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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Northwoods Historic District

other names/site number Gordon Heights; Gordon Hills; Fleetwood Hills; Sequoyah Woods

2. Location

street & number Roughly bounded by Buford Highway, Chamblee-Tucker Road, Shallowford Road, Interstate 85, and Interstate 285 ☐ not for publication

city or town Doraville ☐ vicinity

state Georgia code GA county DeKalb code 089 zip code 30340

3. State/Federal Agency Certification

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

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

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

___ **national** ___ **statewide** x **local**

Signature of certifying official/Title: Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date

Historic Preservation Division, Georgia Dept. of Natural Resources
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:)

Signature of the Keeper 5/13/14 Date of Action

5. Classification

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

- [x] private
- [x] public - Local
- [ ] public - State
- [ ] public - Federal

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

- [ ] building(s)
- [x] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
883	116	buildings
2	0	sites
0	0	structures
0	0	objects
885	116	**Total**

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
EDUCATION: school
RELIGION: religious facility
LANDSCAPE: park
SOCIAL: meeting hall

Current Functions
(Enter categories from instructions.)

DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
EDUCATION: school
RELIGION: religious facility
LANDSCAPE: park

7. Description

Architectural Classification
(Enter categories from instructions.)

MODERN MOVEMENT
OTHER: Ranch House
OTHER: Split-Level House

Materials
(Enter categories from instructions.)

foundation: BRICK
walls: BRICK
WOOD: weatherboard
roof: ASPHALT
other:

Narrative Description

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

Summary Paragraph

The Northwoods Historic District consists of five contiguous and historically related suburban developments constructed primarily between 1950 and the mid-1960s in the city of Doraville, about 11 miles northeast of Atlanta. The subdivisions were planned to include single-family houses, parks, schools, churches, and shopping/professional centers. The largest and one of the earliest subdivisions was Northwoods (platted in nine units between 1950 and 1958). Others were Gordon Hills (1948 and 1953 plats), Gordon Heights (1954 plat), Fleetwood Hills (1954, 1955, and 1957 plats), and Sequoyah Woods (1961 and 1962 plats). The landscape was planned with open lawns on wide curvilinear streets that work with the hilly terrain to create picturesque viewsheds. Designed for automobiles, Northwoods included seven access points, some with central medians. It has few sidewalks, except near schools. Autumn Park and Brook Park are informal oases shaded by mature trees. The ranch house is the most prevalent house type, usually exhibiting either no style (the plain ranch), the Colonial Revival style, or the Contemporary style. Split-level houses are common on sloping lots that were developed in the early 1960s. Brick veneer, sometimes with wood upper sections, is the most common exterior material. Restrictive covenants led to uniform setbacks and minimum lot and house sizes, achieving a sense of unity in the neighborhood. Several models of homes are repeated with individual variations. Community landmarks include the UAW Union Hall (1956) on Buford Highway, three large modern schools dating from the late 1950s to the early 1960s, and two contributing churches dating from 1962 and 1969. The district's overall integrity remains good, with the exception of a few enclosed carports, small additions, and door and window changes. Noncontributing buildings are mostly new infill houses that tend to be clustered around a former quarry on previously unbuildable lots.

Narrative Description

Note: *The following section was primarily written by graduate students in the Heritage Preservation Program at Georgia State University (under the direction of Professor Richard Laub) in April 2012 as part of the "Historic District Information Form" for the proposed Northwoods Area Historic District (Bogle, et al., 2012). It was edited and modified by Georgia Historic Preservation Division staff.*

The Northwoods Historic District in Doraville, Georgia, consists of five contiguous and historically related suburban residential subdivisions developed in phased units (and sub-units) primarily between 1950 and the early to mid-1960s. Only 11 miles from the center of Atlanta, Northwoods is easily accessible by many surrounding major roads and interstate highways. These include the arterial roads of Buford Highway, Shallowford Road, and Chamblee-Tucker Road, plus Interstate 85 and Interstate 285. The neighborhood was developed as a response to rapid suburban growth in DeKalb County and to provide homes for workers of new industries in the area, such as the General Motors (GM) factory which began operating in 1947 in Doraville. (GM employed many of the early residents of the neighborhood.) DeKalb County's new water treatment plant also made development possible. The master-planned community of Northwoods was designed to include integral amenities such as schools, churches, a union hall, and parks, which was a departure from earlier subdivisions in Georgia.

Northwoods exhibits the landscape characteristics of many post-World War II residential landscapes that were built for the automobile. Wide curvilinear streets seem to flow with the contours of the terrain while actually conforming to a carefully orchestrated picturesque pattern of the developer's planning. Most streets have granite curbs, but few sidewalks except near schools. Northwoods was designed with seven access points,

one of the distinct features allowing homeowners multiple avenues to enter the large community. As parts of planned subdivisions, the lots were subject to restrictions which give a sense of unity to the district's character. The district contains modest, evenly spaced houses with straight driveways and uniformly spacious front yards which lend an almost park-like atmosphere. Houses sit on large lots with approximately 50-foot setbacks and uniform spacing. Most buildings face the street with their widest façade, with a few facing the lot corner. Concrete drives lead to attached carports and garages. Large rear yards are typical.

Although primarily single-family dwellings, some of the houses are duplexes designed to look like single-family houses. The dominant house type is the ranch house with some split-level types seen on more uneven terrain, such as in the Sequoyah Woods subdivision. The ranch houses, mostly modest in size, vary in subtype and style, including compact, linear, linear with clusters, transverse, and half-courtyard ranches in both plain and Contemporary styles (as defined in *The Ranch House in Georgia: Guidelines for Evaluation,* 2011). The architects attempted to balance homeowners' preferences with the expense of certain house features. In Northwoods many houses are clad in brick from the slab to the window sill line, or brick is sometimes used only on the front elevation. On some houses the veneer continues beyond the mass of the house. This distinct feature terminates the half-wall brick veneer at the front.

Occupying approximately 500 acres of land, the Northwoods Historic District contains just over 1,000 properties, primarily single-family residences, but also including three schools, three churches (excluding one just outside the boundaries), the former Union Hall for the United Auto Workers (later called the Herb Butler Union Hall), two parks, and several other areas of open space. A large shopping center on Buford Highway and a professional building on McClave Drive were built to serve the residents in the Northwoods neighborhood, but are not within the boundaries of the district because they would be noncontributing due to significant alterations over the decades. The mixture of residential and non-residential uses found in the Northwoods neighborhood is evidence of that community's origins as a planned suburban community.

The area within the National Register boundary for the district includes the adjoining neighborhoods of Northwoods, Gordon Heights, Gordon Hills, Fleetwood Hills, and Sequoyah Woods, which were also part of the overall development scheme, and which utilized Northwoods' non-residential amenities. Lambeth Circle, Raymond Drive, and portions of McClave Drive were the earliest areas to be developed in Northwoods, most built before 1955. When major construction began in the early 1950s in the southwestern portion of the development, the ranch houses tended to be plain with hipped roofs. Later, Contemporary-style ranch houses were built, along with split-level houses on sloped lots.

Northwoods exhibits rolling topography with a creek entering the neighborhood from the southeast. Creek branches run north, northeast, and northwest (photograph 7). A former quarry sits towards the center of the district, parallel to Chestnut Drive within the neighborhood. The curvilinear streets had several main connections to Buford Highway or Shallowford Road. Today they are still in the same pattern and width as originally built. Northwoods also incorporated landscaped medians to form a linear pattern and divide entry streets into the neighborhood. The medians located at three of the seven entry points lead to the portion of the neighborhood constructed in the early 1950s. As the neighborhood expanded, developers did not continue installing these medians. Within Northwoods, most roads were paved when they were originally laid in the late 1940s to early 1950s.

The primary developer of Northwoods was Walter Tally, whose vision for the community included the parks, churches, and schools. These buildings and landscapes made Northwoods into a cohesive community rather than simply a subdivision. The three schools that were built are primarily of modern design in conformance with the mid-20th-century feel of the neighborhood. Four churches were built as part of the overall development and are of varying design (one is outside the boundaries because it does not contribute due to loss of integrity). Two contributing parks are primarily grass and wooded areas with tennis courts and a picnic pavilion in one and playground equipment in the other. Commercial businesses are primarily located along the perimeter areas of the district, especially Buford Highway, Shallowford Road, and Chamblee-Tucker Road.

Some of the ranch houses along these streets have been converted into commercial uses, such as day care centers. Other commercial areas are more typical of "strip mall" development with parking in the front. These are outside the district boundaries because they are either highly altered or they are not within the period of significance.

Two of the primary architects for the subdivision were Ernest Mastin and John Summer. After consulting with a landscape contractor, the architects made plans to incorporate lawns and foundation plantings for each house. Reese Landscape Company landscaped Northwoods sometime during the mid-20th century. Crabapple and dogwood trees were given to residents around the same time period. Pine, oak, and hickory trees dominate the landscape while foundation plantings line front facades. Four garden clubs, including the Northwoods Garden Club and Northwoods Hills Garden Club, existed during the mid-20th century. Historically, annual projects included median plantings.

The two parks in the district are Brook Park (photograph 16) and Autumn Park (photograph 25), both considered contributing sites. Brook Park is bounded by Brook Park Way and Raymond Drive, with roughly an oblong shape. The seven-acre park's gentle hills include pine, oak, and hickory trees. Two tennis courts and a picnic pavilion constructed during the late 20th century lie to the southeast along Raymond Drive. Brook Park was designed by Tally's civil engineer and financed by Tally in 1955. Autumn Park is bounded by Raymond, Allen, McClave and Autumn drives. The five-acre park's rolling topography features pine, oak, and hickory trees. It was also designed by Walter Tally's civil engineer and financed by Tally in 1956. The park is long and narrow, following the streets and topography.

