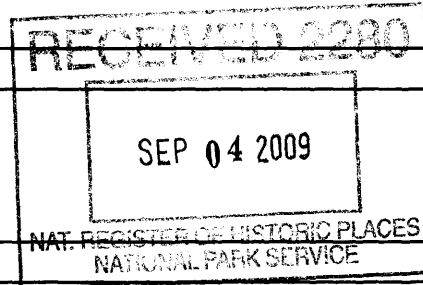


824

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

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



1. Name of Property

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

2. Location

street & number I-75 east, Mt. Zion Road north, I-85 west, and Airport Loop Road south; Sylvan and Springdale roads west of I-85.

city, town Hapeville () vicinity of
county Fulton code GA 121
state Georgia code GA zip code 30354

() not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property:

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

National Register of Historic Places **Continuation Sheet**

Section 3--Classification

Contributing resources previously listed in the National Register: 1

Name of previous listing: College Street School, listed July 21, 1995.

Name of related multiple property listing: N/A

Number of Resources within the Hapeville Historic District *newly added* to the National Register:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	1,376	456
sites	2	0
structures	2	0
objects	0	0
total	1,380	456

Total Number of Resources in the Hapeville Historic District:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	1,377	456
sites	2	0
structures	2	0
objects	0	0
total	1,381	456

4. State/Federal Agency Certification

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

Richard Clowes
Signature of certifying official

8-26-09
Date

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

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

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

Elson H. Beall 10-14-09

() determined eligible for the National Register

() determined not eligible for the National Register

() removed from the National Register

() other, explain:

() see continuation sheet

for

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

COMMERCE/TRADE: business
COMMERCE/TRADE: professional
COMMERCE/TRADE: organizational
COMMERCE/TRADE: financial institution
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: department store
DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
DOMESTIC: secondary structure
EDUCATION: school
EDUCATION: library
GOVERNMENT: city hall
GOVERNMENT: fire station
GOVERNMENT: post office
HEALTH CARE: clinic
HEALTH CARE: medical business/office
LANDSCAPE: park
RELIGION: religious facility
RELIGION: church school
RELIGION: church-related residence
RECREATION AND CULTURE: auditorium
RECREATION AND CULTURE: sports facility
RECREATION AND CULTURE: outdoor
recreation
SOCIAL: meeting hall
TRANSPORTATION: rail-related
TRANSPORTATION: road-related (vehicular)

Current Functions:

COMMERCE/TRADE: business
COMMERCE/TRADE: professional
COMMERCE/TRADE: organizational
COMMERCE/TRADE: financial institution
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: department store
DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
DOMESTIC: secondary structure
EDUCATION: school
EDUCATION: library
GOVERNMENT: city hall
GOVERNMENT: fire station
GOVERNMENT: post office
HEALTH CARE: clinic
HEALTH CARE: medical business/office
LANDSCAPE: park
RELIGION: religious facility
RELIGION: church school
RELIGION: church-related residence
RECREATION AND CULTURE: auditorium
RECREATION AND CULTURE: sports facility
RECREATION AND CULTURE: outdoor
recreation
SOCIAL: meeting hall
TRANSPORTATION: rail-related
TRANSPORTATION: road-related

7. Description

Architectural Classification:

LATE VICTORIAN: Queen Anne

OTHER: Folk Victorian

LATE 19TH AND 20TH CENTURY REVIVALS: English Vernacular Revival (Tudor)

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival

LATE 19TH AND 20TH CENTURY REVIVALS: Neoclassical Revival (Classical)

LATE 19TH CENTURY AND EARLY 20TH CENTURY AMERICAN MOVEMENTS:
Bungalow/Craftsman

MODERN MOVEMENT: International Style

OTHER: Masonry Vernacular Style (Apartment Complex)

OTHER: Eichler Style

OTHER: Cedar Sided Geometric Style

OTHER: Central Hall Type

OTHER: Gabled Wing Type

OTHER: Georgian House Type

OTHER: Bungalow Type

OTHER: American Small House Type

OTHER: Extended Hall-Parlor Type

OTHER: Extended American Small House Type

OTHER: Five-Room House Type

OTHER: New South Cottage Type

OTHER: Split Level Type

OTHER: Ranch House Type

OTHER: Duplex

OTHER: Quonset Hut

OTHER: Urban Public School Type

OTHER: Early Modern Public School Type

Materials:

foundation	BRICK, CONCRETE, STONE
walls	WOOD: weatherboard; BRICK, STONE
roof	ASPHALT, METAL
other	N/A

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Description of present and historic physical appearance:

SUMMARY DESCRIPTION

The Hapeville Historic District is located in northwest Georgia about seven miles south of Atlanta in Fulton County. Hapeville is situated in an urban setting surrounded by three federal interstates and Hartsfield-Jackson Atlanta International Airport. This large district encompasses the concentration of historic commercial and residential areas within the incorporated limits of the city of Hapeville, including one previous National Register listing (see Section 3 for previous listing). The commercial district, which is composed of one- and two-story attached brick buildings on both sides of the railroad corridor and Central Avenue (U.S. 41), was established mostly between 1903 and 1930. This area includes the railroad depot (1890) and the Masonic Lodge (1903). A second commercial district developed perpendicular to Central Avenue along Stewart Avenue (now Dogwood Drive) during the mid-20th century and features small automobile-oriented businesses. The largest part of the district is comprised of a series of residential neighborhoods developed between 1917 and the early 1960s located primarily to the northeast of Central Avenue with a smaller number of houses situated to the southwest of the railroad. A noncontiguous section of mid-20th-century houses is located to the west of I-85 along Cofield Drive. These neighborhoods have houses designed in the Folk Victorian, Queen Anne, Craftsman, Colonial Revival, English Vernacular Revival, and Classical Revival styles. House types popular throughout the state were built in Hapeville, including the Central Hall, Georgian Cottage, Georgian House, Queen Anne, Gabled Wing, Bungalow, New South Cottage, American Small House, Split Level, and Ranch House. The city also has several mid-century apartment complexes that contain a number of two-story buildings arranged in a courtyard manner. Community landmark buildings include the First United Methodist Church (1929: designed by the architectural firm Hentz, Adler, & Shutze), North Avenue School (1929: designed by architect Philip Shutze), post office (1940: built using Depression-era federal assistance and designed by architect Louis A. Simon), city hall complex (1950), and Josephine Wells Elementary School (1956: designed by architect A. Thomas Bradbury). A city park was built during the Great Depression using federal assistance. The architectural firm Stevens and Wilkinson designed a library in 1974 in the West Coast "geometric" style.

FULL DESCRIPTION

Residential Development

The Hapeville Historic District has several residential areas located both north and south of Central Avenue (U.S. Highway 41). The types of residential housing include single-family houses, duplexes, and apartment complexes. The American Small House in its basic and extended versions and the Ranch House are the city's most common architectural types. Most of the city's extant historic residential areas are located to the north of Central Avenue. Hapeville's terrain consists of a series of small sloping hills that increase in height in the northeastern section of the city. Some of the city's streets were laid out in a grid pattern while others have a curvilinear form. Most of the streets lack sidewalks. While at least ten subdivisions were platted between 1912 and 1939, most of the extant

National Register of Historic Places **Continuation Sheet**

Section 7--Description

housing in the city was built after World War II. The demand for housing in the city grew in response to the opening of the Ford Motor Company Assembly Plant in 1947 (no longer extant) and the expansion of the nearby Atlanta Municipal Airport (Hartsfield-Jackson Atlanta International Airport) during the 1960s.

The houses in the Hapeville Historic District represent a number of architectural types and styles that were common in Georgia between the late 19th and mid-20th centuries. In most areas of the city, both the dates of construction and the architectural types and styles found on a given street vary because of the city's extended period of development. Ranch Houses constructed in 1960, for example, sometimes neighbor Craftsman-style bungalows or Extended Hall-Parlor-type houses that were built nearly four decades earlier. Houses in subdivisions platted during the 1920s might represent architectural types and styles that developed decades after the first buildings were erected. In the Brodnax subdivision, for example, a Bungalow-type house built in 1929 is located next to a historic Masonry Vernacular-style apartment complex completed in 1959. The apartment complex replaced a two-story house built during the early 1900s that had served as a convent for the St. John The Evangelist Church. In some instances older houses were demolished and replaced by mid-20th - century architecture, while in other cases the more contemporary types and styles were infill development.

While the bulk of Hapeville's houses are examples of mid-20th-century architectural types and styles, a number of earlier examples exist throughout the city. The oldest extant houses in Hapeville are located along Central and South Fulton avenues. The two-story Queen Anne-style house at 3538 South Fulton Avenue is among the city's oldest buildings. The house at 3578 South Fulton Avenue was built during the 1890s and is an example of Folk Victorian-style architecture. The Georgian House-type house at 781 North Central Avenue was built in 1915. The Georgian Cottage-type house with a hipped roof located at 789 North Central Avenue was built in 1920. The 1967 to 1970 Atlanta airport expansion demolished most of the city's late 19th-century architecture south of Oak Street.

Most of Hapeville's oldest extant pre-World War II housing was built during the 1920s. Local developers during that decade subdivided the city into several neighborhoods in anticipation of rapid growth, but many lots located within these sections remained empty until the 1940s. Development was slowed by a number of factors including a downturn in the local economy during the mid-1920s that worsened beginning in 1929 with the onset of the Great Depression. Housing construction between 1920 and 1940 was sporadic and geographically dispersed among small pockets of development scattered about the city.

The Folk Victorian-style and New South Cottage-type houses built on North Fulton Avenue during the 1920s are representative examples of the continued application of late 19th-century architectural types and styles in Hapeville. The Bungalow was most prevalent new house type built in the city during this period. Bungalow house forms are long and low with irregular floor plans within an overall rectangular shape. Integral porches are common, as are low-pitched roofs with wide overhangs. Bungalows were very popular in all regions of Georgia between 1900 and 1930, almost as popular in rural areas as in cities and towns. Bungalows are dispersed throughout most of the city (photographs 13, 16-17, 19, 21, 31, 33-34, 35, 38, 40-43, 46, 63, 64, 70, 71, 77, 109, 112, 114). A pocket of

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Bungalows can be found in the easternmost portion of the city along Barton Drive. Isolated examples of Bungalow-type houses located on Springdale Road, Hope Street, North Avenue, and Hamilton Avenue were built as part of the development of a series of subdivisions during the 1920s and 1930s. The Craftsman-style was applied to some of the city's bungalows (photographs 46, 57, 86, 97 for example). Developers also built several Extended Hall-Parlor-type houses in some areas such as the example found at 3630 Union Avenue built in 1930. These subdivisions failed to develop immediately due to several reasons. Many of these subdivisions were located outside of existing streetcar lines that carried Hapeville residents to Atlanta. Subdivisions also grew slowly due to the poor demand for housing. Prior to World War II, more than half of the city's residents lived in rented homes and could not afford the luxury of purchasing a new home. Developers had hoped that the expansion of the city's commercial district along Central Avenue would accelerate following the avenue's designation as U.S. Highway 41 in 1917. While the commercial district grew, its prosperity did not spur immediate demands for new housing.

Most of the subdivisions created during the 1920s were incomplete until the early 1940s when the demand for new housing grew to accommodate hundreds of defense-related industry workers. Nearly all the houses built in Hapeville during the 1940s were American Small Houses in basic and extended versions. The massing, style, and developmental history of the basic and extended versions are similar. Most of the American Small Houses in Hapeville were built by one of the following local builders: H and V, Happy Homes, Russell Builders, Rankin-Whitten, Hapeville Homes, J. G. Howell, and Baker Realty. Between 1944 and 1950 these companies built more than 500 American Small Houses in Hapeville.

The American Small House is a small single-family house built in large numbers across the state of Georgia and nationwide, from the mid-1930s to the early 1950s. Sometimes called minimal traditional houses or simply Cape Cods, they represent a unique national response to the challenge of providing affordable housing during two decades of economic hardship brought about by the Great Depression, World War II, and postwar recovery. Architecturally, the American Small House is compact, nearly square although sometimes rectangular in plan, one-story high, and usually gable roofed, simply and tightly massed, and simply detailed (photographs 78, 99-100, 106). Most of the examples found in Hapeville have a side-gabled roof, although some have a cross-gabled roof and at least one example has a hipped roof. Chimneys typically appear along the roofline and can be occasionally found on a side gable. The house contains at a minimum three major rooms (living room, kitchen, and bedroom, and with a bathroom and utility closet) and generally a maximum of five rooms (living room, dining room—usually a “space” more than a separate room—kitchen, and two bedrooms, along with the bathroom and closet). The American Small House always has just two rooms across the front, in the main mass of the house, under the principal roof, although additional rooms or porches under smaller roofs often extended the house at either end. The front door is often but not always centered; it also can be off-center or even on one side of the house (photographs 102-103, 105). Windows tend to be traditional in form and placement, but innovative corner windows or the occasional picture window may be present, especially in later examples. “Options” on all these small-house variations include small porticoes or stoops, porches, dormers, fireplaces, and side garages (photographs 76, 81, 93). These were generally extra-cost items that could be incorporated into the basic design and construction of the house by the developer, builder, or buyer (they should

National Register of Historic Places **Continuation Sheet**

Section 7--Description

not be confused with “additions” made at a later time, although additions looking exactly the same could have been made at a later time). Other common options include small “extra” rooms under diminutive gable-roofed extensions at one or both ends of the house. The extra room is commonly used as a sunporch or a place for the family to have its meals (the “dining nook”). These rooms extend the length of the house but not the main roof (photograph 108). In many instances, these extensions are original to the house.

