

SUMMARY OF PROPOSED NATIONAL REGISTER/GEORGIA REGISTER NOMINATION

1. Name: Hapeville Historic District.

2. Location: The city of Hapeville, bounded by I-75 to the east, Mt. Zion Road to the north, I-85 to the west, streets north of Airport Loop Road and north of Oak Street, and a noncontiguous section west of I-85 along Cofield Drive, Fulton County, Georgia.

USGS Quadrangle: Southwest Atlanta, Ga.

3a. Description: The Hapeville Historic District includes the historic commercial and residential areas of Hapeville, a city located in southwest metropolitan Atlanta inside the confluence of two federal interstate highways (I-75 and I-85). 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)—the city's first brick building. 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 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, Queen Anne, Gabled Ell, Bungalow, American Small House, Split Level, and Ranch house. The city also has a half-dozen 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, and 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), United Auto Workers, Local 882, Union Hall (1955), and Josephine Wells Elementary School (1956: designed by architect A. Thomas Bradbury). A city park was built during the Depression using federal assistance. The architectural firm Stevens and Wilkinson designed a library in 1974 in the West Coast "geometric" style.

3b. Period of Significance: 1890-1967.

3c. Acreage: Approximately 850 acres.

3d. Boundary Explanation: The historic boundary includes the intact historic resources in Hapeville.

4a. National Register Criterion: A, C, and Criteria Consideration G.

4b. National Register Areas of Significance: Architecture, Commerce, Community Planning and Development, and Transportation.

4c. Statement of Significance: Hapeville was established in 1875 after Dr. Samuel Hape persuaded the Central Railroad and Banking Company of Georgia to establish a flag stop in the town. 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. Streetcar lines connected the city to neighboring Atlanta during the early 20th century. Hapeville grew quickly after 1917 when Central Avenue was designated nationally as U.S. Highway 41. The development of the Atlanta airport began in 1925 and over the following decades major regional and national carriers such as Delta and Southern airways located their headquarters in Hapeville. Truett Cathy opened the Dwarf Grill, a predecessor of the Chick-fil-A restaurant franchise, in 1946. Local businesses, such as Cathy's, flourished following the opening of the Ford Motor Company assembly plant in 1947. Between the late 1940s and early 1960s, two federal interstates (I-75 and I-85) were constructed that surrounded the city and disconnected portions of its historic boundaries. During this period the city prospered from the influx of blue-collar manufacturing and white-collar airport jobs that contributed to an expansion in new housing construction. Between 1967 and 1970, airport expansion destroyed more than 400 houses once located south of Oak Street. The Hapeville Historic District is significant in the area of architecture because the commercial, residential buildings, and community landmark buildings are representative of architectural styles and types built in Georgia cities from the end of the 19th century through the middle of the 20th century. The historic district is significant in the area of commerce because downtown Hapeville represents the city's importance as a local center of commerce from the late 19th century to the mid-20th century. The historic district is significant in the areas of community planning and development and transportation because its growth and development was strongly influenced by the railroad, the streetcar, and the automobile. The 1974 library is an exceptionally significant individual building that received a prestigious National Award of Merit from the American Institute of Architects and the National Library Association.

4d. Suggested Level of Significance: The Hapeville Historic District is significant at the local level because it is an excellent example of a city located in metropolitan Atlanta.

5. Sponsor: The nomination is sponsored by the City of Hapeville. Nomination materials were prepared by the sponsor and by members of the Hapeville Historical Society.