible Hurt visit to Brookline
Railroad damage
- February 10 *Olmsted to Codman*
Re: Olmsted testimony in Kirkwood Land case over
railroad
- February 11 *Olmsted to Charles H. Adam*
Documents and deposition in railroad case
- February 23 *Olmsted to Hurt*
No expense for deposition
- March 8 *Nutting to Olmsted*
Engineer for Kirkwood Land Co.
Fees for developing smaller portion(400-600 acres)
- March 11 *Olmsted to McClintock and Woodfall*
Engineer for Kirkwood Land Co., cost, etc.

March 14	<i>Olmsted to Nutting</i> Concerning engineers
March 15	<i>Olmsted to McClintock and Woodfall</i> Questioning proposed charge for engineering
March 15	<i>Olmsted to Louis A. Risse</i> Engineer for Kirkwood Land
March 17	<i>Olmsted to McClintock and Woodfall</i> Engineering proposal sent to Atlanta
March 17	<i>Olmsted to Waring, Chapman, and Farquer</i> Engineering proposal sent to Atlanta
March 17	<i>Olmsted to Risse</i> Further discussion of engineering
March 18	<i>Olmsted to J.J.R. Croes</i> Engineer for Kirkwood Land Co. Land description
March 21	<i>Olmsted to W. Kelsey and Sons</i> Engineering proposal forwarded
March 26	<i>Olmsted to J.J.R. Croes</i> Engineering proposal sent to Atlanta
March 26	<i>Olmsted to Nutting</i> Engineering proposals
April 5	<i>Olmsted to J.J.R. Croes</i> No response on engineering proposal
May 10	<i>J.C. Olmsted report of Hurt visit to Brookline</i> Discussion: Property enlarged – 400 acres added Road layout Yearly retainer possibility
May 31	<i>Olmsted to Kelsey and Sons</i> No response on engineering proposal
June 1	<i>Olmsted to Hurt</i> Possible Olmsted visit and formal contract
June 6	<i>Olmsted to Hurt</i> Making definite proposition

June 7	<i>Hurt to Olmsted</i> Engagement of S.Z. Ruff as engineer Olmsted to be retained for five years
June 11	<i>Olmsted Company to Hurt</i> Engineers Topographical map Contract
June 16.	<i>Olmsted to J.J.R. Croes</i> Local engineer hired
June 16.	<i>Olmsted to W. Kelsey and Sons</i> Local engineer hired.
June 16.	<i>Olmsted to Waring, Chapman, and Farquer</i> Local engineer hired.
June 16	<i>Olmsted to Louis A. Risse</i> Local engineer hired
June 24	<i>Olmsted to Hurt</i> Proposed contract
July 7	<i>Hurt to Olmsted</i> Agreeing to proposed contract except for acreages; Diagram and letter from firm's engineer
July 11	<i>Olmsted to Hurt</i> Acknowledged July 7 letter
July 11	<i>Olmsted to Ruff</i> Approved Ruff's topographical proposal
July 30	<i>Olmsted (in England) to Harry (Codman?)</i> Mentions he need to go to Atlanta on his return
August 25	<i>Olmsted to Ruff</i> Map FLO visit Preliminary plan
September 29	<i>Olmsted to Hurt</i> Still no date for FLO visit Need maps Plant