Another feature of some American Small Houses was the capacity for future expansion within the body of the original house—by going up, into the attic, via a small narrow stairway. Rooms located in the attic are not reflected in the overall form or mass of the house, but they can often be detected by the presence of larger gable-end windows, roof dormers, or awnings (photographs 10, 37, 62, 65, 66, 71, 79, 83, 87, 95, 106, 150).

The Extended American Small House is longer, deeper, and larger than the American Small House and mostly was built following World War II when the nation’s economy had recovered to a point that families could afford larger houses. The Extended American Small House is the most common house type found in Hapeville. A majority of the Extended American Small Houses that were built in the city were constructed between 1940 and 1955. Extended American Small Houses have more than two rooms across the front and are sometimes three rooms deep. Since many of these houses were built in a more economically prosperous time after World War II, they are more likely to have eaves and decorative ornamentation than earlier examples of the American Small House.

Most American Small Houses and Extended American Small Houses in Hapeville are plain and simple and exhibit no architectural style (photographs 36, 39, 84). By far the most common architectural style is the “Cape Cod.” Technically, the “Cape Cod” is a subset of the broader “Colonial Revival” style, but it is so distinctive here as to warrant a special name, and this name was in fact used in the literature promoting the American Small House. Sometimes it is incorrectly applied to just the plain basic American Small House because of its simple, tightly massed, gable-roofed form. Colonial Revival-style houses have architectural details such as a paneled front door, multi-paneled windows, and window shutters that set them apart from the basic house type (photographs 61, 62, 65, 67, 69, 82, 85, 88).

Another prevalent architectural style is the “English Vernacular Revival,” somewhat loosely or minimally applied to the American Small House and Extended American Small House (photographs 38, 45). It is usually represented by an asymmetrical and picturesque front entry and perhaps a slightly higher, more steeply sloping gable roof. Some examples in Hapeville have multiple front gables (photographs 56, 58, 106).

During the early 1950s new house types began to appear in Hapeville including the Ranch House, the Split Level, and two-story houses. Like the American Small House, Ranch Houses were built in various parts of the city with the largest concentration located along Forrest Hills Drive (photographs 129-132, 135-141). The Ranch-type house is a common house type in the Hapeville Historic District as more than one-quarter of the houses in the district are of this ubiquitous type. The 20th-century Ranch House was invented during the mid-1930s by California architects and gained popularity

National Register of Historic Places **Continuation Sheet**

Section 7--Description

during the 1940s to become the dominant house type throughout the country during the 1950s and 1960s. The sprawling design of the Ranch House, which generally was oriented lengthwise across the width of its lot, was perfectly suited for large lots that were offered in new housing developments of 1950s suburbia such as Hapeville. These houses are one-story dwellings featuring low-pitched hip or side-gabled roofs, moderately overhanging boxed eaves, paired and triple windows, picture windows, sliding glass doors, large chimneys, and integral carports or garages (photographs 55, 72, 116, 117). Many Ranch Houses display no particular architectural style (photographs 74, 75); others feature Colonial Revival-style references such as sidelights, dentils, and abbreviated side wings or Contemporary design elements, or, in some instances, both. The use of metal casement windows (aluminum or steel) as a "modern" substitute for double-hung wood windows is common as well. H.A. Ray built large numbers of Ranch Houses in Hapeville—especially those located along Forrest Hill Drive.

Less well represented numerically but having a prominent place in Hapeville are several Ranch Houses designed in the Contemporary style. Originating in California and the Southwest during the 1930s and 1940s, the Contemporary style stripped away all historical and picturesque design references but retained the basic ranch-house forms, usually with broad, low gabled or hipped roofs. Unlike its modern counterpart the International Style, the Contemporary style generally embodied traditional building materials such as wood, brick, and stucco rather than new industrial materials. Good examples of Contemporary-style Ranch Houses in Hapeville are at 3120 Hope Street (1955, photograph 73) and 2105 Woodland Drive (1957, photograph 137) with their broad front-facing gable roof (often referred to as an "Eichler" style house after the California developer Joseph Eichler who first commissioned his style in the early 1950s), and 3340 Forrest Hills Drive (photograph 138).

The Split-Level house type is represented in Hapeville by only a handful of examples, all dating from the mid-1950s. The Split-Level house often displays the horizontal lines, low-pitched roof, and overhanging eaves of its contemporary, the Ranch House, but it consists of two sections with three floor levels: a one-story section, with family living areas including the living, dining, and kitchen areas, generally at or near ground level, and a second section with two floors, generally containing bedrooms and bathrooms in the upper section, a half floor up from the living section, and a garage, recreation room, or additional bedrooms in the lower section, a half floor down from the living section. Often thought of as a derivative of the Ranch House, the Split Level developed concurrently with, but largely independent of, the Ranch. Although it reached its greatest popularity in the mid-to-late 1950s, nationally and in Georgia, the Split Level can be traced back through the 1930s, to mass-marketed versions being offered by such companies as Sears, Roebuck and Co., and to custom designs developed by prominent architects including Frank Lloyd Wright who designed precedent-setting multi-level houses for steeply sloping lots in California in the early 20th century. In Georgia, the earliest documented Split-Level house is a 1940 example in the Peachtree Park neighborhood in Atlanta. Most examples date from the mid-1950s into the 1960s. In Hapeville, the houses at 2128 Woodland Drive (1955), 3344 Forrest Hills Drive (1958), 693 Lake Drive (1960), 405 Dorsey Road (1961, photograph 117), and 372 North Avenue (1962, photograph 134) are excellent examples of Split Level-type houses.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Few two-story houses were built during the mid-20th century in Hapeville. This conforms to a trend in Georgia and elsewhere in the country where one-story houses (American Small Houses and Ranch Houses) and Split-Level houses predominated during the mid-20th century. The two-story house at 3335 Northside Drive in Hapeville (1960, photograph 145) is a variation of the Colonial Revival style.

The start of construction on Interstate 85 in 1960 led to the destruction of several houses located in northwest Hapeville. Despite the highway construction, several houses remain in a block located west of the interstate along Cofield Drive. A small two-lane highway bridge connects this section of the city to areas of Hapeville located east of Interstate 85 (photograph 193). This small area has a number of house that are representative architectural types and styles. The bungalow located at 3037 Springdale Road is the oldest house in this area (1925; photograph 195). There is an early example of a Ranch House located at 3024 Sylvan Road (1940). The house at 3038 Springdale Road is a good example of a Five Room House-type (1952; photograph 194). There are examples of American Small House and Ranch House types and the Colonial Revival style here (photographs 194-198).

Most of the houses in Hapeville are generally sited in the center of each lot and are of similar setback. Aside from a handful of contemporary utility sheds and freestanding garages, there are few outbuildings or secondary structures located within the city's residential areas. A typical landscape has foundation plantings, trees, and a small front lawn. A few houses have stone, brick, or concrete block curbing and/or short walls that set the property off from the street or from adjoining lots (photographs 10, 71).

Throughout the 20th century large numbers of tenants lived in Hapeville and rented space in houses, duplexes, and apartments. The demand for rental property rose during the late 1940s following the opening of the Ford Motor Company Assembly Plant and again during the late 1950s due to the expansion of the Atlanta airport. Housing developers Rankin-Whitten received a permit in 1943 to build 45 duplexes on Wheeler Street. Meanwhile, the city also approved Russell Builders' plans to build additional duplexes on Russell Street (photographs 161-163). The design of these duplexes is based on that of the American Small House—essentially twinned American Small Houses. In Georgia, most mid-20th-century duplexes were located in either urban settings or in mill towns. Hapeville's duplexes are one-story and have a rectangular shape. Most have hipped roofs although some have side-gabled or cross-gabled roofs (photographs 118, 161). Each apartment has a separate entry door, usually located on the front. Parking is located on each side of the duplex. Most have a pair of brick chimneys along the roof's apex.

There are ten historic apartment buildings and complexes in the Hapeville Historic District. The oldest historic apartment building, located at 720 South Central Avenue, was constructed in 1930. The English Vernacular Revival-style Avian Apartment building has two stories and a cross-gabled roof (photograph 47). Most of the building's early residents were pilots and other employees of the nearby Atlanta airport.

Between 1950 and 1970, nine apartment complexes were built in Hapeville. Responding to the large postwar increase in apartment projects insured by the federal government, the Federal Housing

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Administration developed a classification system for multi-family rental units that consisted of three designations: single-family homes, walk-up apartments, and elevator apartments. Correlating with the Georgia nomenclature of the "modern apartment complex," walk-up apartments consisted of multiple buildings rising to a height of up to three stories. Between 1935 and 1951, this type remained a popular building form for apartments throughout the nation. All of the examples in Hapeville are walk-up type apartments.¹

The one-story apartment complex located at 376 King Arnold Street was built in 1950. The two-story, Georgian Revival-style Clarion Apartments, located at 508 King Arnold Street, were built in two phases (1951 and 1959). Part of the broader Colonial Revival movement, the Georgian Revival style as applied to modern apartment complexes, was a restrained form of more exuberant examples developed between the 1880s and 1920s. Between the 1930s and 1950s, architects employed the scaled-down Georgian Revival style on apartments. Each building within the Clarion Apartment complex has two apartments on each floor (four total per building) that are connected by a central hallway. Buildings are aligned in a U-shape with a courtyard space that fronts the street (photographs 184, 186).

The Masonry Vernacular-style apartment complex, located at the corner of Elm and College streets, was built in 1959. The Masonry Vernacular Style is commonly associated with commercial and residential building types. The apartment complex consists of a pair of long, rectangular, side-gabled, two-story brick buildings separated by a small courtyard space. The symmetrical buildings have metal casement windows. Each building has eight individual apartments. The apartments have centrally located doors that lead into an interior stairwell. A small parking lot is located along College Street (photograph 15). The apartment complexes located at 536 College Street, 431 King Arnold Street, 540 King Arnold Street, and 877 Virginia Avenue are also examples of the Masonry Vernacular style (photographs 159, 182-183, 187, 191).

Commercial Development

The Hapeville Historic District has two commercial districts. The earliest commercial activity in the city developed along Central Avenue (U.S. Highway 41) from the late 19th century through the mid-20th century. The railroad and the introduction of the area's first federal highway played a major role in the development of this commercial district. The Central Railroad and Banking Company built a passenger and freight depot in Hapeville in 1890 (photograph 3). The depot was renovated in 1947. Streetcar lines once connected this commercial district to the city's residential neighborhoods. The city's streetcars were discontinued in 1937. Three blocks of one-and two-story, attached, brick commercial buildings were built along Central Avenue from the early 1900s until after World War II. These are typically retail stores, small business offices, or institutional buildings. A number of detached commercial buildings located along Central Avenue were built between 1920 and 1967.

¹ Sidney Johnston, *Georgia's Modern Apartment Complexes*, National Register of Historic Places Multiple Property Documentation Form, 2003. On file at Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, 19.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Using Richard Longstreth's typology in *The Buildings of Main Street: A Guide to American Commercial Architecture*, commercial buildings in Hapeville are examples of "One Part Commercial" and "Two Part Commercial" building types. "The one-part commercial block," according to Longstreth "has only a single story . . . [and] is a simple box with a decorated façade and thoroughly urban in overtones." Good examples from the early 20th century are located on the 600 block of South Central Avenue (photograph 6). "Two Part Commercial" building types are also found. These are characterized by a façade that is visually divided into two zones: a single-story street-level "public zone" and an upper-level "private zone." The two-story Masonic Lodge (1903, photograph 4) is a good example of a "Two Part Commercial"-type building. The first floor of this building was used as retail space and the second story was used by the local Masonic order.

Central Avenue was the hub of Hapeville's commercial activity. During the 1940s businesses located in this district included a funeral home, soda shop, grocery store, drug store(s), barber shop, 5 & 10 store, hardware store, bowling alley, theater, lumber yard, and auto repair garage. A large building was constructed in 1948 to house two large chain stores at 641 North Central Avenue. Colonial Stores, a regional grocery chain, opened its Hapeville franchise there on September 2, 1948. A Western Auto store opened in October 1949 at 591 North Central Avenue.

There are several office buildings located along Central Avenue. The office at 475 North Central Avenue, for example, is a one-story, red brick, rectangular-shaped building with a flat roof built in 1962. This building has been used as a medical office and insurance sales office since its construction (photograph 49).

Architectural details commonly seen in the commercial buildings are those typical of small towns in Georgia from the 1850s through the 1950s. These include patterned brickwork and frieze paneling, decorative cornices with brackets, brick corbelling and dentils, parapet walls, and transom windows. Hapeville's examples are modest interpretations. Several commercial buildings have been altered and no longer contribute to the district's historic integrity. Some loss of integrity has resulted from façade alterations or coverings on a few commercial buildings. A building located on the 600 block of North Central Avenue was demolished during the 1980s. Examples of typical commercial resources located along Central Avenue in Hapeville are seen in photographs 4, 5, 6, and 7.