Northwoods Subdivision

The Northwoods subdivision includes most of the southwest quadrant of the Northwoods Historic District (photographs 5, 14, 15, 17, 18, 20, 21, 22, 23, 24, 30, 31 32, and 35). This large area was platted in nine units between 1950 and 1958 in Land Lot 297. It is roughly bounded on the north by the northern loop of Raymond Drive; on the east by Chestnut Drive and Wheeler Drive; on the south by the southern loop of Raymond Drive and following Bagley Drive south to Chamblee-Tucker Road; and on the west by Buford Highway and Shallowford Road. The eastern edge has a beak-shaped section extending to the end of McClave Drive and Drury Court. The Northwoods subdivision also includes a small unit once known as "Old Camp Gordon," which became part of Northwoods at an early date. (See the historical narrative for a chronology of each unit of development.)

This section's landscape is similar to the rest of the district with undulating terrain and mature trees. The street layout combines curvilinear streets for pastoral aesthetic effect with straight streets for efficiency. Like all five developments, its streets are lined with rough-cut granite curbs. The three entrances on the west side present an appearance of formal entryways to create a good first impression. They are the only ones to have medians and they lead to streets going eastward through the heart of the development. This formal entry appearance is lacking elsewhere in the development, indicating that this side is considered to be the "front" side of the development. One of these entrances, McClave Drive, is the main entrance (photograph 19). It exits at the busiest street, Buford Highway, next to developer Walter Tally's Northwoods Plaza (outside the district).

A connected series of three roads form a ring which runs along the lots bordering the edge of the development. Interior streets connect houses to the central corridor streets (Addison and McClave) and the ring road (Raymond, Wheeler, and Chestnut). Wheeler Drive aligns with the front door of the current Yeshiva High School. A sidewalk runs from the school door, down Wheeler Drive, and continues along Chestnut Drive, all the way to Buford Highway.

The two parks in the historic district are in the Northwoods subdivision. Each has sloping terrain and a small intermittent stream. They have limited amounts of flat ground and are intended to provide a relaxing natural appearance. Their largest structure is a tennis court in Brook Park. The parks mainly provide small amenities

such as cook-out pavilions and playground equipment. Important to their natural appearance is the fact that no buildings exist to block one's view. Open pavilions, playground equipment, and see-through fencing for the tennis court are examples of the open appearance of structures there that complement the natural setting. (Since the parks are each counted as a contributing site, these small-scale structures within the parks are not included separately in the resource count for this nomination.)

House types and styles in the development vary depending on their location. The styles, types, and subtypes are defined in *The Ranch House in Georgia: Guidelines for Evaluation (*2011), and are discussed in more detail in following sections of this description. Plain-style ranch houses are mostly limited to the southwestern quarter of the development, while Contemporary-style ranch houses are throughout. The area with plain-style ranch houses consists of Shallowford Road, both sides of Lambeth Circle, Raymond Drive between Bagley Drive and McClave Drive, and the first seven houses on Addison Drive, east of Raymond Drive. These houses are almost entirely unadorned, such as the example at 3427 Shallowford Road. Regarding typology classification, about 30 percent are compact ranches and most of the rest are linear ranch subtypes. Many have various projections on the front façade for aesthetic appeal. One model in particular has an unusual feature. The design appears as a transverse linear house with a door on the front gable end, such as the example at 3376 Lambeth Circle. There are six of these designs on Lambeth Circle.

The ranch houses that are not plain tend to be in the Contemporary style. Most are the linear subtype, such as the house at 2578 McClave Drive, but there are also 41 transverse linear subtypes. Most transverse linear subtypes are on Alison Drive, where there are 16 similar to the example at 3458 Alison Drive. Almost all others are found within two blocks. There are also several linear with clusters subtype, such as at 3228 Colquitt Drive. In addition to ranch houses, there are 44 split-levels. The split-levels have a grouping pattern as well, with the concentration being on the easternmost streets, which were also the last to be developed. Chestnut Drive contains 13 split-levels and nearby Havalyn Drive contains seven. McClave Drive, east of Chestnut Drive, contains 13 such as the house at 2798 McClave. A popular stylistic window is the Eichleresque window, which extends to the peak of the roof on a gable end of a house, for example at 3379 Colquitt Drive.

Gordon Hills Subdivision

Gordon Hills and Gordon Heights are the northernmost developments in the Northwoods Historic District. The Gordon Hills development (photographs 8 and 9) is in the southeastern corner of Land Lot 311 to the east of Gordon Heights. It is about 80 acres in size, and roughly square in shape with a square section missing from its northeastern corner. The development consists of two units with different appearances (1948 and 1953 plats with development shortly thereafter). The street layout is in a grid pattern with Stewart Road as the north-south road leading to Doraville to the north. Stewart Road pre-dates the subdivision development and includes at least two older houses that were incorporated into the new development (photographs 12 and 13).

The lots in the oldest section, Unit 1, are by far the largest in the entire Northwoods area. They are about 90 feet wide by 300 feet deep, mostly along Stewart Road north of Pineland Avenue. Some of those that are along east-west running streets (like Pine Street) have the rear portions subdivided into multiple lots. The houses are mostly plain-style linear-subtype ranch houses, but also include a few early houses that appear to pre-date fully developed ranch houses. The combination of inconsistency in house type, large lots, straightforward street layout, and large trees gives it less of the feel of a suburban subdivision.

Unit 2 has two main streets, Wilton and Pine. Pine Street runs in a zig-zag pattern at the border of the northeast corner, then turns westward where it ends at Stewart Road. The landscaping is well maintained, with trees and bushes cut back to allow the houses to dominate. Many houses are linear-subtype ranch houses in plain style. Most have brick exteriors. Most also have setbacks to break up the façade for aesthetic purposes. Some are linear subtypes with clusters. The only sidewalk in the development is located on the west side of Wilton Drive.

Gordon Heights Subdivision

Gordon Heights in the northwestern portion of the district was platted in 1954 and developed shortly thereafter (photographs 1, 2, and 4). The five streets were laid out in a grid pattern that conformed to the rectangular edges, with some minor curves for aesthetic appeal. Street names continued with the tree theme of Gordon Hills, except for Buena Vista Road and Bonnie Avenue. Entry from Buford Highway is by Oakmont Avenue. This entryway includes a landscaped island.

Three street names are trees: Beechwood, Pineland and Oakmont. Bonnie Avenue was named for Bonnie Marie Creel, daughter of a builder of the development, Ellis M. Creel. Pineland Avenue ends abruptly at the west end of the development, where its exit is blocked by two houses outside of the development. This street apparently was intended at one time to have exited the development and connected with Strait Street, which exits the Northwoods development near this location.

Most houses are linear-type ranch houses in plain style. There are six split-level houses, such as one at 2684 Bonnie Avenue. Most houses are clad in brick but a few have wood siding.

Fleetwood Hills Subdivision

Fleetwood Hills (platted in 1954, 1955, and 1957) contains mostly houses that were constructed from 1955 through 1958 (photographs 27, 28, 29, and 36). These houses are primarily linear ranches. This subdivision includes a few Contemporary-style houses that appear to be the designs of architect Ernest Mastin. The subdivision is on the southern edge of the district, just north of Chamblee-Tucker Road, and includes Belaire Circle, Fairlane Drive, and Century Court. Fleetwood Hills is the second largest subdivision in the Northwoods district. It is best described as being in three sections of differing characteristics. The oldest section is a row of 18 lots fronting on heavily trafficked Chamblee-Tucker Road (photographs 33 and 34). These houses are mostly linear ranch subtypes in plain style, with brick siding. They are very similar in appearance to those of the Northwoods subdivision also fronting this road. This section lacks the pastoral feel of the rest of the neighborhood because it is dominated by the traffic of Chamblee-Tucker Road.

The western section has an almost rectangular shape and the interior of the perimeter is bordered by lots fronting on Belaire Circle. Fairlane Drive cuts through to access the interior lots. Ranch house subtypes are linear in the plain style, but more refined than those of the section bordering Chamblee-Tucker. They are slightly wider and have embellishments such as stone accents, large picture windows, or diagonal wall sections jutting outward. To the east is the newest section which has lots accessed by a through street, Fairlane Drive. A spur street, Century Court, terminates in a cul-de-sac. House types in this section are similar to those of the other interior section, but contain a large percentage of split-level houses. Notably, this section also contains four houses that are symmetrical with five bays and matching wings on each side, along with steep roofs. The tall roof and symmetrical façade is rare for a ranch house.

The street layout is practical because it efficiently accesses the lots as they are laid out. There is not enough room to incorporate curvilinear streets. One unusual feature of these streets is the semicircular islands in three of the bends in Belaire Circle (photograph 28). Their purpose may have been aesthetic or to provide a means to turn a car around.

Sequoyah Woods Subdivision

Sequoyah Woods is the most recent of the five subdivisions, dating to the early 1960s (photographs 10 and 11). It is also the easternmost development, and "attaches" to the Gordon Hills section via Poplar Street. It is generally east of the 3500 block of Pine Street. Once Poplar Street enters the Sequoyah Woods area, Poplar Street dead-ends into Cherokee Road, which runs roughly north and south through the neighborhood. To

make the most use of the land, Santa Fe Trail arcs from Sequoyah High School in the south around the eastern perimeter of the neighborhood and connects to Cherokee Road in the north.