October 4	<i>Olmsted to Ruff</i> Received letter, topographical and county maps Profile and subdivision plat
November 7	<i>Olmsted to Mrs. VanRennselaer</i> "Due to leave on a Southern tour tomorrow"
November 18	<i>John Charles Olmsted to FLO</i> Possible contract terms Olmsted visit to Atlanta
November 19	<i>Olmsted to Hurt</i> Advise Olmsted at Biltmore Atlanta visit possible
November 26	<i>Olmsted Company to Hurt</i> Discussion of pending Olmsted visit to Atlanta; Returning topographical maps to Hurt
November 27	<i>FLO to John Charles Olmsted</i> "Can't leave Biltmore for Atlanta until the 8 th "
December 22	<i>Olmsted to Hurt</i> Questions concerning proposed lakes Follow up on Olmsted's visit to Atlanta Malaria
<u>1893</u>	
January 3	<i>Olmsted Company to Ruff</i> Request maps and tracings to be sent
January 13	<i>Olmsted Company to Ruff</i> Request map box key
January 19	<i>Olmsted Company to Ruff</i> Acknowledge receipt of letter and key
January 19	<i>FLO to Pinchot</i> Re: Codman's death – devastating to them
January 27	<i>Hurt to Olmsted Company</i> Response to Olmsted of December 22 Kirkwood Land Co. officers listed
February 4	<i>FLO to John Charles Olmsted</i> Send Atlanta maps so he can study them

February 6	<i>Olmsted Company to Ruff</i> Received plan for alternative line of electric railroad FLO is only one who knows anything about the matter – have to wait for his return
February 6	<i>Olmsted Company to Ruff</i> Ruff plan and profile for electric railroad received FLO in West
February 7	<i>Olmsted Company to FLO</i> Transmission of Ruff's maps
February 10	<i>FLO (in Milwaukee) to John Charles Olmsted</i> Make sketches for Atlanta
February 14	<i>John Charles Olmsted to FLO</i> Kirkwood Land Company's request for general plan
February 16	<i>Olmsted Company to Nutting</i> Company will make suggestion for rail plan
February 17	<i>FLO to John Charles Olmsted</i> Possibility of resignation as designers for Druid Hills because of time constraints
February 22	<i>FLO to John Charles Olmsted</i> Perhaps take up Atlanta plan
February 23	<i>Olmsted Company to Nutting</i> Preliminary plan for rail- road, avenue, and land lots
February 25	<i>Olmsted Company to Nutting</i> FLO main avenue design
February 26	<i>Olmsted Company to Hurt</i> Defense of their plan for street railroad
March 1	<i>Hurt to Olmsted Company</i> Hurt's objection to preliminary plan for railroad
March 2	<i>FLO to W.A. Thompson at Biltmore</i> Discuss malaria
March 3	<i>Olmsted Company to Hurt</i> Further discussion of avenues and railroad line

	Preliminary plan for some lots Ponds
March 4	<i>FLO to John Charles Olmsted</i> Mentions (leaving?)Atlanta
March 5 (or 6)	<i>Olmsted Company to Hurt</i> Further defense of plan for avenue and electric railroad
March 6	<i>Olmsted Company to Ruff</i> Justifies plan as reasonable and economical
March 10	<i>Olmsted Company to Ruff</i> 4-5 lines long – illegible
March 12-13	Olmsted, Olmsted and Eliot to Ruff 2 pages long – mostly illegible
March 13	<i>Olmsted Company to Ruff</i> 2-3 lines long, mostly illegible
March 14	<i>Olmsted, Olmsted and Eliot to Ruff</i> Receive plan
Received 3/14	<i>FLO (in Philadelphia) to John Charles Olmsted</i> Order his movements to Biltmore and Atlanta
March 15	FLO and Company is now Olmsted, Olmsted and Eliot
March 15	<i>O, O and E to Ruff</i> About 3 lines long – illegible
March 17	<i>FLO (from Biltmore) to John Charles Olmsted</i> Received telegram but can't make it out Can't remember name of Atlanta client
March 20	<i>O, O and E to Ruff</i> Sent maps
March 20	<i>O, O, and E to Nutting</i> Bill for Heliotrope
March 20	O, O and E to Nutting Sent lithographs of topographical maps