Following World War II, the Central Avenue commercial district expanded beyond the area immediately surrounding Hapeville's railroad depot. Stand alone retail and office buildings were constructed during this period. The architectural style and method of construction of these post-World War II buildings differed compared to Central Avenue's commercial block of red brick buildings. The building at 703 North Central Avenue as seen in photograph 28, for example, has a steel frame, a low-pitched front gabled roof, and large windows facing the street. Various dry cleaning businesses have occupied one of the building's two retail spaces since its construction in 1966.

A second commercial district developed in Hapeville following World War II along Stewart Avenue (now Dogwood Drive). Dogwood Drive begins at North Central Avenue and runs 1.5 miles north to the city limits. This district contains a number of automobile-related historic resources including car

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Section 7--Description

dealerships, repair shops, and gas stations, as well as a number of small businesses and retail shops (photographs 26, 58, 60, 188-190) with off-street parking.

There are three contributing buildings located at 3445 Dogwood Drive. There is a one-story cinder-block gas station with a flat roof that has two service bays located on the right side of the building. This gas station was built in the late 1940s (photograph 26). Next to the gas station is a one-story brick building built in 1944 that has five storefronts under a single flat roof. The storefront located on the left side of this building is larger than the other four and extends forward. This storefront would have the principal retail outlet that anchored this commercial building. In 1944, local businesswoman Margaret Bassin opened the Modern Appliance Company store at this location (photograph 188).

Margaret Bassin's small engine repair business began in 1948 in a Quonset hut located behind the building. A Quonset hut is a lightweight prefabricated structure of corrugated galvanized iron having a semicircular cross section. Quonset huts were first developed in England during World War I and were adopted by the U.S. military during World War II. Following World War II, the military sold thousands of surplus Quonset huts to private owners across the country. Manufacturers also emerged that built and installed these huts. The Quonset hut is a versatile building type that has been used for both commercial and residential purposes. This example was used as a small engine repair shop (photograph 188).²

An example of a mid-20th-century auto mall-type automobile dealership is located at 3418 Dogwood Drive. The dealership opened during the early 1950s and was owned by the Jackson family of Hapeville. The dealership's showroom fronts Dogwood Drive—the main commercial street. The dealership also repaired cars. A large garage is located under the building's main roof. Automobiles entered the service area through one of two service bay doors (photograph 190). Automobile dealerships appeared in Georgia during the early 20th century shortly after the 1903 start of the Ford Motor Company. The first dealerships were usually located downtown within existing city blocks. These buildings were usually two stories high and contained interior space for a repair shop (garage). Dealerships competed with department and furniture stores for the attention of shoppers. Automobile dealers learned to display their products using many of the same advertising skills (window displays) as neighboring clothing and furniture retailers. Following World War II, automobile sales in the United States increased dramatically as the nation's economy rapidly expanded. The demand for automobiles necessitated the construction of larger dealerships capable of displaying a variety of products while providing customers with parts and service. This demand led to the creation of a new type of automobile dealership—the auto mall. Auto malls were built outside of existing blocks of commercial buildings. Most auto malls have an interior showroom, exterior sales lot, sales offices, parts and service counters, and multi-bay repair shop. Auto malls were larger and typically adopted modern architectural styles and building materials. By 1960 auto malls existed in most Georgia cities. The example in Hapeville, like most auto malls, has a steel frame covered with exterior walls made of painted cement block, sheet metal, and sheets of glass. According to Robert Genat, "the new car showroom is the most important part of any dealership. It needs to be the main

² Chris Chiei and Julie Decker, editors, *Quonset Hut: Metal Living for a Modern Age* (Princeton, NJ: Princeton Architectural Press, 2005).

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attraction that stimulates customer interest." Showrooms, such as the example in Hapeville, were designed to be seen from the outside by the largest volume of vehicle and pedestrian traffic.³

Community Landmarks

The Hapeville Historic District has a wide variety of historic community landmark buildings including a post office, depot, Masonic lodge, churches, schools, library, and public health office along with municipal government facilities and parks. Nationally prominent architects designed several of these landmark buildings.

The Works Progress Administration built the post office in Hapeville in 1940. The post office was one of the last buildings in America built using federal funds and designed by the Office of the Supervising Architect. The Office of the Supervising Architect was an agency of the United States Treasury Department that designed federal government buildings from 1852 to 1939. Louis Simon was the office's final supervising architect and supervised the design of the post office in Hapeville. The post office is a large Neoclassical Revival-style brick building with tall, slender windows, a full-height entry porch with squared columns, and a cupola in the center of the hipped roof. The building has a wide, divided band of trim along the roofline. The building was enlarged in 1964. It is located at 650 South Central Avenue (photograph 2).

Hapeville Lodge no. 590, Free & Accepted Masons, was organized on July 4, 1910. In 1917, the lodge acquired a two-story building at 613 North Central Avenue (photograph 4). A.H. Brodnax had built the building in 1903. Brodnax operated a general store in the building from 1903 to 1917. The building also contained Dr. Frank Wells' medical office during that same period. The Masons have continuously occupied the building since 1917. A fire damaged the building in 1954.

The Hapeville First Baptist Church was built in 1923 and enlarged in 1964 and 2008. It is located at 612 College Street (sanctuary) and 623 College Street (church office). The 1923 building has a rectangular shape with a flat roof and a triangle-shaped parapet over the front entrance. The building's exterior is clad with granite. The building has a daylight basement. The 1923 building once had a front portico that was removed in 2008. The 1964 Neoclassical Revival-style building has a front gabled roof and a full-height entry porch with Ionic columns. It has a "U-shaped" form, with a tower cupola and pointed steeple on the front façade. A four-story annex was added to the church during the 1960s (photographs 9, 11).

The Hapeville First United Methodist Church located at 3510 Atlanta Avenue was built in 1929 and designed by the architectural firm Hentz, Adler, & Shutze. Architects and former Columbia University classmates Neel Reid and Hal Hentz founded the firm in 1909. Rudolph Adler joined the firm in 1911 and became a full partner in 1913. Following the death of Neel Reid in 1926, architect Philip Shutze—who had worked as a draftsman and designer in the firm off and on since 1909—became a full partner in 1927. Hentz, Adler, & Shutze specialized in the Neoclassical Revival style and

³ Robert Genat, *The American Car Dealership* (New York: MBI Publishing, 2004), 57.

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designed some of the city of Atlanta's most notable landmark buildings such as the Citizens and Southern National Bank (1929). The firm dissolved following the retirement of Hal Hentz (1944) and the death of Rudolph Adler (1945). Shutze and Warren Armistead formed the firm Shutze and Armistead between 1945 and 1950. Shutze worked alone from 1950 until his 1960 retirement. The Hapeville First United Methodist Church is a good example of Hentz, Adler, & Shutze's work. This classically styled church has a temple front adorned with four Corinthian columns. The addition of a large two-story wing of classrooms to the rear of the building in 1947 has significantly enlarged the building's original form. Today, Hapeville Middle School, the city's first charter school, holds classes in portions of the 1947 addition (photograph 24).

The Hapeville Presbyterian Church, located at 3368 North Whitney Avenue, was built in 1924, after the congregation outgrew their original building (which no longer exists). The church is a one-and-a-half story brick building with a cross-gable, steep-pitched roof (photograph 64). It has a full basement, and a stained glass window on the front façade. A fellowship hall was added to the building in the late 1960s. There is a church parsonage located in the adjacent property at 3358 North Whitney Avenue.

The church located at 3307 North Fulton Avenue is currently occupied by Revelation Ministries of God in Christ. The Church of Christ constructed this building in 1945. This one-story, front-gabled building has a small steeple and is covered with brick painted white.

There are four contributing school buildings located within the Hapeville Historic District. These schools were built between 1945 and 1956. All of these schools were racially segregated throughout this nomination's period of significance (1890-1967). There are no extant examples of schools for African Americans in Hapeville.

The Hapeville School (now College Street School) was built in 1915. This red-brick building was listed in the National Register of Historic Places in 1995. The architectural firm of Battle and Barili designed the building. Alfredo Barili, Jr. (1887-1957) designed many schools, churches, and public buildings in Atlanta. Most of his work was completed as the principal partner in the firm Barili and Humphreys (1937-1957). Barili briefly collaborated with architect John C. Battle (date of birth unknown-1920). Additions were made to the building in 1932 under the supervision of architect George Harwell Bond (1891-1952). He was best known for his Art Deco-style theaters (Plaza Theater, Atlanta) and modern shopping centers (Briarcliff Plaza, Atlanta). The College Street School closed in 1970. The school underwent a significant renovation in 2007 as developers transformed the building into condominium apartments (photograph 12). Large dormers were added to the roof. Despite these changes, the school remains a contributing historic resource in this district because its form, massing, and setting on a hill overlooking downtown Hapeville reflect its past history and its prominent place in the community.

North Avenue School was built in 1929. Architect Philip Shutze designed the Neoclassical-style building (photograph 68). The school is located at 689 North Avenue. The school closed in 1991, but the building reopened in 1998 as the site of South Fulton County's Teaching Museum. This red brick building with a cross-gabled roof and symmetrical side wings has a number of Neoclassical-

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style elements such as a cornice adorned with dentils, quoins, and arched window and door openings. The school's arched doorway was enclosed during the 1990s.

Hapeville High School, now Hapeville Elementary School, was built in 1939 and is a good example of what is called an Urban School-type in Georgia (photograph 54). The urban public school was built throughout the United States as well as in Georgia. In Georgia communities, it was generally centrally located and easily accessible by main thoroughfares. It was two or three stories high, contained from four to as many as twelve classrooms, usually had a basement, and occasionally an auditorium/gymnasium. The building could be built of wood, but was more commonly of masonry construction. Architect Philip Shutze designed this two-story, red brick, Neoclassical Revival-style building in Hapeville. The Works Progress Administration helped fund the building's construction. The school's gymnasium was added in 1960. Additions were added to the rear of the original building during the 1950s and 1960s. The 1950s addition mirrored Shutze's Neoclassical design. The International Style was applied to the 1960s addition. As documented in the state historic context *Public Elementary and Secondary Schools in Georgia, 1868-1971*, "a population boom in Georgia and the rest of the United States followed the end of World War II. As returning soldiers settled down, married and had families in great numbers, the need for more schools grew."⁴ School systems responded to this demand by erecting new school buildings and lacing additions onto existing buildings. The additions at Hapeville High School do not diminish the school's historic appearance nor have they overwhelmed Shutze's original design. The high school closed in 1988, when Fulton County consolidated many of its schools. The elementary school opened in 1992.

Josephine Wells Elementary School, as seen in photograph 166, was built in 1956. Architect A. Thomas Bradbury designed this International Style-building. According to Georgia Tech architectural historian Robert M. Craig, Bradbury was "the most prominent architect of government buildings in the mid-twentieth century." Bradbury designed a number of schools and collegiate classroom buildings including several at the Georgia Institute of Technology. The Josephine Wells Elementary School is a long rectangular, two-story, steel frame, International Style building with walls of metal-framed windows across the façade. At the time of its construction, the Josephine Wells School represented the best practices in school planning and design. The school closed in 1991 due to the consolidation of the Fulton County school system.⁵

The architectural firm of Stevens and Wilkinson designed the Hapeville branch of the Atlanta Fulton Public Library in 1973 and the building was built by 1974. The firm designed a wide variety of Modern schools, hospitals, department stores, corporate headquarters, and business parks. Again, according to architectural historian Robert M. Craig:

During the early years of Stevens and Wilkinson's history, the Modern aesthetic in

⁴ Ray & Associates, "Public Elementary and Secondary Schools in Georgia, 1868-1971," National Register of Historic Places, Multiple Property Documentation Form. On file at Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, 15.

⁵ Robert M. Craig, "A. Thomas Bradbury," *The New Georgia Encyclopedia*, <http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-1074&sug=y>. (accessed June 17, 2009).

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architecture, based on functionalism and inspired by the International Style models created by such European masters as Walter Gropius and Le Corbusier, was being established. Architects Paul Heffernan, Tucker and Howell, and Stevens and Wilkinson took the lead in Atlanta, and school architecture became an early medium for an architecture of sunlight and air; open, efficient planning; economy in design elements; and, it was argued, costs.⁶

The library, located at 525 King Arnold Street, is an excellent example of what is called in Georgia the "Cedar Sided Geometric" style and the award-winning work of Stevens and Wilkinson (photograph 185). The Cedar Sided Geometric style was inspired by the mid-1960s residential development at Sea Ranch, California. Architect Joseph Esherick, landscape architect Lawrence Halprin, and the architectural firm of Moore Lyndon Turnbull Whitaker (MLTW) collaborated to create a planned residential community located on a series of cliffs overlooking the Pacific Ocean. The community's houses were all designed using an identical style consisting of bold, geometrically massed wood-framed buildings clad with vertical or diagonal redwood and cedar siding. While Sea Ranch was an experiment in the development of planned communities, the architectural style that developed there soon spread across the United States. In Georgia, Cedar Sided Geometric-style houses began appearing in new residential subdivisions during the late 1960s and early 1970s; the style also appeared on professional office buildings and a few public buildings. Like many of the houses at Sea Ranch, the Hapeville library has bold geometric forms, both a shed roof and a flat roof, and vertical cedar siding. Consistent with the West Coast design philosophy, the building was nestled into its wooded site, overlooking a small creek, with minimum site disturbance. The rear of the building has a wall of glass panels that provides interior natural lighting and views of the building's setting. The library was featured in the 1975 *The American Institute of Architects Guide to Atlanta*, and Stevens and Wilkinson's design received a "National Award of Merit" from the American Institute of Architects and the National Library Association in 1976.