The majority of the houses in Sequoyah Woods are the split-level type. Many of the houses are full brick, while others are at least brick on all but the top level. Clapboard treatment on these houses is horizontal and vertical. Through variations in the clapboard, trim, brick color, and brick patterns, a wide variety of appearance is achieved.

House Types in the Northwoods Historic District

As documented in *Georgia's Living Places: Historic Houses in Their Landscaped Settings* (Georgia Department of Natural Resources, 1991), a house "type" refers to the overall form (the outline or "envelope") of the main or original part of the house and the general layout of the interior rooms. This includes the floor plan and the height. In contrast, a "style" relates primarily to the external ornament or decoration of a house and also to the aesthetic qualities of its overall form. Houses belonging to the same type may exhibit different styles, and the same architectural style may appear on different house types. Many houses in Georgia have little or no architectural style and are characterized only by their type. The predominant house type of the Northwoods Historic District is the ranch house; here they have an unpretentious appearance and are close to the ground with a low-sloping roof and horizontal massing. There are also many subtypes to ranch houses, as identified in *The Ranch House in Georgia: Guidelines for Evaluation* (2011).

Compact ranch houses are characterized as being compactly massed, almost square, and small, with the longest side facing the street. The advantage was affordability, but such an advantage was often outweighed by the house being too small to raise a family – about 1000 square feet of living space. Only the earliest buildings in Northwoods were of this subtype, and are concentrated mainly between Raymond Drive, Shallowford Road, and Stafford Place. About 50 compact ranch houses exist in the district. Although designed in either Contemporary style or plain style, most compact ranches in the Northwoods District are in the plain style. The use of horizontal bands of brick courses may have been an attempt to enhance visual interest of a typically simple looking house type.

Linear ranch houses are characterized as being clearly rectangular and simply massed, with no large projections. The longest side is facing the street. Linear ranches are the dominant ranch house subtype in the Northwoods district, as well as statewide. Occasionally an alcove for a porch or slight projections helps bring interest by segmenting the flat facade. The oldest of this subtype in Northwoods have traditional wood siding and roofs of medium pitch, which are seen in Gordon Hills, along Stewart Road. However, the most common surface coverings for this type house is red brick, sometimes extending only halfway up the facade. The Contemporary style of the linear ranch often employs tall, Eichleresque windows, and roofs with exposed beams.

Transverse ranch houses are essentially linear ranches with their short sides facing the street and front door facing the side of the lot. The carport is located near the front door making a short walk from car to house. The greatest asset of this subtype is its ability to fit on a narrow lot. The biggest concentration of this subtype is on Alison Drive in the Northwoods development, where approximately 16 of 21 lots have this subtype. Nearby streets have 21 additional transverse ranch houses. This subtype is typically in the Contemporary style.

Linear ranch houses with clusters appear as linear ranches with a slight projection on one end which is typically a bedroom wing, identified by narrow windows, extending back and projecting slightly forward. The appearance is similar to the half courtyard subtype, but with almost no forward projection for the wing. These are found interspersed throughout the district, except for the oldest sections.

The half-courtyard ranch house subtype is a linear ranch house intersected at a right angle by an adjoining section of nearly equal size. A "faux" type has the adjoining section as unoccupied space, such as storage

rooms and a garage. A "true" type has the adjoining section as occupied space. There are many "faux" types in the district but very few "true" types.

The split-level house is another house type found in Northwoods. This house type is characterized by a front entry, with steps going less than a full floor upward and less than a full floor downward to the other two levels. The upper floor usually contains bedrooms and the lower floor contains public rooms such as a kitchen and living room. This type offers the advantage of providing more square footage than single level houses. Plain-style split-levels in the Northwoods Historic District typically have an all-brick exterior. Contemporary-style examples include half-brick exteriors and an overhanging second story at the front façade.

The proportions and locations of split-levels in Northwoods are in direct relation to how late the development began. As the example shows below, sections developed after 1956 contained more split-level houses than those developed earlier. A count of these houses revealed that the 1956 section with the most split-levels contained only 3%, but the next unit to open in 1957, had 35%. This upward trend continued until the last unit was developed between 1961 and 1962, which contained 81% split-levels.

- 3% split-levels in Northwoods Unit 8, developed starting in April 1956: 27 split-level houses on 149 lots
- 35% split-levels in Fleetwood Hills Unit 4, developed starting in November 1957: 11 split-level houses on 31 lots
- 41% split-levels in Northwoods Unit 9, developed starting in July 1958: 14 split-level houses on 34 lots
- 52% split-levels in Sequoyah Woods Unit 1, developed starting in July 1961: 28 split-level houses on 54 lots
- 81% split-levels in Sequoyah Woods Unit 2, developed starting in 1961 or 1962: 42 split-level houses on 52 lots

House Styles in the Northwoods Historic District

There are primarily three ranch house styles seen in the Northwoods Historic District: plain style (or no style), Colonial Revival, and Contemporary style. Generally, plain style and Colonial Revival are found in the older sections and Contemporary style is in the newer sections. This distinction occurred deliberately when developer Walter Tally hired architects to design houses after 1953. At that point, house buyers overwhelmingly chose Contemporary over plain or Colonial Revival style. In the developments where architectural services were not offered, buyers selected Contemporary styles as well, but with a more conservative tone, such as with modest projections or half-brick siding.

Although wood-sided ranch houses are found along Stewart Road in the oldest section begun in 1949, red brick is the signature building material for ranch houses in the plain style. This is prominent in older sections such as Lambeth Lane and in Fleetwood Hills. Some have horizontal brick courses with a one-inch reveal from the wall face to add interest. This can be seen in the oldest sections, which enhances horizontal orientation and closeness to the ground – fundamental aspects of the ranch house. Accent stones also add visual interest to the plain-style ranch house, typically found around openings and corners. The Gordon Heights development probably has the greatest number of houses with this accent element.

Contemporary-style ranch houses in the Northwoods subdivision of the district are found in units 5 through 9, which were built after 1953. Architects Ernest Mastin and John Summer are responsible for houses of this style built in Northwoods. Stylistic elements of Contemporary style in Northwoods include exterior walls that are bricked only up to the window sills. Light tan or yellow brick color or multicolored brick tones are often seen on Contemporary-style houses. An important element is the low-sloping or flat roof, often referred to as Eichleresque-style. Many are typified by the front-gabled, low-sloping roof supported by exposed beams with no fascia. This applies not only to the main roof, but to the carport and other roof forms. Contemporary

windows can be floor-to-ceiling windows, such as those often found in the ends of transverse-ranch house types designed by Mastin and Summer. Large windows effectively bring the outdoors inside the house.

Colonial Revival-style ranch houses are mostly found in the older sections of the district. There are also some Colonial Revival features on several split-level houses. These contain traditional accents within the envelope of the new house type. Details such as entry porticos, columns, shutters, and cornice moldings may reflect the Colonial Revival style.

Community Buildings

Several types of community buildings are present in the Northwoods Historic District, including three schools, three churches, and one union hall with an industrial appearance. (One shopping center and one church that were once part of the development are outside the National Register boundaries because they are on the periphery and have lost integrity.) All of the community buildings were constructed beginning in the mid-1950s and continuing into the 1960s. The first school and the union hall were the earliest in 1955 and 1956. The former UAW Union Hall is located on Buford Highway, in close proximity to the former General Motors plant. Northwoods Plaza shopping center is also located on Buford Highway south of the union hall (and outside the district). Both buildings are part of the outside perimeter of the district on the west side, though the union hall was included in the district. The schools are clustered on the southern and eastern portions of the Northwoods Historic District, and the churches are located throughout. The location and diversity of the types of community buildings exemplifies the master-planning concept.

Constructed in 1956, the former UAW Union Hall (later called Herb Butler Union Hall), located at 5407 Buford Highway, is the only building of its type within the district (photograph 6). It served as the home of the United Auto Workers, Local 10 from its beginning until the GM plant closed in 2008. The hall is constructed of red, textured brick with a flat roof on a small concrete foundation. Where the property drops away on the south rear, the building is supported by metal columns. The front part of the building is primarily office space with the only interior stairs to the lower level in the lobby and restroom facilities. The back portion is the 1,200-seat meeting hall. The lower level contains the kitchen, permanent voting booths, and additional restrooms. The building is plain with some elements of the International Style. Windows, doors, and the interior staircase in the lobby appear to be original to the building. No significant alterations have occurred since construction, although there have been mechanical system upgrades and remodeling of the kitchen in May 1974 and December 1984. Phillip Windsor was the architect and engineer of record, although his original design was modified significantly in reducing the size of the auditorium. Alexander and Sullivan Contractors were the general contractors for the project. Stephens Landscaping installed the original landscape.

The former Northwoods Elementary School (now Yeshiva High School) is currently a private Jewish high school located at 3130 Raymond Drive (photograph 37). This was the first school in the neighborhood, completed in 1955. Research did not reveal the architect of Northwoods Elementary School. The school has a single-level floor plan with a flat roof and large expanses of windows as commonly seen in International-style schools. The entry bay is the only major exterior change.