March 23	<i>FLO (from Atlanta) to John Charles Olmsted</i> In Atlanta
March 25	<i>O, O and E to Ruff</i> About 9 lines long – illegible
March 28	<i>Nutting to Heliotrope Company</i> Payment for maps
April 4	<i>O, O and E to Ruff</i> Harrison land not purchased Working drawing for parkway in process
April 14	<i>O, O and E to Ruff</i> Electric railroad line Railroad grades Granite quarry
April 19	<i>O, O and E to Ruff</i> Got topographical maps
April 24	<i>O, O and E to Ruff</i> Acknowledged receipt of information
April 28	<i>O, O and E to Ruff</i> Acknowledgement of letters and profile of railroad
May 10	<i>FLO (from Chicago) to John Charles Olmsted</i> JCO may be overworked Needs to go to Atlanta and Biltmore
May 12	<i>O, O and E to Ruff</i> Preliminary plan and profile almost ready
June 1	<i>FLO (from Wilmington) to Canby</i> Tour of late 1892 – “while in Georgia”
June 8	<i>Hurt to O, O and E</i> Location of electric railroad Grades and street location
June 8?	<i>O, O and E</i> 2-3 lines – hard to read
June 12	<i>O, O and E to Hurt</i> 2-3 lines long - hard to read Acknowledge receipt of his letter with question

June (?)	<i>O, O and E to Hurt</i> Letter over page long – hard to read Answers question Hurt raised
June 18	<i>to Ruff</i> ³ / ₄ page – illegible May reference letter of June 8
June 28	<i>O, O and E to Nutting</i> About 4 lines – can only read a part
June 28	<i>O, O and E to Ruff</i> About 4 lines – illegible
June or July (?)	Full page – illegible
July 10	<i>O, O and E to Nutting</i> Subdivision plan for eastern end
July 14	<i>O, O and E to Nutting</i> Transmission of Lot Plan for whole of Section I Preparation of Plan for Section II
July 16	<i>O, O and E</i> 3-4 lines – hard to read plan for subdivision of Section I
July 28	<i>O, O and E to Nutting</i> Delay plans for subdivision until hear from him
July 31	<i>O, O and E to Nutting</i> 9 lines long – illegible
August 8	<i>O, O and E to Kirkwood Land Company</i> Bill for services rendered
August 9	<i>Said to be to Nutting</i> 11 lines long – illegible
August 16	<i>O, O and E to Nutting</i> 2 lines – can hardly read
August 19	<i>O, O and E to Hurt</i> Can't read all; some information on lake

August 21	<i>O, O and E to Nutting</i> About 5 lines Can only read part re: lake
Received 8/30	<i>Mrs. VanRensselaer to FLO</i> The thought of a journey to Atlanta tires her out
September 12	<i>O, O and E to Ruff</i> Nursery
September 23	<i>FLO to Mrs. VanRensselaer</i> FLO going south
October 2	<i>FLO to Daniel Burnham</i> Will be at Biltmore and Atlanta for nearly a month
October 18	<i>FLO to John Charles Olmsted</i> May send letter to Hoke Smith "from his town, Atlanta"
October 26	<i>O, O and E to FLO</i> Sent names of parties in Atlanta
October 27	<i>FLO (from Biltmore) to John Charles Olmsted</i> Atlanta trip possible at end of November
October 28	<i>FLO to Partners. (Manning with him)</i> Talks of dying Wants Biltmore and Atlanta people to be used to dealing with the partners if he dies It will be middle of November before he can get to Atlanta
October 30	<i>John Charles Olmsted to FLO</i> Planting in Atlanta
November 1	<i>FLO (from Biltmore) to Partners</i> Need winter clothes before going to Atlanta
November 3	<i>O, O and E to Nutting</i> Asks for payment on August 8 bill
November 4	<i>FLO (from Biltmore) to John Charles Olmsted</i> Will leave for Atlanta a week from that day
November 8	<i>FLO (from Biltmore) to John Charles Olmsted</i> Atlanta visit discussed