The Hapeville Health Center, like the library, is another of the city's historic county-owned buildings. This small one-story, red-brick, International-Style building was built in 1961. The building is a branch office of the Fulton County Public Health Department.

The city of Hapeville has several historic municipal buildings, all designed in a restrained Modern style. The Hapeville Recreation Center (a.k.a. Hoyt Smith Recreation Complex) was built in 1949 (photograph 53). The recreation center was used by Hapeville High School until 1960. Hapeville City Hall, as seen in photograph 170, was built in 1950. The city's administrative offices and fire and police departments were centrally located in this red-brick building until 2000 when the police department relocated. Hapeville Fire Department No. 2, located at 870 South Central Avenue, opened in 1961.

The Hapeville Historic District has two historic parks. One park, located along Lake Avenue in the northwest section of the district, was laid out during the 1920s (photograph 89). It is a large, active-recreation area with some wooded areas on relatively level, low-lying land. It is bordered on the

⁶ Robert M. Craig, "Stevens and Wilkinson," *The New Georgia Encyclopedia*, <http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-698&suq=y>. (accessed June 17, 2009).

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south by a steep hillside. Stone bleachers, stairs, and other landscape features were built into the hillside overlooking the park. The top of the hill is a wooded area. There is a noncontributing recreation building and playground in the park. The Works Progress Administration (WPA) funded a second park, Master Park, in the 1930s (photographs 174-178). The WPA paid for the construction of the large stone bleachers and stairs that are located in the park.

Other community landmarks in the Hapeville Historic District are associated with the railroad. On a northwest-southeast alignment, the railroad corridor bisects Hapeville and the historic district. The railroad was first established in 1873 by the Macon and Western Railroad and Banking Company when Hapeville was just a rural hamlet. Today the corridor is double-tracked throughout its traverse through the community with additional spur lines to the northwest and southeast. It is paralleled on both sides by North and South Central avenues. In the downtown area, the railroad is bordered by paved parking areas and small landscaped parks; to the northwest and southeast, it is edged by landscaped medians. (Photographs 3, 6, 26, 28, 30, 31, 32.) On the south side of the tracks in the downtown area is the railroad depot (photograph 3). It was built in 1890 just before Hapeville became incorporated as a city (prior to this, Hapeville was served by a flag stop only), and it was enlarged in 1947 to accommodate increased service demands from Hapeville's rapidly growing population. Typical of "combination" freight and passenger depots, the Hapeville depot is a long, low, brick building with broad roof overhangs. Within the depot are offices for railroad workers, segregated rooms for passengers, and a freight area. Today the depot serves as the headquarters for the Hapeville Historical Society. Nearby is a concrete pedestrian overpass, constructed at mid-century.

Setting and Surroundings

The area surrounding the Hapeville Historic District is densely developed with historic and non-historic properties. Interstate 85 is located to the west of the district, and Interstate 75 is located to the east of the district. Hartsfield-Jackson Atlanta International Airport is located to the south of the district. North of the district, directly across Mt. Zion Road, is the city of Atlanta. This area contains a large number of American Small Houses and Ranch Houses. Dogwood Drive becomes Metropolitan Parkway outside of Hapeville's city limits. Metropolitan Parkway contains a large number of mid- to late 20th-century commercial buildings, some of which resemble those in Hapeville's Dogwood Drive commercial district—i.e. automobile dealerships, repair shops, and gas stations.

Noncontributing Buildings

There are a number of noncontributing buildings in the Hapeville Historic District. The largest concentrations of noncontributing buildings are located along Dogwood Drive between North Avenue and Gordon Circle (photographs 86, 90) and in a section of houses located between Dorsey Road and Oak Drive (photographs 111, 115, 116, 118, 119). Most of the district's noncontributing buildings were constructed after the end of the district's period of significance (1890-1967). Other noncontributing buildings in the district have lost their historic integrity. There is also a community landmark building in the district that is noncontributing because it has been moved.

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The American Small House and Ranch House are the most common house types found in the Hapeville Historic District. Most of the noncontributing American Small Houses, such as those in photographs 94, 110, 111, 115, have had inappropriate additions that have altered the houses' distinctive form and massing. The addition of large front and side porches, the enclosure of historic porches (photographs 96, 110, 116), and the loss of historic building materials are among the most common alterations. The house at 415 Lake Drive (photograph 115), however, is listed as noncontributing because of a large rear addition that overwhelms the building's historic appearance. Most of the noncontributing Ranch Houses were built after 1967, the end of the district's period of significance. Another noncontributing house that has lost its historic integrity is located at 3532 South Fulton Avenue (photograph 22). This two-story Queen Anne-style house was built in 1920. Recent additions have significantly diminished the building's historic integrity. Those changes included a bathroom addition and a window addition made to the roof.

Most of the noncontributing buildings in Hapeville were built after 1967 (the end of the district's period of significance). The two-story apartment complex at 493 King Arnold Street, for example, was built in 1969. The duplex houses located along Dorsey Road (photograph 118) are noncontributing because they were built during the 1970s. During the past decade (1999-2009) a significant number of new residences have been built in the city (photographs 19, 41, 76, 111, 119); many are two-story condominiums that are significantly larger in scale than the city's historic houses. New construction has been preceded by demolition. Numerous one-story Bungalows and American Small Houses have been demolished to clear lots to build new two-story condominiums. The city of Hapeville, as of 2009, is undergoing increasing developmental pressure due to a recent increase in the local population. The southwestern boundaries of the historic district are bordered by several dozen recently constructed condominiums. There is also a large subdivision, approximately 50 houses, located at Central Park Drive that borders the district's southeastern boundary (outside the historic district).

There are a number of vacant lots scattered throughout the Hapeville Historic District. Many of these lots are historically vacant properties adjoined to neighboring houses. The number of historically vacant properties is due to the extended period of the city's development. Most subdivisions were platted decades before a majority of its lots were sold. This uneven rate of development left a lot of vacant properties scattered throughout the city. Additionally, there are approximately 50 vacant lots in the city that have lost historic buildings/structures within the past 50 years. Many of these lots have been cleared within the past decade.

The historic district has a moved building that is a noncontributing resource because of its relocation. Christ Church, located on the same lot as the railroad depot, was built in 1895 but is a noncontributing community landmark building because it was moved in 1986 (photographs 2, 3, 25). The church was originally located on College Street. The Hapeville Historical Society, the current owners, moved the building.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

Architecture
Commerce
Community Planning and Development
Transportation

Period of Significance:

1890-1967; 1974

Significant Dates:

1890—City of Hapeville incorporated
1917—Central Avenue designated part of U.S. Highway 41
1925—City of Atlanta starts development of airport
1947—Ford Motor Company Assembly Plant opens
1967—Atlanta airport expansion results in loss of more than 400 houses south of Oak Street
1974—Hapeville Branch of Atlanta Fulton Public Library System built

Significant Person(s):

N/A

Cultural Affiliation:

N/A

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Architect(s)/Builder(s):

Barili, Alfredo, Jr. (architect; 1887-1957)
Battle, John C. (architect; date of birth unknown-1920)
Bond, George Harwell (architect; 1891-1952)
Bradbury, A. Thomas (architect; 1902-1992)
Brodnax, A.H. (builder; early 20th century)
H & V Builders (builder; mid-20th century)
Hapeville Homes (builder; mid-20th century)
Happy Homes (builder; mid-20th century)
Hentz, Adler, & Shutze (architectural firm)
Rankin-Whitten (builder; mid-20th century)
Ray, H.A. (builder; mid-20th century)
Russell Builders (builder; mid-20th century)
Shutze, Philip (architect; 1890-1992)
Simon, Louis A. (architect)
Stevens and Wilkinson (architectural firm)

Statement of significance (areas of significance)

Hapeville is a suburban city located in the south metropolitan area of Atlanta in Fulton County in northwest Georgia. Scattered settlements in the area coalesced in 1875 when the Central Railroad and Banking Company of Georgia established a flag stop in the city. The Georgia Assembly incorporated the city of Hapeville on September 16, 1891. The city's growth has always been directly related to transportation and industrial developments. Hapeville is among numerous cities in Georgia that developed along the railroad at the turn-of-the-20th century. During the middle of the 20th century, the construction of two federal interstates and the expansion of the airport limited the city's growth and defined Hapeville's current boundaries.

The Hapeville Historic District meets National Register Criterion A in the areas of community planning and development and transportation at the local level because it demonstrates so clearly the historical relationship between transportation and development in Hapeville. Many Georgia communities have been shaped historically by modes of transportation, but in Hapeville the influence of multiple modes of transportation is especially vivid in the character and appearance of the community. The community that began as a village centered on a railroad depot, thrived with the designation of U.S. Highway 41 through the city, and evolved into a metropolitan suburban community bordered by two interstate highways and the Hartsfield-Jackson Atlanta International Airport. Founded as a rural hamlet in the 1870s, Hapeville developed into a small city in the 1890s along the railroad, with its center at the railroad depot built in 1890. Hapeville's initial city development was in a linear pattern, typical of many Georgia railroad towns. North and South Central avenues run parallel to each other on opposite sides of the railroad tracks, and commercial and civic development occurred along both avenues. Following this initial commercial development

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proximate to the railroad, expansion of the city's residential neighborhoods grew to the north and south of the railroad in the first half of the 20th century. Hapeville developed a Main Street-type of commercial development with small retail shops and businesses within walking distance of the residential neighborhoods. This developmental pattern was reinforced with the arrival of the streetcar line in 1906-1907. The pattern was then significantly changed in the 1920s with the designation of then-Stewart Avenue (now Dogwood Drive) and portions of North Central Avenue as U. S. Highway 41. Stewart Avenue (Dogwood Drive) entered Hapeville from the north and ran south to a right-angled intersection with North Central Avenue at the railroad. With increasing automobile traffic along this route came new commercial development oriented to the highway and the automobile. This created, in effect, a secondary commercial "downtown" along a new north-south axis with new building types and off-street parking. For the most part this new commercial development did not impinge upon the traditional "Main Street" downtown but rather complemented and expanded it, and with the exception of creating a new commercial corridor it did not affect the traditional pattern of residential development in the community. At mid-century, construction of Interstate Highways 75 (east of Hapeville) and 85 (west of Hapeville) created major new physical boundaries for the city (although small portions of the city did extend across the new superhighways) and also resulted in the loss of some residential properties. The final phase of historic residential development in Hapeville consisted of "suburban" infill development—mostly Ranch Houses--out to the new interstate highways, taking up most of the remaining undeveloped land in the city. At about the same time, a major expansion of the Atlanta airport (1967-1970)—yet another mode of transportation—not only established a new southern physical boundary to Hapeville's development, but also resulted in the destruction of more than 400 houses on the south side of the city. Overall, the physical development of few other small cities in Georgia has been so profoundly affected by modes of transportation over the entire course of their history as has Hapeville, and these effects have significantly shaped the current historic district.

The Hapeville Historic District meets National Register Criterion A in terms of commerce at the local level because its commercial districts represent the city's importance as a local center of commerce from the late 19th century to the mid-20th century. Representing an independent city, the historic district has two commercial districts, one related to the railroad, another to the automobile. The introduction of the railroad at the end of the 19th century led to the development of the first commercial district along Central Avenue. During the early 20th century, physician's offices, banks, dry cleaners, pharmacies, grocers, restaurants, business offices, hardware stores, and repair shops were located in this district. Of the 80 businesses in Hapeville in 1941, more than 90 percent were located in the city's oldest commercial district. Most were within walking distance of the city's main residential areas. Starting in the 1920s, and accelerating following World War II, the district changed as many businesses relocated to freestanding buildings in other areas of the city. Several small shopping centers developed in the city during the 1950s, and these "outdoor malls" further reduced activity in this commercial district. A second commercial district developed along Stewart Avenue (Dogwood Drive). Dogwood Drive begins at North Central Avenue and runs 1.5 miles north to the city limits. This district contains a number of automobile-related historic resources including car dealerships, repair shops, and gas stations as well as a variety of small businesses and retail shops. Although located in what is now the Atlanta metropolitan area, for most of the historic period

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Hapeville functioned largely as an independent city and its business districts provided goods and services to the city's residents.

The Hapeville Historic District meets National Register Criterion C in terms of architecture at the local level because the commercial, residential, and community landmark buildings are good representative examples of architectural styles and building types built in smaller Georgia cities from the end of the 19th century through the middle of the 20th century, now recognized as important in the state through the statewide historic context, *Georgia's Living Places: Historic Houses in Their Landscaped Settings*, and other statewide historic contexts.