Cary Reynolds Elementary School, formerly Sequoyah Elementary School, is located at 3498 Aztec Road (photographs 40 and 41). A plaque located in the office section of the school shows John Portman and Associates as architects. This school is one of the firm's early designs in 1960. The main section is a flat-roofed one-story building with brick veneer and large metal windows. It has interior courtyards that provide light wells. The building also has a 1966 addition designed by Portman. The architectural firm is well-known for its large commercial buildings and open-atrium hotels. Portman's firm has received awards such as the 1978 Medal for Hotel Designs and the 1980 Silver Medal for Innovative Design. Some of the well-known buildings of Portman's include the Renaissance Building in Detroit, Bonaventure Hotel in Los Angeles, and Western Warsaw Hotel in Poland. In Atlanta the firm designed the Atlanta Merchandise Mart and the Peachtree Center office complex in the 1960s and 1970s.

Sequoyah Middle School, originally Sequoyah High School is located at 3456 Aztec Road (photograph 39). Sequoyah High School was built in 1963 and opened its doors in the 1964-1965 school year as the high school for the area. John Portman and Associates were also the architects of this school. It is the largest of the three schools in Northwoods, with additions dating to 1964, 1965, and 1966, reflecting the rapid growth of the Northwoods neighborhood. The Modern design of the sprawling building includes high, ribbon windows framed in brick below. An attached gymnasium section is higher than the main section, with a concrete upper level featuring an accordion-pleated design.

The former Northwoods Presbyterian Church (now New Covenant Presbyterian Church) at 3330 Chestnut Drive consists of connected buildings on a sloping site abutting the eastern border of the Northwoods development (photograph 38). The site provides the church a strong street presence along Chestnut Drive, where it can be seen across a large, elevated, obstruction-free landscape. The 1961 fellowship hall (3340 on the map), which was the original sanctuary, is square with yellow brick and a flat roof. Defining features are the crosses integrated as supporting posts for the surrounding veranda. The symmetrical design centers on the front door that once faced Chestnut Drive. Adjacent to the 1961 building is a 1969 building with an address of 3330 Chestnut Drive. A two-story classroom section connects to a semicircular sanctuary with a tall bell tower between them. The sanctuary/bell tower/classroom building has white stucco covering, no ornamentation, and strong geometric shapes, emphasizing the concept of volume and resembling the International Style. The architect was Jack Durham Haynes.

The Chestnut Drive Church of Christ, located at 3591 Chestnut Drive, consists of one building with additions to the back and side (photograph 3). The building was dedicated in 1962. The site slopes steeply downward from front to rear allowing for a three-story rear addition, topped with sanctuary extension, and giving a seamlessly connected appearance to the original building. The architect of the church is unknown. Features that characterize the building include a full-length central section of vertically oriented rectangular windows at the front of the church. This variation uses alternating clear glass and opaque plastic panels. The sides have regularly spaced, full-length windows separated by lightweight spandrel panels. A unique feature to this building is the stained-glass side windows shaped like river stones which are embedded with mortar. Pendant lights inside are shaped like jet engines and incorporate miniature pieces of stone-shaped glass similar to the windows.

The 1958-1961 classroom building and fellowship hall of Northwoods Methodist Church is contributing to the district. The church's main sanctuary, constructed in 1971, was completed outside the period of significance and is the only non-contributing church in the district (photograph 26). The sanctuary sits on a sloped site at 3026 Belaire Circle. The 1958 fellowship hall is connected to a 1961 classroom building, which are intact and considered one contributing building (2635 Fairlane Drive). The fellowship hall/classroom building reflects the mid-century Modern aesthetic of the surrounding neighborhood, including the flat roof, floor-to-ceiling windows, a cantilevered second floor section, and colored spandrel panels in windows. The non-contributing 1971 sanctuary was designed by the Atlanta architectural firm of Barker and Cunningham. The building has brown board-and-batten exterior siding and windows with peaked arches and amber stained glass. The most prominent feature is a steeple, located at the top of the octagon-shaped hip roof.

Noncontributing Properties and Boundary Areas

In the Northwoods Historic District there are two reasons why buildings are counted as non-contributing – significant changes that greatly reduce historic integrity or construction after the end of the main period of significance in 1964. Within the district boundaries, only 116 out of a total of 1001 properties, or less than 12 percent, are not contributing to the district.

The first group of properties assessed as non-contributing are those that have been altered enough so they no longer have historic integrity. Important character-defining features when assessing ranch houses include a one-story height, a low sloping roof, historic siding material, and original door and window openings. Changes in these areas that could render a property non-contributing include an altered or raised roofline, highly noticeable new decorative features such as Corinthian columns or elaborate trim, replacement siding material such as non-historic vinyl siding, stucco or stacked stone, an added porch or portico, a major addition to the front or side, a second story or dormers, and/or an enclosed porch or carport that obscures historic features. While one of these items alone may not make a building noncontributing, some features are considered more important than others, and a cumulative effect could also impair the ability of a building to convey its historic character. Detailed guidance is provided in *The Ranch House in Georgia: Guidelines for Evaluation* (2011).

Examples of non-contributing properties that have lost their historic integrity because of alterations include 2584 McClave Drive. A large free-standing carport was constructed at the front of the building and impairs the view of the house from the public right-of-way. Another example is 3395 Colquitt Drive, which has a big addition on the side, which is not differentiated from the historic structure because of the wraparound design. The house at 3490 Alison Drive has vinyl siding that obscures important historic features and may have caused destruction of the historic siding. These and other non-contributing properties do not have much impact on the integrity of the district as a whole because they are spread throughout the neighborhood and do not have a significant visual impact.

The other type of non-contributing resource consists of buildings that are less than 50 years old and therefore not within the period of significance. These are mostly located at the northern part of the Northwoods Historic District in the Gordon Heights and Gordon Hills sections. There is a complex of three garden apartments located at 3665 Chestnut Drive that were constructed around 1970 and are considered non-contributing, because they were built less than 50 years ago. Approximately 15 houses on Chestnut Drive, starting at the intersection with Bonnie Avenue and continuing to the intersection with Buena Vista Avenue, were built in the 2000s (photograph 2, left). The newer houses are two stories with complex, steeply pitched roofs with front, side or cross gables and finishes of aluminum and vinyl siding with a variety of windows and details. These houses were constructed on previously unbuildable lots near the site of a former quarry.

The boundaries were chosen to include all the intact resources related to the historic subdivision development. Major changes in historic character and land use are the primary reasons for excluding areas around the edges. The location of the boundary to the north was drawn to exclude commercial nodes that were built after the period of significance, as well as historic nodes lacking integrity. Along the west at Buford Highway, some uses changed from residential to commercial, along with major alterations. A few commercial areas such as shopping centers were from the historic time period, but lack integrity, while the rest are more recent construction. To the south, a major roadway (Chamblee-Tucker Road) provides the natural boundary for the district. The formerly residential buildings on the northern side that are now used for commercial enterprises are inside the district. Commercial nodes on the southern side of the Chamblee-Tucker Road are outside the district because they are not historic. The southeastern break is more visual due to power lines providing a clean break between the residential section and modern commercial construction. Outside much of the eastern boundary, there is new construction with multi-family and commercial uses.

The areas outside of the district boundaries consist of mainly commercial and light industrial properties that are not within the period of significance. Some commercial properties such as those along the western side of Buford Highway were intended to serve the Northwoods development, but major modifications and recent additions have caused these properties to be excluded from the district.

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1949-1964; 1969

Significant Dates

1949 – first houses built in Gordon Hills subdivision

1955 – first school, Northwoods Elementary, opens

1956 – UAW Union Hall constructed

1969 – Northwoods Presbyterian Church sanctuary built

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Haynes, Jack Durham (architect)

Mastin, Ernest (architect)

Portman, John C., Jr. (architect)

Summer, John (architect)

Tally, Walter (builder/developer)

Period of Significance (justification)

The period of significance for the Northwoods Historic District begins in 1949 with the layout and construction of the subdivision streets and landscaping, as well as the first houses built in the Gordon Hills section. It continues to 1964 in order to include the end of the neighborhood's last major phase of historic development, which was the final house built as part of the Sequoyah Woods in 1964. After 1964 only a few houses were built until the 1990s. The period of significance also includes the year 1969 to include the construction of the sanctuary of Northwoods Presbyterian Church (see justification below under Criteria Considerations).

Criteria Considerations (explanation, if necessary)

The period of significance for the Northwoods Historic District extends to the historic period of 1964 with an added date of 1969 in order to include the final building connected to the facilities of the Northwoods Presbyterian Church (now New Covenant Presbyterian Church). This building meets Criteria Consideration G because its significance was achieved within the last 50 years. The first church sanctuary (now the fellowship hall) is a rectangular building completed in 1961. The congregation intended this as the beginning of a two-phase project. The final phase was the larger semicircular sanctuary constructed in 1969. The history of Northwoods would be incomplete without including the 1969 building that was an integral part of the church complex and the community. This building reflects the modernist aesthetic in both its interior and exterior half-round configuration, including pews and other furniture intended as an informal arrangement to fit the curved walls. The church sanctuary is exceptionally significant in the area of architecture as an excellent example of modernism during a time when many churches still copied the historicism of other community landmark buildings. Architect Jack Durham Haynes received an award from the Georgia chapter of the American Institute of Architects (AIA) in recognition of the outstanding design of this building.