November 10	<i>FLO (from Biltmore) to Partners</i> Will go to Atlanta next week
November 11	<i>John Charles Olmsted to FLO</i> Concerning FLO and Manning's travel to Atlanta
November 14	<i>O, O and E to FLO</i> FLO's article enclosed – sent to Atlanta
November 17	<i>O, O and E to Nutting</i> Concerning bill
November 17	<i>O, O and E to Nutting</i> FLO due in Atlanta on November 18
November 20	<i>FLO (from Atlanta) to John Charles Olmsted</i> <i>(Manning is with him.)</i> Arrived in the morning Hurt in Boston No work done on grounds Company is depressed by hard times/divided in policy Give on ground advice regarding nursery tomorrow
November 23	<i>FLO (from Chattanooga) to Partners</i> Hurt in Boston Went over grounds with Secretary and Engineer and advised them Hard times in Atlanta
December 16	<i>O, O and E to Ruff</i> Plant material Reference to street plans
<u>1894</u>	
January 1	<i>O, O and E to Nutting</i> Bill paid
January 8	<i>O, O and E to Ruff</i> Received Ruff's letter Will stop work on plan as requested
January 16	<i>O, O and E to Ruff</i> Will send plant list for nursery

February 5 *O, O and E to Kirkwood Land Company*
 Sending as an enclosure: Nursing plan divided into blocks and list of recommended plants

February 17 *O, O and E to Hurt*
 Question if decision made on nursery
 FLO and Manning at Biltmore – could visit

February 17 Same letter as above to Ruff

February 23 *O, O and E to Ruff*
 Nursery needs to be started this spring
 Manning can come with instructions soon

February 26 *John Charles Olmsted to FLO*
 Ruff informs Atlanta trip useless now

March 7 *O, O and E to Ruff*
 Justifies use of large amount of land parkway and pleasure ground
 Land needs to be attractive and different
 Lake
 Irregular reservations with electric railroad
 Attractive area economically successful

March 9 *O, O and E to Hurt*
 Nursery
 Glad Hurt at helm again

March 7-11 *Report of visit – Warren Manning*
 Examined nursery grounds
 Checked woods with Ruff for plants
 Modified plant list
 H. Miller for nurseryman

March 8 *Warren Manning to Charles McNamee*
 H. Miller for nurseryman in Atlanta

March 9 *Warren Manning to C. Beadle*
 Recommended H. Miller for nurseryman
 \$100 – to collect plants on way

March 11 *FLO (from Chicago) to John Charles Olmsted*
 Manning telegraphs from Atlanta regarding Cotton States Exposition. (No mention of Cotton States Exposition in letter from Hurt but Hurt is bearish on Land company)

March 13 *FLO (postmarked Louisville) to John Charles Olmsted.*
 Start for Atlanta next day
 Discusses opportunities in South – job clusters in both Biltmore and Atlanta

March 13 *J. Hurt to O, O and E*
 O, O and E responsible for plans

March 13 *O, O and E to nurserymen*
 Sent plant orders to 15 Nurserymen

March 14 *O, O and E to FLO in Atlanta*
 Sent checks

March 14 *O, O and E to Ruff*
 Plants ordered

March 15 *FLO (from Louisville) to Partners*
 Will start for Atlanta that afternoon

March 15 *O, O and E to Hurt*
 Thanks for support
 Possibility of modifying plan to save more land for sale without sacrificing design

March 15 *FLO (from Atlanta) to John Charles Olmsted*
 Cotton States Exposition
 Hurt anxious for them to be secured

March 17 *Report of visit – FLO and Manning*
 Olmsted asked to write report on adaptability of Kirkwood for its purpose
 Olmsted advises not to dispose of land before character established by improvements