In terms of residential architecture, styles ranging from the Craftsman to English Vernacular Revival and the Colonial Revival are represented. Among the important 20th-century house types are the Bungalow, the American Small House (and its extended version), the Ranch House, the Split-Level house, and the two-story house. Hapeville has an exceptionally large collection of American Small Houses—one of the largest single groupings of such houses in the state—representing the city's population growth and socio-economic status during the 1940s when these houses were most popular. Although far fewer in number, the district also contains excellent examples of the Ranch House; some were custom designed and built by local architects and builders, while others reflect more middle-of-the-road designs. The diversity of the district's 20th-century residential architectural styles and types is distinctive; wide ranges of house types and styles are located in close proximity to one another. Single streets, such as Hope Street as seen in photographs 70-74 or Rainey Avenue as seen in photographs 37-39, have excellent examples of Bungalow, American Small House, Ranch House, Split Level, and duplex houses. Some neighborhoods within the district have a mixture of single and multiple family housing (duplexes and apartment complexes). The mid-20th-century apartment buildings in the district are representative of this type of multi-family residential building in Georgia as documented in a statewide historic context, *Georgia's Modern Apartment Complexes* (2003); most are two-story, multi-unit, "walk-up"-type buildings designed in either the Colonial Revival or International style. Most of the apartment buildings are grouped in low-density complexes, with landscaped courtyards, also representative of mid-20th-century apartment complexes in Georgia.

The district also has a variety of commercial building types. The commercial buildings located on Central Avenue in close proximity to the railroad depot are good examples of both attached and freestanding one- and two-story brick commercial buildings with flat roofs and large display windows fronting the main street. The stores on Central Avenue facing the railroad are good representative examples of the commercial style with their masonry construction, decorative corbelling along the cornices, and decorative brick arches. In addition, the district contains several commercial buildings (gas stations, repair shops, and a dealership) that had a direct association with the rise of automobile transportation in the area. These automobile-related buildings generally have more modern, less traditional designs, and are sited with parking areas in front or to the sides. In terms of historic functions, the commercial buildings housed significant local commercial retail activities such as a bank, mercantile stores, pharmacies, physician's offices, gas stations, repair shops, hardware stores, restaurants, ice cream parlors, barber shops, clothing stores, and an automobile dealership.

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The district is also significant in architecture for its community landmark buildings, some designed by locally and internationally renowned architects. Philip Trammell Shutze designed the North Avenue School (1929) at 689 North Avenue. He also designed the Hapeville High School (1939) with funding received from the Federal Works Progress Administration. Shutze (1890-1982) was known during his career as America's greatest living classical architect. He was also part of the architectural firm of Hentz, Adler, & Shutze that designed the Hapeville First United Methodist Church (1929). The firm designed a number of landmark buildings in the Atlanta area including The Temple (1920), Davison's Department Store (1927), and Glenn Memorial Church at Emory University (1931). The firm was also responsible for the classical redesign of the Citizens and Southern Bank Building located in downtown Atlanta. The Works Progress Administration funded the construction of the post office in Hapeville in 1940. The post office, designed by the U.S. Office of the Supervising Architect, was one of the last buildings in America built using federal funds. The Office of the Supervising Architect was an agency of the United States Treasury Department that designed federal government buildings from 1852 to 1939. Louis Simon was the office's final supervising architect and supervised the design of the post office in Hapeville. The post office is a large Neoclassical Revival-style brick building with tall, slender windows, a full-height entry porch with squared columns, and a cupola in the center of the hipped roof. The building has a wide, divided band of trim along the roofline. The building was enlarged in 1964. It is located at 650 South Central Avenue (photograph 2). The Works Progress Administration also provided funding and designed Master Park located in Hapeville (photographs 174-178). Architect A. Thomas Bradbury designed the International-Style Josephine Wells Elementary School in 1956. Bradbury was one of the most successful architects in Georgia during the mid-20th century. He designed numerous state government buildings and university classroom buildings as well as the Georgia governor's mansion. Other civic landmark buildings including the city hall complex, fire stations, and schools represent prevailing modern designs typical of small-town architecture in Georgia.

An unusual architecturally distinctive community landmark building in the Hapeville Historic District is the Hapeville Branch of the Atlanta Fulton Public Library (photograph 185). The library was designed by the prominent Atlanta architectural firm of Stevens and Wilkinson and was built in 1974. It is an exceptional design, possibly unique in Georgia, by an Atlanta architectural firm with a 30-year record of progressive modern design in schools, hospitals, department stores, corporate headquarters, and business parks. Its style is an excellent and highly intact example of what is called in Georgia the "Cedar-Sided Geometric" style. This style was inspired by mid-1960s architectural developments on the West Coast – in this case, a condominium complex on the California coast north of San Francisco known as Sea Ranch. The first buildings at Sea Ranch were designed by a group of Bay-area architects including Charles Moore who were looking for a way to make a new architectural statement, and at the same time, to integrate the architecture of the buildings into their dramatic landscape setting. Sometimes called "Bay Area Modern," this new style emphasized bold and complex geometric forms, sloping rooflines, varied window sizes and shapes, and redwood or cedar siding. The buildings were integrated into their natural landscape settings through careful site development and minimum disturbance of existing landscape. These radically new buildings were critically acclaimed and heralded in popular media. Hallmarks of this new style in the Hapeville library include its bold geometric forms and sharp angles, its prominent shed roofs, its cedar siding, extensive use of glass, and free-flowing interior spaces; also contributing to its dramatic effect is the

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way in which the building was nestled into the existing landscape with minimum site disturbance, with large windows on the back side overlooking a small creek and ravine. Few other public buildings of this style are known to exist in Georgia (although no comprehensive survey has been done to date); in fact, few other examples of such flamboyant public architecture from the 1970s are known to exist apart from the equally distinctive Polk County civic center complex in rural west Georgia. The 1975 *The American Institute of Architects Guide to Atlanta* featured only two other Cedar-Sided Geometric-style buildings in addition to the Hapeville library, both on private school campuses – a small academic building at Pace Academy (1971, A. Burnham Cooper, Jr.) and a large academic building for the First Montessori School of Atlanta (1973, FABRAP) – and neither academic building is as fully developed or as well integrated into its setting as the Hapeville library. Most of the Cedar-Sided Geometric buildings in Georgia are single-family houses, most commonly found in large, developer-built subdivisions northwest and east of Atlanta constructed in the 1970s. In recognition of its architectural qualities, the Hapeville library was featured in the above-mentioned 1975 *American Institute of Architects Guide to Atlanta*, and its design received a “National Award of Merit” from the American Institute of Architects and the National Library Association in 1976.

National Register Criteria

The Hapeville Historic District meets National Register Criterion A in terms of commerce at the local level because its commercial districts represent the city’s importance as a local center of commerce from the late 19th century to the mid-20th century. The district also meets National Register Criterion A in terms of community planning and development and transportation at the local level because of the influence of various historical modes of transportation on the community’s physical development over time. Hapeville is an unusual example of a Georgia community that began as a village centered on a railroad depot and evolved into a metropolitan suburb surrounded by two federal interstates and the Hartsfield-Jackson Atlanta International Airport. The district meets National Register Criterion C at the local level in terms of architecture for its diverse array of exceptional and representative examples of residential, commercial, and civic architectural types and styles that were built between the late 19th century and the mid-20th century.

Criteria Considerations (if applicable)

The Hapeville Historic District meets National Register Criterion Consideration G because of its continuous development from 1890 to 1967 including a substantial number of houses and commercial buildings built less than 50 years ago and because many of these 1960s-era houses and commercial buildings are among the most architecturally significant in the district.

Period of significance (justification)

The period of significance begins in 1890, when the Central of Georgia Railroad and Banking Company built a depot in Hapeville, and ends in 1967, the date when the expansion of the airport demolished more than 400 houses in the district. The period of significance also includes the year 1974—the date of construction of the national-award-winning Stevens and Wilkinson-designed Cedar-Sided Geometric-style public library building.

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Contributing/Noncontributing Resources (explanation, if necessary)

Contributing resources in the historic district are those constructed between 1890 and 1967 that are significant for the themes of architecture, commerce, community planning and development, and transportation and which retain historic integrity. The great majority of these resources are single-family houses; the remainder include downtown and automobile-related commercial buildings, community landmarks such as churches, schools, civic buildings, and the depot, and several mid-century apartment buildings. The Hapeville Branch of the Atlanta Fulton Public Library, constructed in 1974, is considered contributing as an exceptionally significant work of architecture.

Also considered contributing are two historic structures: the railroad tracks running through town, along a corridor established before the town was founded and which served as the development spine of the community for many years, and a mid-20th-century pedestrian overpass to facilitate access to the railroad depot which was enlarged and remodeled in the late 1940s.

There are two contributing historic sites: the first is a 1920s park located on Lake Avenue. The second contributing historic site is the city park established and largely landscaped in the 1930s.

The noncontributing resources were built after 1967 or have lost sufficient historic integrity through additions or alterations so that they no longer convey their historic significance.

Developmental history/historic context (if appropriate)

The following developmental history was prepared by Anna George, former Main Street Manager of the City of Hapeville. The Historic Preservation Division has edited portions of the text.

The tract of land where Hapeville was settled was part of the Creek Indian territory, which was ceded to the federal government in 1821 in the Treaty of Indian Springs. An immediate land survey was followed by a land lottery, which was implemented to avoid illegal land transactions. The land was divided into five counties; the counties were divided into nine-square-mile districts, which were subdivided into tracts of approximately 200 acres. The future Hapeville site was located in Henry County, but it fell into Fayette County, and then DeKalb County by 1822, due to the frequent modifications of counties and county lines.

Hapeville has been part of Fulton County since 1853 when Fulton County was partitioned out of DeKalb County. As early as the 1820s, families began settling in what is now known as "Hapeville." The land was ideal for farming, thus the Hapeville area grew out of individual farm settlements.⁷

The first known family to settle within present-day Hapeville was the Thrailkill family in the 1820s. They settled in Land Lot no. 128, which later became the Candler Race Track and the Atlanta airport. The next wave of settlers moved to the area in the 1860s. By the 1870s, the Sims, Hape, and Lowe families owned the property that covers present-day Hapeville. Elizabeth Sims (1827-1923?), widow

⁷ Ed Milton, *History of Hapeville, Georgia* (Alpharetta, GA: WH Wolfe Associates, 1991).

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of Confederate soldier John Sims, moved her family to the area primarily to pursue an agricultural lifestyle, and bought the land “bounded by present day Dogwood Drive (Stewart Avenue), North Avenue, Sylvan Road and the Railroad – including North Central Avenue east to Fulton Avenue.”⁸ The family’s home was built on the present 691 North Central Avenue lot, but has been demolished due to other development. Her son John Lawrence Sims (?-1934) built a log house at present-day 735 North Central Avenue, which has been greatly modified, but “still retains the original section of log sills and log floor joists.” John L. Sims was married to Mary Frances Bricknell from Newton County, and he was Hapeville’s mayor from 1906 to 1907. He was also listed as a “Truck Gardener” for vegetable and fruit farming and as the “road boss” in 1875.

Although Hapeville was initially recognized for its agricultural potential, the railroad soon became added incentive for settlement in the community. The Macon and Western Railroad (formerly the Monroe Railroad) traveled through present-day Hapeville when a rail connection from Macon to Atlanta was finished in 1873. When the railroad depot was established in 1875, Hapeville’s prominence as a transportation center was further amplified due to its new passenger service capabilities. The town’s proximity to the railroad and its easy access to major cities created additional incentives for families to locate in the Hapeville area.

Hapeville was named after Dr. Samuel Hape, who was critical to the town’s development and incorporation as a city. Born in Middleburg, Maryland in 1830, Dr. Hape served the Confederate government in the 2nd Georgia Infantry regiment in the Civil War. He moved to what is now Hapeville in the 1870s and founded a dental supply business. In 1892, he became the town’s first mayor, and was “as successful in commercial life as he was in fostering the growth and spirit of his city.” It is documented that Hapeville was named after Dr. Hape because he persuaded the general manager of the newly constructed railroad to establish a “flag stop” in Hapeville in 1875. Both passenger and freight trains ran through the town, which stopped for passengers when “flagged” to do so. A post office was established in 1875 in Hapeville as well. Dr. Hape died in 1916 in his Hapeville home.

Before the city was officially named, Dr. Hape owned property on both sides of the railroad in 1879 or 1880. Dr. Hape and other businessmen purchased 260 acres of property on the Macon and Western Railroad in Hapeville to the east of Dogwood Drive and Union Avenue, and south of the present North Avenue and Clayton County line. Hape and his associates were responsible for the construction of a sawmill, which no longer exists, on present North Fulton Avenue. Hape’s intention was to start a community for farming and fruit agriculture. An *Atlanta Constitution* article describes Hapeville as, “A New and delightful suburban retreat and a promising Fruit Centre.”