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

The Northwoods Historic District is significant at the local level as a good intact example of a mid-20th-century subdivision that was developed as part of an explosion of growth in suburban DeKalb County in the years following World War II. The neighborhood provided housing and other amenities for workers in new industries in the area, such as the Doraville General Motors plant, which began operating nearby in 1947. The district is significant under Criterion A in the area of community planning and development as one of the first planned tract developments in Georgia that included a mixture of houses, schools, parks, churches, and shopping centers. In the decade of the 1950s, over 700 single-family houses were built on the first 250 acres. The main developer was Walter Tally, who tried to maintain low costs and high quality in order to appeal to young middle-class families. Tally had to work with lenders who were initially reluctant to finance the more innovative designs of the Contemporary-style ranch houses, as opposed to the first houses in Northwoods with more conservative pattern-book plans. Tally later went on to develop several other subdivisions in the Atlanta metro area, including Northcrest, Sexton Woods, and Brook Valley. The district is also significant under Criterion C in the area of architecture for its good collection of mid-20th century houses that follow the predominant national trends, as well as for its institutional buildings that reflect a modern design ethic. Residential architecture includes split-level houses and various styles and subtypes of ranch houses as identified in *Guidelines for Evaluation: The Ranch House in Georgia* (2011). The developer worked closely with architects Ernest Mastin and John Summer to devise six model floor plans that could be customized by the purchaser. These graduates of the Georgia Institute of Technology were influenced by California contemporary designs, but wanted to apply them to more modest houses. Other architecturally significant buildings include the semicircular Northwoods Presbyterian Church (1969) by architect Jack Durham Haynes and two sprawling

modern schools (late 1950s-early 1960s), which were early designs by prominent Atlanta architect John Portman, who transformed Atlanta's downtown skyline in the 1960s and 1970s.

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

Significance in Community Planning and Development

The Northwoods Historic District is significant at the local level under Criterion A in the area of community planning and development because it is a good example of a master-planned, post-World-War-II subdivision designed for the expanding middle class in the Atlanta metropolitan area. After World War II, the Federal Housing Administration (FHA) began to move away from supporting developments that followed a strict street-grid pattern. In response to the FHA, developer Walter Tally designed Northwoods to have wide, long curvilinear streets to accommodate the automobile. The design also focused on creating a picturesque park-like atmosphere with few sidewalks, even setbacks for regularly spaced houses, minimally defined front lawns with shrubbery close to the house and a few ornamental tree plantings, and efficiently constructed modest residences. These were initially built for white families. Protective covenants underwritten by the Northwoods Corporation established many of these features, including that the residences would be single-family residences with uniform setbacks. These elements are still evident and contribute to the unified feel of the district's character today.

Northwoods was considered one of the most progressive communities of its era, during a time when DeKalb County and the metro Atlanta suburbs were growing at an unprecedented rate. The five neighborhoods of the Northwoods Historic District comprise a series of unified tract developments with a mixture of residential and nonresidential buildings that included houses, schools, parks, churches, and shopping centers. Among post-World War II subdivisions, the Fairway Oaks-Greenview Historic District in Savannah (listed on the National Register in 2009), Embry Hills in Chamblee (metro Atlanta), and the Northwoods neighborhood in Doraville are among the first of this type of development in Georgia. Much of the initial community design for the development of Northwoods neighborhood not only remains intact, but still contributes to the functionality of the neighborhood today. Northwoods set precedents for subsequent development, including the metro Atlanta communities of Northcrest, Sexton Woods, and Brook Valley, also developed by Walter Tally.

Post-World War II Suburban Design

After 1940 Federal Housing Administration (FHA) guidelines influenced the form of most subdivision development in the United States. The FHA had leverage because the agency provided mortgage insurance that made homes affordable for even moderate-income Americans. *Successful Subdivisions* (1940) was the FHA's first land-planning bulletin. This publication encouraged the use of long blocks set on curvilinear streets that fit the contours of the land, the preservation of "natural" features, and the design of an internal street system that discouraged through-traffic. This resulted in loop roads and cul-de-sacs that connected to nearby arterial streets at limited locations. The agency also required a professional plan that suggested streets of a certain width, uniform lots with driveways, and protective covenants to ensure conformity to established building standards. The inward focus and the diminished connectivity to existing communities was a major change in neighborhood design. Most of the new suburbs were on the outskirts of cities that were served by highways and arterial roads designed to carry heavy traffic.

New ranch or split-level houses also tended to require wider lots. Streets without sidewalks became more common, as did wide driveways leading to carports or garages. Mass-construction techniques allowed entire subdivisions to be built using only a few variations on the same house plans. Since the FHA would only insure

a maximum loan amount, most late 1940s and early 1950s suburbs tended to have smaller homes than the later subdivisions from the 1950s and 1960s.

Some of the ideas that formed the framework for mid-20th-century suburbs in the United States had their genesis in the early 20th century through the ideas of New York planner Clarence Perry (1872-1944). His concept of the "neighborhood unit" was a way of organizing expanding cities into smaller sub-areas to use as somewhat self-contained building blocks. A few of Perry's principles that appear to have been utilized in the Northwoods Historic District include:

- Placing arterial streets along the perimeter.
- Designing curvilinear internal streets that discourage through traffic.
- Restricting shopping areas to the perimeter or near the main entrance to the neighborhood.
- Centering schools so that they are within walking distance of residents' houses.
- Dedicating land for parks and open space.

Mid-20th-Century Suburbs in Georgia

***Note**: The following analysis was written by Richard Cloues on 02-18-2009 as part of the Georgia Historic Preservation Division's initiative on ranch houses and mid-20th century subdivisions in Georgia. It has been adopted with minimal editing for this nomination.*

Mid-20th-century suburban residential development in Georgia is dominated by subdivisions of single-family houses. These subdivisions generally conform to prevailing national conventions but with distinctive characteristics expressive of Georgia's physical environment and housing market.

Subdivisions are generally located on the fringes of established communities. They are usually interconnected with the older, contiguous residential development, but sometimes in an awkward arrangement of street alignments. Occasionally a mid-century subdivision is developed along a simple extension of a community's gridiron street plan. Subdivisions range in size from small (just a handful of house lots) to fairly large (a few hundred houses); most are on the smaller end of the scale. They generally feature a curvilinear or irregular street layout, often with cul-de-sacs, sometimes fitted into the natural terrain, sometimes not. Straight streets are sometimes incorporated into an otherwise irregularly planned subdivision, and sometimes streets are laid out in a seemingly arbitrary winding or curving pattern. Occasionally a mid-century subdivision will be laid out entirely with straight streets in a traditional gridiron pattern. Entrance streets often are wider or have landscaped medians; major intersections are sometimes augmented with landscaped traffic islands or sweeping turns. Most subdivisions are situated off major roads and have no major thoroughfares within their boundaries, although some larger subdivisions may have a single "main street" with curvilinear or cul-de-sac streets branching off.

In Georgia, subdivisions tend to be relatively small, containing from a few to a hundred or so houses. Larger residential suburbs usually consist of multiple small subdivisions, sometimes by the same developer and sometimes by different developers acting independently in the same area, and usually pieced together over time, often with odd or awkward interrelationships of streets and lots at their boundaries. Individual subdivisions generally have similarly sized building lots and similar houses, but because of the relatively small size of these subdivisions, the larger suburb of which they are a part may have a wide variety of lot sizes, house sizes, and house types. Distinctly different subdivisions are often separated from one another by main highways, but it is also common to have subdivisions of different scales and sizes interconnected, even if awkwardly, through their street plans.

Subdivision house lots are generally irregularly shaped, resulting from the curvilinear streets and cul-de-sacs, although lots tend to be uniformly sized. Lots along straighter streets are generally rectangular in shape.

Building lines or setbacks tend to be uniform, especially in subdivisions with smaller lots; subdivisions with larger lots may allow for customized, non-uniform siting of houses. Subdivisions with gridiron street plans often have their street intersections "softened" with broad curves and corner-lot houses set on the diagonal.

Landscaping in mid-20th-century subdivisions usually is shaped by the natural terrain, the layout of the subdivision streets, and prevailing ideas about residential landscape design. Overall, subdivision landscaping tends to be informal, somewhat naturalistic in appearance, with deliberate design treatments in the immediate yards of houses and with large backyard expanses of natural landscape. Some early mid-20th-century subdivisions may feature traditional street trees. But generally the landscaping of mid-20th-century subdivisions is more casual, accentuated by topography, curvilinear street layouts, and irregularly shaped lots. Open front lawns blending together from one yard to the next are a dominant landscape feature. Many lawns have a scattering of trees, either hardwood or pine, sometimes both. Pine trees dominate many subdivisions because they were the first trees to grow back on abandoned farmland being converted to residential use. Dogwood trees were often planted in front yards for aesthetic effect. Irregularly shaped planting beds covered with pine straw and planted with azaleas commonly surround the trees. Foundation plantings around the fronts and sides of houses are almost ubiquitous; some are closely clipped, others are in a more natural state, depending on the types of shrubs and the owners' aesthetic preferences. Front entry terraces, patios, and planters are common and are commonly planted with a variety of shrubbery. Ornamental or specimen plants are frequently found around mailboxes or in planting beds at the street ends of driveways; occasionally a planting bed is located in the middle of a front lawn. Some mailboxes are supported by elaborate brick "posts" made of the same bricks as the houses they are associated with; others are supported on ornamental metal posts similar to the faux-vine metal porch posts found on many houses. There are very few front-yard fences of any kind in mid-20th-century subdivisions. Front and side property lines are often not clearly defined; in other cases, property lines are delineated by low hedges or retaining walls or distinct changes in topography. Backyards are relatively large and often contain large trees, which create a dense wooded effect, and they are often fenced for privacy and security; in many subdivisions, chain-link fencing was the preferred type.