March 19 *O, O and E to Ruff*
 Mechan nursery order receipt

March 20 *FLO (from New Jersey) to Charles Eliot*
 Regarding Atlanta negotiation

March 21 *O, O and E to Mechan Nursery*
 Add plant to order

March 26	<i>O, O and E to Ruff</i> Plants ordered Plant placement
April 13	<i>O, O and E to Ruff</i> Need list of plants collected
April 16	<i>O, O and E to C.C. Abel & Co.</i> Cross off Kirkwood Land Company order
April 26	<i>O, O and E to Nutting</i> Plant orders When shipped Some not available
May 2	<i>O, O and E to Nutting</i> Bills for plants for verification enclosed
May 19	<i>O, O and E to Nutting</i> Nursery bills approved for payment
May 24	<i>O, O and E to Nutting</i> Kelsey bill for verification
Late May	<i>O, O and E to Nutting</i> Paying for foreign orders
June 16	<i>O, O and E to Nutting</i> Received verification of Kelsey bill
June 20	<i>O, O and E to Nutting</i> Bill for Kelsey enclosed for payment
August 7	<i>O, O and E to Nutting</i> Sent plans: Extension of Bell Street New Location of Clifton Pike Restatement of conclusions regarding public reservation
August 10	<i>O, O and E to Hurt</i> Want information on project Want Information on nursery
August 27	<i>O, O and E to Hurt</i> Nursery loss Inquiries about S.P. Mobley

September 8	<i>O, O and E to Ruff</i> Questions regarding new turnpike and Clifton Pike
September 10	<i>O, O and E to Hurt</i> Letter from Beadle regarding Mobley
September 10	<i>Ruff to O, O and E</i> Sketch of location of new streets sent Old turnpike Clifton Pike
September 17	<i>O, O and E to Ruff</i> Clifton Pike – Olmsted suggestions
<u>1895</u>	No letters
<u>1896</u>	
January 4	<i>O, O and E to S.Z. Ruff</i> Tree twig
May 7	<i>Hurt to O, O and E</i> Considering grading roads in plan laid out by company Considering other improvements bring property to market Questions about paving
May 7	<i>O, O and E to Hurt</i> Answered questions about macadam Width of roads
May 8	<i>O, O and E to Hurt</i> Road construction – specifications Discussed value of different types of stone
May 12	<i>O, O and E to George Hurt in Cambridge</i> Employment
May 12	<i>O, O and E to Hurt</i> Road specification - already answered
June 1	<i>O, O and E to Hurt</i> Best stone for macadam roads Contractors for work Use day workers with a good supervisor

June 9	<i>O, O and E to Hurt</i> Named a supplier of trap rock in North Carolina
<u>1897</u>	
January 2	<i>O, O and E to Hurt</i> Resubmitted bill of July 1, 1896, wants payment
July 14	<i>FLO and John Charles Olmsted to Nutting</i> Enclosed detailed statement of bill
July 26	<i>FLO and John Charles Olmsted per H.B. to Nutting</i> Received letter regarding affairs of Kirkwood Land Company
<u>1898 (?)</u>	
January 1	Bill for Kirkwood Land Company (Same bill as of July 14, 1897, but marked paid)
<u>1899</u>	
August 30	<i>W.H. White (attorney in Boston) to John Charles Olmsted.</i> Suggests way Hurt would like to settle claim against Kirkwood Land Company
<u>1902</u>	
March 6-9	<i>John Charles Olmsted reports on his visit to property</i> His Impressions and Ideas Nursery
April 4	<i>Report from Olmsted Brothers on characteristics of land.</i> Recommended how to sell at best price Restrictions on deeds Agreements for miscellaneous restrictions Suggestions for improvements of steep banks Suggestions for improvements of parkway Profile of roads and electric railroad reservation Importance of storm water and sewerage drains Importance of paving roads leading to property and of having electric railroad extended through property to maximize satisfaction
April 9	<i>Olmsted Brothers to J. Hurt</i> Plans #74 and 75 sent Discussion of items on plans Suggestions regarding electric lines Bridge