Hapeville’s founding families arrived primarily for agricultural purposes in the 1870s and 1880s. One of the town’s original settlers, Elizabeth Sims, cleared her property along North Central Avenue and Myrtle Street for vegetable farming and fruit trees. Samuel Hape purchased his land in Hapeville with intentions to start a fruit growing and farming community. *Sholes’ Georgia State Gazetteer and Business Directory* from 1881-1882 reported that Hapeville’s chief shipments were comprised of cotton and fruit. It also reported that Hapeville had a steam gin and sawmill. A list of farmland

⁸ Milton, Ed. *Community of Hapeville: A Summary and Pictorial Edition*, unpublished document, received in September 2004, 2.

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acreage in the 1898 *Georgia State Gazetteer and Directory: Farmers* denotes Hapeville's farmland holders, their farm acreage, and assessed property value. Included in this list are W.H. Harrison, William Lowe, Martha & Fannie Mangum, and F.L. Thraillkill from Hapeville. The town's primary exports in the 1880s and 1890s were fruit and fruit trees with approximately 400 bales of cotton annually shipped out by railroad.

Hapeville's first industries were its steam-powered gristmill and sawmill, which were in use by the 1880s. At this time, other industries in the "business center" of Hapeville also consisted of a cotton gin and a corn mill. None of these buildings still currently exist. Hapeville's City Hall is located on the site of the old sawmill.

In the early 1870s, Hapeville land was described as forest-covered and "sedgy." At that time, the town had a small business center, which consisted of a store, schoolhouse, sawmill, cotton gin, corn mill, wagon shop, blacksmith shop, and a brickyard. None of these structures is still standing. Hape also built a house at 571 North Central Avenue (which no longer exists), and a building ("Hape's Hall") at 585 North Central Avenue, which was used as a general store, storage, and a community-meeting place. This building no longer exists either. In 1875, Hapeville became a United States Post Office with mail deliveries twice daily. All of the activity was centered on the railroad. The buildings that are currently on North Central Avenue in the historic downtown were mainly constructed in the 1920s. Other than the railroad depot, the oldest documented building in the commercial center is 591 North Central Avenue, which was constructed in 1893 (photograph 7, middle).

According to Ed Milton's *The History of Hapeville*, William Lowe moved to Hapeville in 1878, and purchased "prime real estate" (Land Lot no. 97 and south part of Land Lot no. 98) from Charles Coker (current site of Y-Teen Park). This parcel was between present-day Union Avenue and Rainey Avenue, the railroad, and the Clayton County line. He built a large two-story home on Atlanta Avenue at College Street, which later became the Baptist Children's Home "Farm House." Lowe was largely involved in Hapeville's early growth through his involvement in religious and civic activities. He helped to organize the First Baptist Church and Hapeville's first school. He was also active in community politics, and later began the Hapeville Land and Improvement Company with Edwin Doane.

W.L. Mangum bought Land Lot no. 99, which was bordered "by present-day Stewart Avenue, North Avenue, Sylvan Road and on the north by present city limits." The Mangum family built their home at the present site of 712 and 716 Campbell Circle (later known as the Cofield House). The house no longer exists. With the creation and extension of transportation infrastructure in 1889, and the town's real estate potential, Hapeville residents Edwin Doane, William Lowe, and A.J. Chapman formed the "Hapeville Land and Improvement Company" in 1889, Hapeville's first real estate company. Atlanta Avenue, Pine Street, Union Avenue and College Street enclosed the first subdivision, and accelerated Hapeville's expansion. This subdivision's placement also started a trend of home building to the south side of the railroad tracks.

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RAILROAD AND TRANSPORTATION

Hapeville has been shaped largely by its transportation history. Beginning with the railroads in the mid-1800s, and then the subsequent development around the trolley line, the airport, the interstates, and Hapeville's major roads, the community's "booms" and "busts" have essentially been a product of Hapeville's history with transportation.

One of Hapeville's most prized possessions, the Hapeville Railroad Depot was dedicated in 1890. In fact, the town's limits were established around the Hapeville Depot when it was incorporated as a city in 1891.

ROADS

Prior to the 1870s, the only road in the Hapeville area was the present Old Jonesboro Road, which was then known as "Atlanta-Griffin Road." Roads in Hapeville were constructed prior to the city's official incorporation in 1891. By 1875, resident J.L. Sims was commissioned to open the first roads: Mt. Zion Road and Moreland Way, which created a link between Jonesboro Road and Mt. Zion Methodist Church. Soon after, Central Avenue was built along the Macon and Western Railroad line. Central Avenue became the town's primary center of activity. North and South Central avenues still serve as Hapeville's Main Street. Atlanta Avenue was also constructed off of Central Avenue at this time. North Fulton and South Fulton avenues were partially built in 1885, and were extended c.1900. North Central Avenue and Stewart Avenue were the first roads to be "cherted" c.1910, and were paved around 1916.

The current Dogwood Drive, formerly Stewart Avenue (before then Mt. Zion Road), was established in Hapeville primarily to increase accessibility to Mount Zion Church, which predated the founding of Hapeville. It was established c.1816, and their first weatherboard building, which no longer exists, was constructed around 1830. According to the *History of Hapeville*, the cemetery adjacent to the church still remains, and is the burial site of significant Hapeville residents, including the Sims and the Doanes.

After World War I, Central Avenue was designated nationally as U.S. Highway 41, when travel to and from Florida increased and thereby created more traffic along the route. This was also a catalyst for retail and commercial development along Central Avenue.

CITY OF HAPEVILLE: 1891-1909

The act to officially incorporate Hapeville as a municipality was enacted on September 16, 1891. The city was one square-mile, centered around the train depot on the Central Railroad of Georgia's main tracks. At the turn-of-the-20th century, a few homes were built, but Hapeville was still somewhat rural, as the only land that had been developed was within two blocks of the railroad. Hapeville's charter prohibited the construction of industries within the city limits in order to retain the city's residential character. Industry was not permitted within city limits until 1925. A *Georgia Business Directory*, however, listed a "Blount Stave" Machine Company that manufactured staves as one of Hapeville's

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businesses. By 1930, advertisements in the *Atlanta Journal-Constitution* promoted Hapeville, Georgia: "...where increased population and development point the way to sound investments for wise Home Owners and Industrial Establishments. Come to Hapeville where progress and prosperity go hand-in-hand..." Hapeville's noteworthy role in Southern aviation encouraged industrial growth in the area. Hapeville's first census in 1900 listed 430 residents.

EARLY BUSINESS

Prior to Hapeville's incorporation in 1891, the *Sholes' Georgia State Gazetteer and Business Directory of 1881-1882*, listed a general store owned by J.L. Lane in Hapeville. By 1898-1899, W.H. Betts, M.L. Chapman, and W.H. Harrison & Son all operated general merchandise businesses. Most of the businesses that opened in the first half of the 20th century were located along North Central Avenue (the town's main street), proximate to the railroad depot. The independently owned businesses included retail merchandise, grocers, pharmacies, and restaurants.

By 1903, Hapeville resident L.G. Whitney operated Samuel Hape's general store at 589 North Central Avenue. Whitney moved to Hapeville from New York in the 1880s, and served as the city's mayor from 1898 to 1901. George A.C. Hill also operated a general store by the turn of the century on the northeast corner of North Central Avenue and North Fulton Avenue. This building was demolished, and the land was later redeveloped for commercial uses. Hill was Hapeville's mayor from 1902 to 1903 and he lived on Chestnut Street. A.H. Brodnax built a brick building in 1903 and operated a general store on the first floor with Dr. Frank Wells' office upstairs. The brick building, now called the Masonic building still remains an active business center at 611 North Central Avenue. L.T. Pope operated his general store out of the c.1905 wooden building that used to be between Samuel Hape's building and current 597 North Central Avenue. The building was destroyed by fire in 1910, and a new building was rebuilt, and is currently occupied by Ace Hardware (now 597 N. Central Avenue). Pope's general store then moved to a new location on Atlanta Avenue, which was demolished in 1940 for the current Hapeville Post Office.

Before Dr. Radburn Chapman built and moved Chapman's Drugstore to its current location in 1923 at 615 North Central Avenue, it occupied another part of the Masonic building when it opened in 1921, which was also occupied by the post office for a short period. Chapman's Drugstore is still a downtown Hapeville staple, and continues to be family-owned and operated. Roscoe and Dixie Minter opened the first restaurant in Hapeville at 603 N. Central Avenue in the year 1923. The building was later demolished. George Hill's general store had previously occupied the building. The Bank of Hapeville opened at the northwest corner of N. Central and N. Fulton avenues in 1910, and the building was later converted into Hapeville Drug Company (609 N. Central Ave.).

TROLLEY

The Georgia Railway and Electric Company extended the East Point-to-College Park trolley service to Hapeville in 1906, and the first trolley car in Hapeville was inaugurated in 1907. Tracks were laid on Willingham Drive, Central Avenue, Atlanta Street, and College Street. The service was discontinued in 1937 when the electric "trackless" trolleys were introduced, which were then replaced

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with buses. The opening of the MARTA station in East Point in 1986 re-routed all buses to that station, and eliminated any *direct* connection between Hapeville and Atlanta.

CANDLER FIELD THROUGH THE GREAT DEPRESSION: 1909-1929

In 1909, 300 acres of land was purchased by Asa Candler to accommodate an automobile racetrack, a sport growing in popularity at that time. The land was soon used for take-offs and landings for one-engine airplanes, and in 1925, it was named "Candler Field." It was named after Asa Candler, the founder of Coca-Cola, and was leased by the city of Atlanta in 1925.

Largely due to the increasing postal service air traffic, Candler Field became an important site for air travel (had the third largest air traffic volume in the country). Atlanta purchased the site in 1929 for its airport, and Eastern Airlines began passenger service in 1930. When Eastern Airlines transferred their Atlanta operations elsewhere, Delta Airlines leased their shops and some of their hangar space. The airport was later renamed Hartsfield International Airport, for William B. Hartsfield, Atlanta's mayor from 1937-1941 and 1942-1961, who is credited with establishing Atlanta as a major aviation hub. The Atlanta airport was another major source of Hapeville's expansion. As the airport expanded and air travel increased, especially during World War II, Hapeville also grew.

Occupations associated with the airport made Hapeville a popular place to live in the early airport years. It also enticed other airport-related industries to the area, in addition to such major corporations as the Ford Motor Company and Delta Airlines. The considerable airport expansion that later ensued, however, was a major factor in Hapeville's population decline starting in the late 1960s, as land and houses in Hapeville were condemned by the airport for its use. The airport's expansion led to the demolition of more than 400 houses in the south side of the city of Hapeville. The Hartsfield-Jackson Atlanta International Airport is outside the boundaries of the proposed historic district, but has had an unarguable influence on Hapeville's history and development.

Although World War I did not have a direct impact on Hapeville, the number of businesses in the city increased due to the increased travel through Central Avenue (U.S. Highway 41) as the popularity of travel via automobile rose following World War I.

In the 1920s, the Hapeville Civic League built an auditorium at 3468 North Fulton Avenue (now the site of Hapeville City Hall). It was a location for public meetings, plays by the local woman's club, movies, and other entertainment. It was used as barracks during WWII, and was renovated in 1943 to accommodate all city departments as Hapeville's City Hall. The auditorium was eventually demolished in 1950 and replaced by the extant Hapeville City Hall building.

The Fulton Theater and the Hangar Theater were Hapeville's first official theaters, and they both opened in 1939. The Fulton Theater was located at 764 South Central Avenue (outside the historic district boundary), and featured stage shows with local and national talent performances each week. The Hangar Theater opened on Virginia Avenue. Both of the theaters showed movies in addition to providing live entertainment. The theaters both closed in 1958. The Fulton Theater was turned into an office building, and is currently being redeveloped into a mix of professional office, retail, and

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restaurant spaces. The building was not included in the historic district because it is located within a block of commercial buildings that have lost their historic integrity due to a series of overwhelming alterations. The Hangar Theater was demolished in 1961 due to airport expansion, and is the current site of the Delta Employees Credit Union.

FROM THE GREAT DEPRESSION THROUGH WORLD WAR II: 1930-1945

Due to the influx of the defense industries to the area as World War II commenced, Hapeville was authorized by the War Production Board to build homes for the defense workers that needed housing. The start of the war also inspired the strengthening of government services, such as increased fire protection. The State Defense Guard Unit was organized at the start of the war, with the primary objectives to guard city hall, the city's water system, the bridge over Central Avenue, and the Civil Aviation Authority radio tower for Candler Field. The war generated the construction of 392 homes during the war period.

Hapeville's first city hall was built in 1895 on North Central Avenue, and burned down in 1910. In 1915, a two-story building that functioned as a combination city hall and water pump house was constructed on North Fulton Avenue, which also became the site for the city's jail cells and it served as the courthouse. From 1933 to 1935, the wooden city auditorium at 3468 North Fulton Avenue was remodeled to make space for some of city hall's functions. It was remodeled again in 1943 so that the police, fire, and public works departments were also located in the auditorium.

In the late 1940s, a new city complex project was approved. The new city complex would include a central office space for the city's administrators that would be flanked by a police station and fire station. The new construction resulted in the demolition of the city auditorium as well as the two-story city hall/water pump house (1915). The new Hapeville City Hall was dedicated in 1950. A second fire station opened in 1961 at 870 South Central Avenue.