Concrete or occasionally granite curbs line the streets and define the front edges of yards; in a few subdivisions there are no curbs. As a general rule, sidewalks are not present except along major subdivision streets. Some early mid-20th-century subdivisions did not have paved streets, especially if they were beyond corporate limits and jurisdiction of city building and subdivision codes, although by the mid-1950s most subdivision streets were paved. Driveways and many front walks are generally of concrete, sometimes curbed, usually not. A few driveways have low brick or concrete retaining walls along one side, an accommodation to the steeply sloping lots in some parts of the district. Most driveways are full-width, although in some early subdivisions the driveways may consist of paved tire tracks only.

Subdivision land deemed unsuitable for house construction often was "reserved" for use as passive or active neighborhood parks. Some were left in their natural state; others were improved with recreational facilities. A distinctive subdivision landscape feature is signage at the main entrance or entrances to the subdivision featuring the name of the subdivision. Subdivision signage ranges from simple wood or masonry signs to elaborate architect-designed sculptures. Most subdivision signage is accompanied by some form of landscaping, usually shrubbery, and sometimes flowering plants.

This type of subdivision landscaping is widespread throughout Georgia's mid-century suburbs and was popularized through numerous promotional features and "how-to" articles in *Southern Living* and other lifestyle magazines. Much of it results from the combined efforts of "do-it-yourself" home gardeners. Some subdivision yards, generally around the larger houses, have extensively landscaped grounds expressive of what has been called the "California Style" of landscaping loosely based on the work of the California landscape architect Thomas Church and publicized through feature articles in *Sunset* magazine (the same magazine that also promoted the new mid-century ranch houses that filled many of these subdivisions).

Most Georgia subdivisions are exclusively residential. Some may contain a small community "clubhouse," a swimming pool, or tennis courts. Other kinds of suburban development generally took place on their periphery or nearby at major highway intersections or in "strips" along major highways outside the subdivision. This development included churches, schools, stores, offices, restaurants and other places of entertainment and recreation, and cultural facilities such as libraries. In most cases, this development took place independently of the residential subdivision development, although sometimes the same developers were involved. Few subdivisions were located close to industrial plants with the exception of those which provided employee housing, and even those tended to be located some distance from the industrial facility.

There are no mega-suburbs on the scale of a Levittown in the state; the state's largest home builders tended to develop a series of smaller subdivisions rather than single larger ones. Northwoods is the first large-scale "master-planned" mid-20th-century suburb that has been identified in Georgia. It was developed starting in the late 1940s to provide housing for employees at the new nearby General Motors Assembly Plant. It the time of initial planning, it included more than 750 houses of several sizes, types, and styles, a strip shopping center along a contiguous highway, a professional office building, two churches, a school, and public parkland.

Subdivisions in Georgia were developed by combinations of real estate companies, land developers, contractors and builders, and homebuyers. One combination involved a real estate company that would acquire the land, have it subdivided, build the infrastructure, and then sell individual lots to builders or prospective homebuyers. The builders would then either build on speculation or under contract; the prospective homebuyers would hire their own builders to build their houses. Another combination involved a land developer who would acquire the land, subdivide it, build the infrastructure, and then contract with one or more builders to build houses either on speculation or under contract with homebuyers. In a variation of this model, the land developer would also serve as the general contractor. Given the large numbers of small subdivisions throughout the state, almost any combination of land acquisition, subdivision development, and house construction can be found. In any combination, house designs could come from plan books, newspaper articles, architect-builders, or architects, and they could be supplied through the land developer, the general contractor, or the prospective homebuyer.

Significance in Architecture

Under Criterion C in the area of architecture, the Northwoods Historic District is locally significant because it is a good intact collection of mid-20th-century residential, institutional, and ecclesiastical architecture. Primarily comprised of houses constructed between 1949 and 1964, the district includes varied examples of ranch type houses and split-level type houses. The ranch house was the predominant architectural type of post-World-War-II America. In Georgia it was also the most prolific house type built during the mid-20th century. Easily constructed and adaptable, the ranch house became popular in Georgia as the need for housing grew exponentially during this period.

The ranch house type is characterized by its horizontality and low-pitched or flat roof. *The Ranch House in Georgia: Guidelines for Evaluation* (2011) is the basis for classification generally used in Georgia. There are many good examples of subtypes found in the Northwoods Historic District, including the compact ranch, linear ranch, transverse ranch, linear ranch with clusters, and the half-courtyard or "L"-shaped ranch. The earliest houses in the district are plain-style ranches; however, after 1953, Northwoods developer Walter Tally enlisted the services of architects Ernest Mastin and John Henry Summer and together they created six Contemporary-style ranch house plans from which future residents could choose. Mastin and Summer also individually modified plans based on buyer's desires. Mastin and Summer's houses dominate the later developments of the Northwoods neighborhood, while in Fleetwood Hills, more traditional ranch houses (either plain or Colonial Revival) were still being built.

Split-level houses comprise the other common house type with many good examples found in the Northwoods Historic District. Split-level houses have two stories stacked on top of each other with another level situated halfway between the stacked stories. Half flights of stairs lead from the entry level to the other two floors. Because of the three levels, living space is divided within the house, with distinct areas for different activities. Built in the 1950s and 1960s, these houses used similar materials to those used for ranch houses. The Sequoyah Woods neighborhood in Northwoods is comprised almost entirely of split-level houses.

Architects Ernest Mastin and John Henry Summer were graduates of the Georgia Institute of Technology (Georgia Tech) who designed houses with heavy contemporary and California influences. Mastin and Summer designed the houses in Northwoods to be affordable, but also to include as many customizable features as possible. The inclusion of fireplaces was an example of a higher-end amenity that could be added to the house while still keeping the cost of the house less than $15,000. The architects sought to make their homes attractive to veterans with young families, and Mastin and Summer and their families were among the first residents of Northwoods.

Ernest Mastin (1921-) was born in Alabama and attended Georgia Institute of Technology where he obtained a Bachelor of Architecture degree in 1949. Upon graduation, he began working for Atlanta architect David Cuttion in 1950. In 1953, he partnered with one of his Georgia Tech classmates, John Summer, to form Mastin and Summer Architects. Mastin became known for his residential architecture and his work with developer Walter Tally on subdivisions such as Northwoods, Northcrest, and Sexton Woods. Later in his career, he began designing large hotels, such as Hilton hotels. Mastin recently still maintained his practice, designing private airports.

John Henry Summer (1921-2009) was born in Newberry, South Carolina, in 1921, and graduated from the Georgia Institute of Technology with a Bachelor's degree in Architecture in 1949. Except for a period of partnership with Ernest Mastin as the firm of Mastin and Summer between 1953 and 1960, Summer generally operated his own private architectural practice.

Architectural experience shared between Mastin and Summer included over 1,600 residences, churches, and commercial buildings. Ernest Mastin and John Summer designed six different house plans for Northwoods to provide variety without resorting to superficial variations or gimmicks to cover up poor design. In addition to these six basic plans, Mastin and Summer also offered customizable designs based on time and request. Both Mastin and Summer lived in Northwoods alongside a number of other Georgia Tech architecture graduates.

Architecturally significant community buildings in the district include three schools, three contributing churches, and the former UAW Union Hall, which served as the autoworkers union headquarters for employees of the nearby General Motors plant. All possess architectural features that make them good examples of mid-century Modern architecture. Some of the features evident are minimally decorated facades, sharp lines, horizontality of form (particularly in the architecture of the schools), and smooth planes punctuated by simple repeating elements. Northwoods Elementary School (now Yeshiva High School) is the earliest institutional building to have been built intentionally as part of the community, although two other schools followed in the early 1960s. Despite additions and changes, all retain their architectural integrity.

John C. Portman, Jr. who designed Sequoyah Elementary School (now Cary Reynolds Elementary) and Sequoyah High School (now Sequoyah Middle School), has enjoyed a long and decorated architectural career. After growing up in Atlanta, Portman attended the Georgia Institute of Technology. In 1953, Portman started his architectural firm, now known as John Portman and Associates. Some of the firm's notable commissions in Atlanta include the Peachtree Center office complex (1965-1970s), the Hyatt Regency Hotel

(1967), and the Westin Peachtree Plaza Hotel (1976). Portman also has designed well-known projects in San Francisco, California, Los Angeles, California, and Detroit, Michigan.

The Ranch House

***Note**: The following analysis was written by Richard Cloues in 2009 as part of the Georgia Historic Preservation Division's initiative on ranch houses and mid-20th century subdivisions in Georgia. It has been adopted with minimal editing for this nomination.*

The mid-20th-century ranch house had its beginnings in California during the early 20th century as a regional reincarnation of the traditional 19th-century Southwestern adobe ranch house. Its chief characteristics are its long, low, sometimes sprawling form, its variety of exterior building materials, its variety of window sizes and shapes, and its zoned interior with open-space plans for family living areas (living, dining, kitchen, and recreation areas) and closed-space plans for bedrooms, bathrooms, and sometimes a study or den. Ranch houses also employed picture windows, sliding-glass doors, porches, and patios to integrate the interior spaces of the house with the surrounding yard. After an initial phase of development as a generally high-end custom-designed house in the 1930s, the ranch house quickly morphed into a new standard middle-class suburban house. California merchant-builders were constructing thousands of new ranch houses in newly developing suburban communities by the early 1940s. Their efforts were cut short by World War II, but only temporarily. Following the war, the ranch house regained its popularity in California and spread across the country, fueled by unprecedented demand for new single-family houses and a mass-media frenzy over this new type of single-family house. During the 1950s, the ranch house was the predominant type of house being built almost everywhere, accounting for as much as 70% of all new houses in some parts of the country.