May 18-19	<i>John Charles Olmsted report of visit</i> Part of Parkway graded Ideas for springs Idea for second cross street Estimate of time to finish Electric railroad discussed Discussed planting plans, plants, and grass Lake levels Distinctive entrance
June 30	<i>OB to Ruff</i> Street trees Preparing park ground
July 25-26	<i>John Charles Olmsted report of visit</i> Site, houses on lots Grade of slopes Correct plat of Parkway, as exists Lake
August 7	<i>OB to Ruff</i> Lake Bridges Tree pits
August 16-18	<i>JCO report of visit</i> Mische with him Lots House sites Plants on lots Sawmill Lake Water supply
October 10 (or 16/18)	<i>OB to Hurt</i> Desirability of gardens – animals Shrubbery between rear lots Soil preparation
November 3	<i>OB to C.D. Beadle – Biltmore</i> Collection and sending of plant materials
November 13	<i>OB to Hurt</i> Merits of Darlington Oaks for main drive versus sugar maples

1903

- January 21 *OB to Hurt*
Water supply
Water supply for plantations important
- January 29 *OB to Hurt*
Water supply
- February 6 *OB to Ruff*
Lake level
Ruff needs an assistant
Staking of walks and drive alignments
Malaria problem if lake not deep enough
- February 13 *OB to Park Commissioners*
Expenses for Atlanta trip
- March 12-14 *John Charles Olmsted report of visit*
Finances of company
Plant costs
Water
Electric railroad
Plants
Planting being done
Donation of land to Presbyterian University
- March 24 *OB to Hurt as President of Park Commission*
Kirkwood Land Company mentioned
- July 25 *Hurt, President of Park Commission, to OB*
Lot staking almost finished
- November 23-24 *John Charles Olmsted report of visit*
Notes made on OB plans
Boundary changes noted
Clifton Road crossing at Ponce de Leon
Plants
Grass
Road transportation to property
Electric railroad
Finances
General plan wanted with restrictions for lots
Presbyterian University

1904

- March 10 *Ruff to OB*
Right of way for Seaboard Air Lines
Real estate sales
- March 12 *Ruff to OB*
Street and park names
- March 14 *OB to Ruff*
Cross street names
Trees
- September 15 *OB to Hurt*
Names for subdivision
Names for main streets
Names for lakes
Names for ornamental strips and park

1905

- May 13 *Hurt to OB*
Questions concerning proposed deed restrictions
Length of time
Animals
Height of fence or hedge
Payments for utilities
Proposed deed restrictions attached to letter
Proposed agreement for paying utilities
- May 16 *OB to Hurt*
Response to questions raised about deed restrictions
and agreements about utilities
- May 23 *Hurt to OB*
Questions and changes to 1905 map proof discussed
- July 3 *U.S. Department of Agriculture to OB*
Grasses for Atlanta area
- August 17 *OB to Hurt*
Route of old Clifton Turnpike through property
Bridge over Wide Water
- September 18 *OB to Hurt*
Survey of elevation of culvert over Wide Water not
necessary

September 22	<i>Hurt to OB</i> Railroad crossing near DeKalb Avenue
October 30	<i>OB to Hurt</i> Two railroad crossings on East Lake
November 10	<i>Hurt to OB</i> Railroad crossing at Georgia Railroad Start of land sales hopefully in 1906
<u>1906</u>	No letters
<u>1907</u>	No letters
<u>1908</u>	
May 12	<i>Hurt to OB</i> Parks Department Bill Kirkwood Land Company Bill Changes to map – wants to discuss Hurt owns most of stock now
October 8	<i>Hurt to OB</i> Sold all real estate of Kirkwood Land Company in Spring
<u>1909</u>	No letters
<u>1910</u>	
January 7	<i>John Charles Olmsted to Dawson</i> Suggest study Mische's planting at Druid Hills
March 11	<i>John Charles Olmsted's report of visit</i> Visited Druid Hills with Carey to see planting done by Mische
November 10	<i>John Charles Olmsted to Carey</i> Kauffman spoke to him about Druid Hills work
November 17	<i>Perkins (at OB) to John Charles Olmsted (in San Diego)</i> Kauffman has sent topo of Druid Hills Hotel Property Does JCO want a copy?