The Hapeville Fire Department and the Hapeville City Hall still remain at 3468 North Fulton Avenue (photograph 170). The city's police department moved to the intersection of Atlanta Avenue and Doug Davis Drive. The Hapeville Community Services Office is currently located in the former detectives' office that was built behind city hall in 1976. The Recreation Center Building was renovated in 1986, and was renamed the Hoyt Smith Recreation Center (photograph 53). It was used as Hapeville High School's gym until the early 1960s, and still serves as a community center and gym for local activities.

The current Hapeville Post Office was constructed with Louis A. Simon as the supervising architect when the Works Progress Administration built it in 1940. Simon (1867-1958) is a well-known architect who specialized in federal building architecture. Born in Baltimore, Maryland, Simon directed the Treasury Department's Office of the Supervising Architect from 1915 to 1939. The large Neoclassical Revival-style brick building is located at 650 South Central Avenue. The Office of the Supervising Architect was disbanded in 1939. The Hapeville Post Office was among the final design projects overseen by that office. The building was enlarged with additional square footage and a covered loading area to accommodate its growth in 1964.

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In 1935, the WPA provided Hapeville with the funds to purchase land for a city park. Master Park was created with the 45 acres of land that was purchased in a parcel between North Fulton Avenue, Meadow Road, King Arnold Drive, and Parkway Drive. The park is located at 501 King Arnold Drive. Shortly after Master Park was created, the city and the woman's club worked in conjunction with the WPA to landscape the park with formal gardens and rock gardens. Master Park was renovated and modernized in the early 1970s with the assistance of a matching grant. A lighting system was installed and pavilions, playgrounds, and restrooms were constructed.

POSTWAR DEVELOPMENTS AND INDUSTRIAL EXPANSION

Hapeville's industrial base grew considerably following World War II. Large companies, including Ford Motor Company and Delta Airlines, were established. These establishments are not within the proposed historic district because the buildings and structures associated with them are either non-historic or no longer extant. Other airport-related industries and suppliers were established during this period as well. The city's employment base grew correspondingly.

In 1947, the Ford Motor Company located a \$7,000,000 assembly plant in Hapeville at 340 Henry Ford II Avenue—by far the greatest industrial growth the city had seen. The Hapeville plant was Ford's first plant built following World War II. Ford Motor Company President Henry Ford II and then Atlanta Mayor William B. Hartsfield attended the dedication ceremony. The plant remained in operation from 1947 until 2006. By 1969, the plant employed over 4,000 workers. The plant closed in 2006 and its buildings were demolished in 2009.

As the industrial base and employment opportunities boomed in Hapeville following World War II, the airport's growth had a different effect on the city's housing developments and population growth. In 1947, a referendum was submitted in the *Acts and Resolutions of the General Assembly of the State of Georgia 1947* to extend Hapeville's city limits to the east. In 1953, the Hapeville Charter (Law no. 825) was amended, and in March of 1957, the east boundary was extended to I-75 between North Avenue and the railroad. In December 1957, the east boundary was extended to I-75 from just south of Mt. Zion Road to North Avenue. A parcel of land was excluded from the western edge of Hapeville's city limits, and ceded to the city of Atlanta into the city boundaries. Today this is the official site for Delta Air Lines, Inc. corporate headquarters. Multiple Delta buildings can be found outside the Hapeville Historic District.

The opening and expansion of the Ford plant, combined with the growth of the Atlanta airport, led to a housing boom in the city. Pilots, airline attendants, accountants, and factory supervisors moved into Hapeville and built Ranch Houses in the eastern portion of the city. Long-time city residents also relocated within the city, often moving out of existing American Small Houses and Bungalows and into newly built Ranch and Split-Level houses. The late 1950s and 1960s were a period of economic prosperity in the city.

In addition to the airport's growth, suburban developments to the south of Hapeville also effected Hapeville's out-migration patterns following World War II. Interstate access played a part in the

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residential movement from Hapeville into the new suburban developments to the south. The construction of Interstate 75, built in the 1950s, and Interstate 85, completed in the 1960s, bounded the city on the east and west, and took sections of land in Hapeville.

Along with the airport development and Hapeville's industrial growth, the amount of housing in the city has decreased as a result of "buyouts" within the airport's noise zone, as well as the expansion of airport-related businesses and other retail operations. Between 1967 and 1970, airport expansion destroyed more than 400 houses located south of Oak Street.

The new highways also diverted traffic away from Central Avenue, which sent many businesses into decline as a result of the decreased supply of travelers. The downtown suffered during this period of decline, as many of the buildings and the infrastructure downtown were neglected. The combination of interstate construction and the airport expansion had stopped any chance of geographic growth in Hapeville by the late 1960s, and is also responsible, in part, for the city's population decline around this period.

In 1998 the City of Hapeville established the Downtown Development Advisory Council to guide the redevelopment of the downtown business district. In 1999 the city adopted a Downtown Redevelopment Plan authored by HOK architects and consultants. In August of 1999, the city hired its first of a succession of three full- and part-time downtown development staff. In June of 2003, the Georgia Department of Community Affairs, Office of Downtown Development, designated the city as a Main Street City. In January of 2004, the city hired a full-time main street manager and established a Main Street board of directors. In February of 2005, the city was nominated to receive national certification as a Classic Main Street City.

The Hapeville Depot Museum was dedicated in 1980. It is housed in the town's historic railroad depot, which was leased to the city by the Central of Georgia Railway Company in 1976 for use by the Hapeville Historical Society. With the additional traffic from the Ford plant following World War II, the depot had to be renovated to accommodate the extra freight and "foot" traffic. The depot underwent renovations in 1947 when it was remodeled and enlarged. The main workroom was enlarged, and a segregated waiting room was attached to the east side. To the west side, a large freight room, and two other rooms were added. In 1982, the Hapeville Depot was "deactivated" as a train station. The depot has undergone a number of ownership transfers, and is currently leased to the city of Hapeville by Norfolk Southern, and operated by the Hapeville Historical Society. It has been used as a museum since 1980, following the citywide restoration effort to transform the historic depot into a museum. The museum has a variety of exhibits, archives, and a model railroad display. It is open to the public several days a week. The Depot Restoration Committee and the Hapeville Historical Society were fundamental to the museum restoration efforts.

In January of 2005 the Hapeville Historical Society, with financial and staff support from the city through a National Trust Preservation Services Fund Grant, hired Avient Museum Services to assist them in developing a collection's policy and preservation plan for the museum and depot.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

EDUCATION AND RECREATION

The Recreation Building, now the Hoyt Smith Recreation Center, was constructed in 1949. According to Hapeville residents, it was a popular place for recreation during their school years. It provided a supervised play area for school-age children. It was also used as the Hapeville High School's gym until the 1960s. The building is located on North Fulton Avenue adjacent to Hapeville Elementary School and Hapeville City Hall.

The Hapeville First United Methodist Church was formally organized in 1909. Prior to its official establishment, the Methodist church members met at Mt. Zion Church. The Hapeville Methodist church is located at the junction of Atlanta Avenue, College Street, and South Fulton Avenue. With the growth in church membership, the original building was demolished and a new structure was built on the same site in 1929 by the architectural firm of Hentz, Adler, & Shutze. The building's capacity was doubled in 1947 with renovations to the educational wing on the east and west sides. Today, the church remains in the proposed historic district, and part of the building is currently used as the city's new charter school, Hapeville Middle School. Hapeville Middle School opened in the fall of 2004 for the sixth through eighth grades. The charter school opened as a bilingual math and science school, and intends to enroll 500 students. Approximately 180 students are currently enrolled.

North Avenue School, designed by famous Atlanta architect, Philip Shutze, was built in 1929 to meet Hapeville's demand for a second elementary school. Shutze (1890-1982) was trained in the Beaux Arts tradition, and was known during his career as "America's greatest living Classical architect." The North Avenue School closed in 1991. The Fulton County School system reopened the building in 1998 as the site of South Fulton County's Teaching Museum, which features exhibits for students about Georgia history, American history, and the transportation history of Hapeville. This museum is also open to the public during the week.

College Street School, originally Hapeville School (1915), was listed in the National Register of Historic Places in 1995 for its significant architecture ("a good example of 20th-century public school design"), and its significance to education ("built to be a neighborhood school, and to replace an earlier wooden, and totally inadequate, educational facility"). The College Street School was built in 1915 after fire destroyed their 1911 brick school building. The brick school had replaced the two-story, wooden Hapeville School that was built in 1888. College Street School closed in 1970, and is currently undergoing renovation to become condominiums. Battle and Barili Architects were the architects for College Street School when it was built in 1915. Architect George Harwell Bond completed the additions in 1932.

Hapeville High School was completed in 1939 as a product of the Works Progress Administration. The high school closed in 1988, when Fulton County consolidated many of its schools. The building's brick exterior, ornamental design, and much of the original interior were carefully restored to retain the building's integrity. The large, arched windows were also restored. Following the major renovations to the historic building in 1992, Hapeville Elementary School opened in this building.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

Josephine Wells Elementary School was built in 1956, and served first-through seventh grade students in Hapeville. In 1985 the northeast wing of the school burned. The school's attendance continually declined in the 1980s, and it was closed in May of 1991. Today it is operated as a training center by Fulton County.

Hapeville High School, North Avenue School, and Josephine Wells School all closed in the 1980s when Fulton County's schools were consolidated. Many long-time Hapeville residents attribute the city's demise to its loss of schools, and subsequent loss of students.

The Hapeville library became an official part of the Atlanta Fulton Public Library System in 1983. The Woman's Club of Hapeville started the first library service in 1925. The library expanded and relocated to a vacant store in 1933, moved to a physician's building in 1934, and into the "Scout Hut" near South Fulton Avenue (at Central Avenue) in 1938. This structure was demolished. The library was moved again to a room in the Recreation Center in 1948. In 1951, the Hapeville library was established as a deposit station to the Atlanta Fulton Public Library System, and it became a full branch to the system in 1970. The current library at 525 King Arnold Street, which was designed by Stephens and Wilkinson Architects Engineers Planners, Inc., was dedicated in 1974.

COMMUNITY EVENTS AND CELEBRATIONS

The Hapeville community has had multiple city anniversary celebrations, as well as a celebration for the bicentennial of the United States. In 1975, Hapeville established a Bicentennial Commission to celebrate the nation's 200-year anniversary, and to further the community's efforts to qualify as a National Bicentennial Community. Composed of many of Hapeville's organizations and clubs, the commission sponsored a parade, a Fourth of July celebration, and an arts and crafts festival. The commission was also partially responsible for the acquisition of the Hapeville railroad depot, with plans to use it as a museum.

In recognition of Hapeville's 90th anniversary in 1981, the town coordinated a four-day celebration, as well as a beautification effort around the Central Avenue stores. They also celebrated by replanting the garden area around the railroad depot, and making it more visually attractive. The celebration included a cake-cutting ceremony, a Saturday parade and barbecue, watermelon cutting, races and games.

Hapeville's centennial celebration in 1991 included a yearlong celebration of monthly activities with a final weekend of events that included a grand centennial parade through the town, fireworks above city hall, an arts and crafts fair, reunion functions, and a historical society "docudrama."

The annual Happy Day Festival began in 1998 as a weekend-long "family event offering great music and a wide variety of food." Held on the third Saturday of each September, the festival commemorates the city's birthday with over 100 vendors for arts, crafts, and collectibles, a "kid's corner," and features live entertainment including bands. This free event is held annually at Hapeville's Jess Lucas Y-Teen Park, located within the boundaries of the proposed historic district.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

The Spring Fling Music and Market, which began approximately 15 years ago, is a similar event to the Happy Days Festival. It started as a community yard sale event, and has grown into a celebration in Jess Lucas Y-Teen Park with vendors, live entertainment, and carnival rides each spring.

The construction of Interstate 75, built in the 1950s, and Interstate 85, completed in the 1960s, bounded the city on the east and west, and took part of Hapeville's land. The new highways also diverted traffic away from Central Avenue, which sent many businesses into decline as a result of the decreased supply of travelers. The combination of interstate construction and the airport expansion stopped geographic growth in Hapeville by the late 1960s.

In 2004, Hapeville's Main Street manager began documenting historic resources in the city for a proposed National Register nomination. There were many staff changes and local administration changes during the ensuing years. Most recently the Hapeville Historical Society spearheaded the project to its completion. The work of the historical society members greatly enhanced the nomination by documenting homebuilders and buyers in Hapeville during its heyday in the 1940s through the 1960s.

9. Major Bibliographic References

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National Register of Historic Places **Continuation Sheet**

Section 9—Major Bibliographic References

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

- () **preliminary determination of individual listing (36 CFR 67) has been requested**
- () **preliminary determination of individual listing (36 CFR 67) has been issued**
date issued:
- (X) **previously listed in the National Register** College Street School
- () **previously determined eligible by the National Register**
- () **designated a National Historic Landmark**
- () **recorded by Historic American Buildings Survey #**
- () **recorded by Historic American Engineering Record #**

Primary location of additional data:

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

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

10. Geographical Data

Acreage of Property 850 acres (acreage estimator)

UTM References

A)	Zone 16	Easting 741100	Northing 3728980
B)	Zone 16	Easting 741680	Northing 3727110
C)	Zone 16	Easting 740270	Northing 3726710
D)	Zone 16	Easting 739170	Northing 3727370
E)	Zone 16	Easting 379300	Northing 3728920

Verbal Boundary Description

The boundary of the nominated district is shown by a heavy black line on the attached "Historic District Map", which is drawn to scale.