In Georgia, the ranch house first appeared, somewhat anomalously, in a mid-1930s house in the small central-Georgia town of Fort Valley built for a couple recently returned from a trip to California. A few architect-designed ranch houses were built in Atlanta in the early 1940s. Following the end of World War II, in Georgia as in the rest of the country, the ranch house appeared in a wide variety of sizes and forms and in dramatically increasing numbers. The earliest documented postwar ranch houses in Georgia were built starting around 1947; they included custom-designed houses in larger cities like Macon and Atlanta and the first middle-class ranch-house subdivisions in the Atlanta area. By about 1950, the ranch house was becoming the norm for new single-family houses across the state. The early 1950s were a period of experimentation with ranch-house forms and styles; houses built during these years included simple, plain versions, Colonial Revival-styled versions, and elaborate and sometimes unconventional Contemporary-style versions with unusual massing and roof forms. By the late 1950s, ranch-house designs began to coalesce into three major forms -- a simple, plain form; a Colonial Revival-style form; and a somewhat conservative Contemporary-style form – and these forms persisted well into the 1960s. By the late 1950s, ranch houses generally had become much larger, reflecting increasing prosperity and rising expectations.

Across the state, ranch houses accounted for between two-thirds and three-quarters of all the new houses built during the 1950s and into the 1960s. Although conforming to national norms in most respects, ranch houses in Georgia have several distinctive if not unique regional characteristics. Chief among them is the use of red brick as an exterior building material; indeed, from 1947 on, the "red-brick ranch house" is the "signature" Georgia ranch house. Other distinctive characteristics include screened porches, integral carports and garages, picture windows with or flanked by operable sash for ventilation during warm weather, and jalousie or awning windows also for ventilation during warm weather and frequent summer thunderstorms. Most ranch houses in Georgia were built in subdivisions; the earliest ranch-house subdivisions date from 1947, but most were developed in the 1950s. Unlike the mega-subdivisions with hundreds and thousands of houses being developed in California and the Northeast, most of Georgia's subdivisions were smaller in scale and more scattered throughout emerging suburban areas; but like those larger developments elsewhere,

Georgia's ranch-house subdivisions were usually isolated from major thoroughfares and almost always employed the new curvilinear street layout. In smaller cities and towns, however, the new ranch-house developments were sometimes built on a simple extension of an earlier gridiron street plan. Ranch houses in Georgia also appeared as infill housing in established communities, in small pockets on the outskirts of established communities, and in isolated rural areas where they often served as farmhouses.

The Split-Level House

Note: *The following narrative was written by Richard Cloues c.2010 as part of the Georgia Historic Preservation Division's initiative on mid-20th century house types in Georgia. It has been adopted with minimal editing for this nomination.*

Although less well documented than the ranch house, the split-level house type is recognizable as an important, if less numerous, form of mid-20th-century house in Georgia. The split-level house 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, and often displaying the same horizontal lines, low-pitched roof, and overhanging eaves, the split-level developed concurrently with, but largely independently 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, with mass-marketed versions being offered by such companies as Sears, Roebuck, and Company and with custom designs being developed by prominent architects including Frank Lloyd Wright, to its apparent origins in California in the early 20th-century with precedent-setting multi-level houses designed for steeply sloping lots by Frank Lloyd Wright.

In some parts of the country, particularly around New York City, split-level houses outnumbered ranch houses in the mid-1950s, but in Georgia the split-level house was always secondary, even in light of its suitability to sloping building sites in the heavily populated Piedmont region of the state. One of the earliest split-level houses in Georgia is a 1940 example in the Peachtree Park neighborhood of Atlanta. This house has a more vertical orientation than most later split-level houses and is styled in the English Vernacular Revival mode; in this manner it is similar to some of the split-level houses featured in the 1930s Sears catalogs. Most split-level houses in Georgia date from the mid-1950s into the 1960s. They are generally interspersed among ranch houses in new subdivisions, although they also occur as infill in established communities, and there are occasional small subdivisions almost exclusively populated by split-level houses. Stylistically, split-level houses are similar to ranch houses: the most popular style is Colonial Revival, followed somewhat distantly by the Contemporary, but most split-level houses are relatively plain with no particular architectural style.

Developmental history/additional historic context information (if appropriate)

Note: *The following section was primarily written by graduate students in the Heritage Preservation Program at Georgia State University (under the direction of Professor Richard Laub) in April 2012 as part of the "Historic District Information Form" for the proposed Northwoods Area Historic District (Bogle, et al., 2012). It was minimally edited and modified by Georgia Historic Preservation Division staff.*

History of Doraville

The early history of Doraville area is linked to the history of DeKalb County as it relates to the white settlers who occupied the area after the Native Americans. DeKalb County was established as a new county in 1822 from division of Henry County. The large county ranged from Stone Mountain to the Chattahoochee River. In 1853 Fulton County was developed from the western part of DeKalb County, but Doraville remained in DeKalb.

Doraville was founded in 1871 by an Act of the Georgia General Assembly. After 1873, Doraville was on a main railroad line between Atlanta and Charlotte to the northeast, extending southwest to New Orleans. The line ran parallel to Buford Highway and what would later be known as Peachtree Industrial Boulevard to the west. New Peachtree Road, once known as Main Street, ran parallel to where Buford Highway is today. New Peachtree was the first road in Doraville to be paved in 1926. It was the main artery for wagon and buggy travel. At Buford Highway's designation at State Route 23 in 1932, it was still dirt. In 1936 Buford was paved to a size of 20 feet wide, and was expanded to 24 feet in 1964. In 1967 it became a four-lane road to meet the needs of the growing community. Today Buford Highway is a seven-lane federal highway. General Motors' (GM's) needs for additional roads to support material coming to the plant and cars leaving the plant was the catalyst for Peachtree Industrial Boulevard being built in 1947. Later the new interstate highway system would contribute to the growth of the plant.

Doraville was mostly an agricultural community serving the needs of the surrounding farming area until the 1940s. Northwoods, as with most of Doraville, was dairy land at the turn of the 20th century. According to the 1900 U.S. Census, Doraville was home to about 114 people; there were 25 families and 23 dwellings. The city was predominately white. The downtown area consisted of a jail, three stores, a corn mill, barbershop, post office, doctor's office and a church. New Peachtree Road, formerly Main Street, stretched from Five Points in Atlanta through Doraville, on to Pickneyville. Leading white citizens were the Flowers, Creel, Chestnut, and Stewart families. Among leading African-American families were the Jett, Peeples, and Gholston families. During World War I, nearby Chamblee became the site of Camp Gordon, where 30,000 army recruits were trained. During World War II, Camp Gordon was transformed into Lawson General Hospital and the Naval Air Station.

Doraville struggled during the Great Depression of the 1930s; it began to rebound after 1942 when Scott Candler (known as "Mr. DeKalb") proposed a $1,000,000 water plant to be built in the city. Several businesses opened in Doraville, among them the Plantation Pipeline. The Pipeline stored tanks for Shell Oil, Standard Oil and American Oil companies. Candler also was able to persuade General Motors to open a plant in Doraville. General Motors purchased land from the African American community, displacing a school, church, and houses. The African American neighborhood was relocated to Carver Hill, a subdivision built by GM. The area became less agricultural, more industrial.

When General Motors selected Doraville as the location for its manufacturing plant, a population boom occurred. The first subdivision, Guilford Village, was planned in the late 1940s. The subdivision was located on Tilly Mill and Flowers Roads and covered over 58 acres of land. By 1964 the city's population grew significantly. Part of the growth was due to the annexation by Doraville of Northwoods in 1949 and Oakcliff in 1958.

By 1949, industrial growth in Doraville had spurred the need for more residential development. Walter Tally envisioned a community, which he named Northwoods, as a master-planned development that would be attractive to middle-class (white only) families. It included single-family dwellings, a school, churches, professional buildings, park and shopping center. When Northwoods was established, the Chamblee-

Doraville area was overwhelmingly white. The 1950 decennial census shows Chamblee as census tract DC-2. The total population in DC-2 was 3,445. Of that number, 3,352 were white and 93 individuals were "nonwhite." Ninety two of the 93 were "Negro." Between 1950 and 1959, 700 new homes for white families were built on 250 acres of land bounded by Shallowford Road, Buford Highway, and Addison Drive.

By 1956, the Northwoods Plaza shopping center had developed on Buford Highway, along with several commercial enterprises serving the community. Among the businesses: an appliance and furniture store, a physician's office, a 5-and-10-cent store, hardware store, flower shop, Big Apple Supermarket, barber and beauty shop, and a motel.

Houses in Northwoods remained mostly single-family dwellings. In the early stage of development, one house—next to 3262 McClave, the home of Northwoods architect Ernest Mastin, was listed in the 1954 directory as a the Northwoods Day Nursery. (Both Mastin and partner John Summer, would live in the Northwoods community.) The area has remained much as designed. Houses in the community are single-family dwellings. Northwoods Plaza and the surrounding commercial buildings have been substantially altered, but still hold viable, yet very much diverse, businesses. The schools have remained educational institutions.