View of Entrance and Parkway from Ponce de Leon Avenue by J.C. Olmsted 9th March 1902

Courtesy of the National Park Service, Frederick Law Olmsted National Historic Site



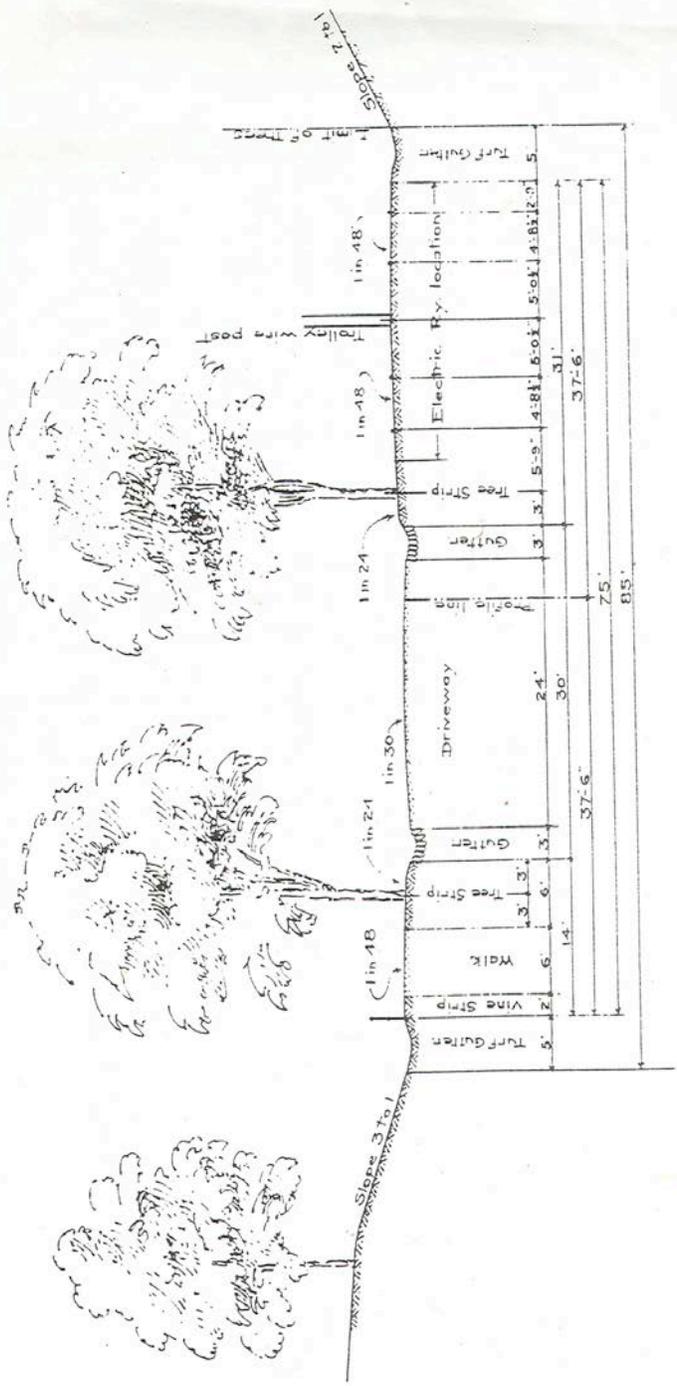
*View of Parkway from sta. 39 Looking South East by J.C. Olmsted 9th
March 1902*

Courtesy of the National Park Service, Frederick Law Olmsted National
Historic Site



From Moreland Drive by J.C. Olmsted 25th March 1902

Courtesy of the National Park Service, Frederick Law Olmsted National
Historic Site



MAIN ROAD OF PARKWAY

KIRKWOOD LAND CO.
ATLANTA GA.

Typical cross sections for Parkway and 50' Road
to accompany plan No 74

Brookline Mass.
5 April 1902.

Created Drawings
Landscape Architects

courtesy of National Park Service, Frederick Law Olmsted National Historic Site.