Boundary Justification

The boundary includes the contiguous historic residential, commercial, and community landmark buildings, structures, and parks historically associated with the city of Hapeville. The boundary also includes a small historic section of northwest Hapeville across Interstate 85 that is connected to the main section of the district by the Cofield Drive bridge. This area is included in the district because it was an integral part of the historic community before the construction of the interstate highway and it has remained an integral part of the community since then due to the continuing functional connection via the bridge. This section also shows the historic northwest extent of Hapeville's development. The houses in this section are virtually identical to those in the main portion of the district.

11. Form Prepared By

State Historic Preservation Office

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organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 34 Peachtree Street, Suite 1600
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 651-5568 **date** July 31, 2009
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Consulting Services/Technical Assistance (if applicable) () not applicable

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- () **property owner**
- () **consultant**
- () **regional development center preservation planner**
- (X) **other: Main Street Manager**

Property Owner or Contact Information

name (property owner or contact person) Charlotte Rentz
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e-mail (optional) ccrentz@comcast.net

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: Hapeville Historic District
City or Vicinity: Hapeville
County: Fulton
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: November 10, 2008

Description of Photograph(s):

Number of photographs: 198

1. United Auto Workers' Union Hall, photographer facing northwest.

NOTE: This photograph was taken in November 2008. Recently, this building was extensively remodeled and integrated into an equally remodeled adjacent shopping center. As a result, it no longer retains its historic architectural integrity. Since this building was located on the extreme southeastern edge of the proposed historic district, it has been taken out of the district and the boundary has been revised to exclude the building and its lot.

2. South Central Avenue, Post Office, Christ Church, photographer facing northwest.
3. Christ Church and railroad depot, photographer facing southwest.
4. North Central Avenue, Masonic lodge, photographer facing north.
5. North Central Avenue, commercial district, photographer facing north.
6. Railroad corridor, photographer facing northwest.
7. 570-590 commercial block, North Central Avenue, photographer facing northwest.
8. Hapeville First United Methodist Church, photographer facing north.
9. Hapeville First Baptist Church, photographer facing south.
10. College Street, photographer facing northwest.
11. Hapeville First Baptist Church, photographer facing northwest.
12. College Street School, photographer facing west.
13. College Street School, photographer facing west.
14. College Street, noncontributing apartment complex, photographer facing south.
15. Corner of College and Elm streets, contributing apartment complex, photographer facing southwest.
16. Corner of Chestnut Street and Elm Street, photographer facing northwest.
17. Forrest Avenue, photographer facing northeast.
18. North Inner Loop Road, view from Hapeville toward Hartsfield-Jackson Atlanta International Airport, photographer facing southwest.
19. Georgia Avenue, photographer facing northeast.
20. Chestnut Street, photographer facing north.
21. South Fulton Avenue, photographer facing north.
22. South Fulton Avenue, photographer facing northeast.

National Register of Historic Places **Continuation Sheet**

Photographs

23. Hapeville First United Methodist Church, photographer facing northeast.
24. South Fulton Avenue, photographer facing northwest.
25. Christ Church, photographer facing north.
26. Intersection of Dogwood Drive and North Central Avenue, photographer facing north.
27. North Central Avenue, photographer facing north.
28. 703 North Central Avenue, photographer facing northwest.
29. 735 North Central Avenue, photographer facing north.
30. 700 commercial block, South Central Avenue, photographer facing southwest.
31. 781 North Central Avenue, photographer facing northwest.
32. View looking toward Interstate 85, photographer facing northwest.
33. Intersection of Custer Street and Willingham Street, photographer facing southwest.
34. Custer Street, photographer facing northwest.
35. Colville Avenue, photographer facing northwest.
36. Custer Street, photographer facing northwest.
37. Rainey Avenue, photographer facing north.
38. Rainey Avenue, photographer facing northeast.
39. Rainey Avenue, photographer facing southwest.
40. Corner of Harding Avenue and Orchard Street, photographer facing northwest.
41. 4325 Harding Avenue, photographer facing northwest.
42. Orchard Street, photographer facing west.
43. Hamilton Avenue, photographer facing northwest.
44. View from Orchard Street looking across Central Avenue, photographer facing northeast.
45. Virginia Avenue, photographer facing southwest.
46. Virginia Avenue, photographer facing southwest.
47. 720 South Central Avenue, Avian Apartments, photographer facing southwest.
48. Hapeville High School, photographer facing north.
49. North Central Avenue, photographer facing north.
50. Jackson Office Building, North Central Avenue, photographer facing north.
51. Central Avenue, photographer facing southeast.
52. Hapeville Health Center, photographer facing northwest.
53. North Fulton Avenue, recreation center, photographer facing northeast.
54. Hapeville High School, photographer facing northeast.
55. Cofield Drive, photographer facing northeast.
56. Cofield Drive, photographer facing east.
57. 606 King Arnold Street, photographer facing southwest.
58. Dogwood Drive, photographer facing northwest.
59. 3359 Dogwood Drive, photographer facing northwest.
60. 3259 and 3253 Dogwood Drive, photographer facing west.
61. North Avenue, photographer facing northwest.
62. North Whitney Avenue, photographer facing north.
63. North Whitney Avenue, photographer facing north.
64. 3368 North Whitney Street, Hapeville Presbyterian Church, photographer facing northeast.
65. Myrtle Street, photographer facing northeast.
66. Myrtle Street, photographer facing north.

National Register of Historic Places **Continuation Sheet**

Photographs

67. 3306, 3299 Myrtle Street, photographer facing north.
68. 689 North Avenue, North Avenue School, photographer facing north.
69. 3317 Sims Street, photographer facing north.
70. 773 North Avenue, photographer facing north.
71. Hope Street, American Small Houses, photographer facing north.
72. Hope Street, Ranch Houses, photographer facing north.
73. Hope Street, Ranch Houses, photographer facing southeast.
74. Hope Street, Ranch Houses, photographer facing northwest.
75. Oakdale Road, Ranch Houses, photographer facing north.
76. Oakdale Road, photographer facing northeast.
77. Oakdale Road, Bungalows, photographer facing southwest.
78. Campbell Circle, American Small Houses, photographer facing northwest.
79. Campbell Circle, American Small Houses, photographer facing northeast.
80. Campbell Circle, American Small Houses, photographer facing northwest.
81. Oakdale Road, photographer facing north.
82. South Gordon Circle, photographer facing northeast.
83. Gordon Circle, photographer facing north.
84. Lake Avenue, photographer facing north.
85. Dogwood Drive, photographer facing north.
86. Dogwood Drive, photographer facing north.
87. Dogwood Drive, photographer facing north.
88. Park at Lake Avenue, photographer facing north.
89. Lake Avenue, photographer facing north.
90. 601 Coleman Street, photographer facing northwest.
91. Jackson Street, photographer facing north.
92. Corner of Lake Drive and Jackson Street, photographer facing northwest.
93. Grover Circle, photographer facing north.
94. 463 Moreland Way, photographer facing northeast.
95. Grover Circle, photographer facing northwest.
96. Corner of Jackson Street and Old Jonesboro Road, photographer facing northwest.
97. Oak Drive, photographer facing northwest.
98. Oak Drive, photographer facing northwest.
99. Corner of Birch Street and Old Jonesboro Road, photographer facing west.
100. Old Jonesboro Road, photographer facing northwest.
101. Maple Street, photographer facing northwest.
102. Maple Street, photographer facing northwest.
103. Moreland Way, photographer facing northwest.
104. Moreland Way, photographer facing northeast.
105. Moreland Way, photographer facing west.
106. Intersection of Moreland Way and Old Jonesboro Road, photographer facing northwest.
107. Birch Street, Extended American Small Houses, photographer facing northwest.
108. Birch Street, photographer facing northwest.
109. Oak Drive, photographer facing northwest.
110. Woodrow Avenue, photographer facing northeast.

National Register of Historic Places **Continuation Sheet**

Photographs

111. 3250, 3254, 3258 Old Jonesboro Road, photographer facing southeast.
112. Woodrow Avenue, photographer facing northeast.
113. Lake Drive, photographer facing west.
114. Lake Drive, photographer facing northwest.
115. Lake Drive, photographer facing northeast.
116. Lake Drive, noncontributing buildings, photographer facing northeast.
117. Dorsey Road, photographer facing west.
118. Dorsey Road, noncontributing duplex buildings, photographer facing northeast.
119. 441 Lake Drive, photographer facing north.
120. Walnut Street, photographer facing east.
121. Walnut Street, photographer facing northeast.
122. Walnut Street, photographer facing east.
123. Walnut Street, photographer facing east.
124. North Avenue, photographer facing east.
125. North Avenue, photographer facing east.
126. North Avenue, photographer facing east.
127. North Avenue, photographer facing east.
128. Old Jonesboro Road, photographer facing northwest.
129. 3238 Forrest Hills Drive, photographer facing north.
130. 3216 Forrest Hills Drive, photographer facing northeast.
131. Forrest Hills Drive, photographer facing north.
132. Forrest Hills Drive, photographer facing north.
133. 363, 365, 367 North Avenue, photographer facing southwest.
134. 372 North Avenue, Split Level House, photographer facing southeast.
135. Forrest Hills Drive, photographer facing north.
136. Intersection of La Vista Drive and Forrest Hills Drive, photographer facing northwest.
137. 2105 Woodland Drive, Eichler-style Ranch House, photographer facing northwest.
138. 3340 Forrest Hills Drive, Contemporary Style Ranch House, photographer facing east.
139. Forrest Hills Drive, photographer facing north.
140. Forrest Hills Drive, photographer facing south.
141. Intersection of La Vista Circle and Forrest Hills Drive, photographer facing northwest.
142. Barnett Circle, photographer facing southwest.
143. Northside Drive, photographer facing northwest.
144. Northside Drive, photographer facing northwest.
145. 3335 Northside Drive, photographer facing north.
146. Old Jonesboro Road, photographer facing north.
147. Old Jonesboro Road, photographer facing northwest.
148. Old Jonesboro Road, photographer facing northwest.
149. 3408 Old Jonesboro Road, photographer facing north.
150. Old Jonesboro Road, photographer facing east.
151. Colorado Avenue, photographer facing northwest.
152. Colorado Avenue, photographer facing southwest.
153. Victoria Lane, photographer facing northwest.
154. Sunset Avenue, photographer facing north.

National Register of Historic Places **Continuation Sheet**

Photographs

155. La Vista Drive, photographer facing northeast.
156. Barnett Drive, photographer facing northwest.
157. Intersection of Radar Drive and Louise Street, photographer facing north.
158. Louise Street, photographer facing northwest.
159. Office Building and Apartment Complex at 427 King Arnold Street, photographer facing north.
160. Parkview Place, photographer facing northeast.
161. Wheeler Street, duplexes, photographer facing northwest.
162. Wheeler Street, duplexes, photographer facing southwest.
163. Wheeler Street, duplexes, photographer facing south.
164. Parkway Drive, photographer facing north.
165. Parkway Drive, photographer facing north.
166. Josephine Wells Elementary School, photographer facing southwest.
167. Marina Street, photographer facing north.
168. 3307 North Fulton Avenue, photographer facing north.
169. North Fulton Avenue, photographer facing north.
170. 3468 North Fulton Avenue, Hapeville City Hall, photographer facing northeast.
171. Parkway Drive, photographer facing north.
172. Spring Street, photographer facing west.
173. North Fulton Avenue, photographer facing northeast.
174. Master Park, photographer facing north.
175. Master Park, photographer facing east.
176. Master Park, photographer facing southwest.
177. Master Park, photographer facing south.
178. Master Park, photographer west.
179. King Arnold Street, photographer facing northwest.
180. Saint John the Evangelist Church, outside of historic district, photographer facing northeast.
181. 493 King Arnold Street, photographer facing north.
182. 480 King Arnold Street, photographer facing west.
183. 484 King Arnold Street, photographer facing southwest.
184. King Arnold Street, photographer facing southwest.
185. Hapeville Branch of the Atlanta Fulton Public Library System, photographer facing north.
186. King Arnold Street, photographer facing southwest.
187. King Arnold Street, photographer facing southwest.
188. Dogwood Drive, photographer facing southwest.
189. 3421 Dogwood Drive, photographer facing west.
190. 3418 Dogwood Drive, automobile dealership, photographer facing north.
191. 877 Virginia Avenue, photographer facing northwest.
192. Harding Avenue, photographer facing north.
193. Bridge at Cofield Drive spanning Interstate-85, photographer facing east.
194. 3038 Springdale Road, photographer facing northeast.
195. Springdale Road, photographer facing southeast.
196. 3039 Springdale Road, photographer facing northwest.
197. Sylvan Road, photographer facing northeast.
198. Sylvan Road, photographer facing southeast.