The shift from a majority white suburb to a more diverse part of the Atlanta metro region began in the 1970s and changed the face of portions of DeKalb County by 1980. Doraville in particular became a destination for people of many different cultures and countries of origin, in part due to the commercial opportunities along Buford Highway, which allowed proprietors to set up shop to cater to the needs of this quickly diversifying population. The Northwoods subdivision is in census tract 213.07 in DeKalb County. The 2010 census reveals that the community has become quite diverse. Of a total of 1,237 residents in the census tract, 50.2 % were white; 6.1 % were black or African American; 2.3 % were American Indian and Alaskan native; 26.4 % were Asian; 0.2 % were native Hawaiian and other Pacific Islander; and 17.3 % were Hispanic or Latino. By the 1980s, many immigrants who originally came to other part of metro Atlanta settled in the Chamblee and Buford Highway areas. Today a majority of the businesses in the Doraville and Chamblee areas are connected to the Asian and Latin American communities.

The Northwoods Historic District now sits near the flyover interchange connecting Interstate 285 and Interstate 85, known locally as "spaghetti junction." Prior to the construction of Interstate 85 (I-85), Buford Highway was the primary method of travelling into Doraville and Northwoods. Areas along what is now I-85 were mostly residential before construction of the interstate. Unlike the Atlanta bypass of I-285, I-85 connected northern suburbs such as Northwoods to downtown Atlanta and farther south, providing northern residents and businesses direct access to downtown Atlanta. The first sections of I-85 were built in Atlanta during the 1960s and connected to Interstate 75 to form the downtown connector. The extension into the northern suburbs of Atlanta was completed in the 1980s. Although the Northwoods community had been populated for nearly 30 years, the completion of I-85 encouraged and influenced additional growth of residential and businesses along the interstate's path, providing easier access and encouraging population growth within Doraville.

Just north and east of the district is the Atlanta bypass, Interstate 285 (I-285). I-285 was wrought with controversy, as evidenced by public hearings held in the Atlanta City Auditorium. The construction affected what were mostly rural areas at the time, but those who lost their homes lived mainly in the northern arc. Some saw the benefit of the loop, in terms of relieving traffic congestion through the city. The concern was the amount of money homeowners would be paid in exchange for giving up their property and what would happen to property owners who did not want to sell. Other property owners objected to plans for the interstate because it did not run through or near enough to their property to make it more valuable. The opening of I-285

resulted in people moving outside of the perimeter to find larger lots, larger homes, and lower taxes. Before I-285, drivers had to use a system of two-lane roads from suburban areas, which were usually clogged with traffic, to get to Atlanta, and all traffic had to come through the middle of Atlanta. In addition, many people had to drive through Atlanta to get to outlying areas. I-285 allowed drivers to avoid Atlanta in traveling to places anywhere around the perimeter.

The first segments of I-285 were in the northeast portion, at the Interstate 85 junction near Northwoods. The connection was originally a simple cloverleaf. Immediately after the completion of the first sections of I-285 in the early 1960s, drivers started using the interstate to avoid Atlanta. The last section to complete the bypass opened in Cobb County in 1969. Traffic volume was so high that the Department of Transportation (DOT) added two more lanes, making the interstate four lanes. Traffic volume on the interstate increased 274% in its first 30 years, according to the DOT. Although I-285 was built as a bypass, it has become a major thoroughfare for commuting.

Developer Walter L. Tally (1924-2000)

In addition to Northwoods, developer Walter Tally designed a number of large-scale developments, including Belvedere Park, Northcrest, Sexton Woods, Brook Valley, and Brittany, many of which were heavily influenced or drew upon contemporary architectural design. He envisioned Northwoods in particular as a "city within a city," somewhere for young families to take advantage of DeKalb's growing amenities. Tally served as president of both the Home Builders Association of Atlanta and the Home Builders Association of Georgia. Tally lived in Georgia for the majority of his adult life, mostly in his own developments, until his death in 2000.

Walter Tally changed his emphasis from building traditional-looking ranch houses to more modern designs in his large developments, once he was able to get permanent mortgage money. This persistence broke the mortgage barrier in Atlanta against contemporary design in the medium-price range. When he began in 1953, Tally walked into a wall of lender skepticism by lenders. Getting permanent financing was simply out of the question, he was told. By 1955, Tally had so much success building Contemporary-style houses that he quickly became Atlanta's biggest independent speculative builder in the 1950s. Northwoods, his 250-acre, 700-house wooded development 11 miles north of downtown Atlanta, was one of the South's most desired communities.

Eventually, among the loudest voices praising Tally's accomplishment were local and national lenders. With Tally's success, they had been won over to his view that contemporary design should not be penalized. He no longer had trouble getting financing, and actually received lender aid at better terms than most builders in the area. Additionally, other builders with up-to-date houses also had an easier time getting mortgages.

The interest from lenders was not instantaneous for Tally. He first had to convince his local mortgage company. Then Spratlin-Harrington & Summer had to convince national lenders that the idea was solid. One insurance company lender offered support but on the following terms:

> The vaulted ceilings would have to go. Plumbing stacks should be moved to the rear of the house, which would mean kitchens in the rear. A door would have to put between entry and cross halls, doing away with the open area. Kitchen and dining rooms or kitchen and family rooms could not be combined. There could be no slab foundations.

Providence Institute for Savings eventually offered a commitment for five contemporary houses, but at a price to Tally. He could build these houses, but Tally would also build five conventional houses. Tally never had to

build the latter. With the original success of a number of these newly designed houses, sales of the new designs soared ahead of construction. Tally ended up building exactly what he and his architects planned with the exception of slab foundations, which were no longer used, because buyers didn't want them. Following the beginning of development in Northwoods, Tally was completely sold on the use of architects' services. He stated:

> I had never used an architect before I went into contemporary design. But I felt this was the sensible way to build, and easier. I wanted to bring the costs down out of the roof and put them into the living areas. So I picked Mastin & Summer, who gave me logical designs. These certainly did the trick... We waste no money on extra roof bracing, roof joists, cripple studs, boxing at eaves, flashing and the like. Now our buyers don't have to crawl around in a dark attic storage space. By building this way, we get 50% more closet space and 50 to 75 more square feet of first-floor living area for houses in this price class in our area.

Summary of major dates of development:

- 1936 -- DeKalb County Doraville Quarry in operation.
- 1947 -- General Motors Plant opened in Doraville.
- July 1948 -- Gordon Hills Unit 1 approved.
- 1950-1959 -- 700 houses built on 250 acres of land within the boundary of Shallowford Road, Buford Highway, and Addison Drive.
- May 24, 1951 -- Northwoods, Unit 3 approved.
- May 20, 1952 -- Northwoods, Unit 4 approved.
- April 1953 -- Northwoods, Unit 5 approved.
- 1953 -- Ernest Mastin and John Summer designed six new affordable floor plans for the Northwoods subdivision.
- December 1953 -- Gordon Hills Unit 2 approved.
- February 18, 1954 -- Northwoods, Unit 6 approved.
- August 15, 1954 -- Gordon Heights approved.
- December 23, 1954 -- Fleetwood Hills Unit 1 approved.
- February 10, 1955 -- Northwoods, Unit 7 approved.
- June 21, 1955 -- Fleetwood Hills Unit 2 approved.
- September 22, 1955 -- Fleetwood Hills Unit 3 approved.
- 1955 -- Northwoods Elementary School built.

- April 2, 1956 -- Northwoods, Unit 8 approved.
- November 5, 1957 -- Fleetwood Hills Unit 4 approved.
- July 10, 1958 -- Northwoods, Unit 9 approved.
- January 31, 1960 -- St. Michael's Lutheran Church (non-extant) dedicated.
- 1960-1961 -- Sequoyah Elementary School opened.
- 1961 -- Northwoods Presbyterian Church original sanctuary dedicated.
- April 8, 1962 -- Chestnut Drive Church of Christ dedicated.
- July 25, 1962 -- Sequoyah Woods Unit 1 approved.
- 1963 -- Sequoyah High School built.
- 1969 -- Northwoods Presbyterian Church sanctuary built.
- 2005 -- St. Michael's Lutheran Church sold to a developer and demolished.
- September 2008 -- Doraville General Motors plant closed.

History of Northwoods

The Northwoods development was a project of the J. A Jones Construction Company, a nationally recognized corporation based in Charlotte, North Carolina. The corporation purchased the land, probably as a speculative venture to take advantage of the area's rapid growth and available land. This land was almost an entire land lot, Land Lot 297. This ideally situated real estate had frontage on busy Buford Highway near the General Motors plant and had no infrastructure. This was wooded land that was not excessively hilly. Chestnut Road, running along its eastern end was the only main road running through it. The corporation's plan was to build a master-planned community. This was a large task, requiring superior skills in engineering, construction, financing and many other disciplines. The development involved creative street layouts, residences, a school, a church, a professional building and a large shopping center. J.A. Jones Company chose as its developer Walter L. Tally, an ambitious Atlanta developer with a reputation for getting tough jobs done. He was superb at leading, organizing and supervising. He also had an ability to pick the right people for key roles. One was Mr. Hansen, his trusted foreman. Hansen was skilled in the finesse of keeping contractors upholding the standards. Two other good picks were Tally's resident architects, Ernest O. Mastin and John H. Summer.

Tally was developer, but also the builder, having responsibility to supervise, hire and fire. He was also the realtor and was owner of the Doraville Realty Company. It appears he also had power to select building styles and could hire and fire architects. The arrangement between J.A. Jones and Tally allowed him great freedom in his execution of the project. He had his engineering team design the entire street layout before beginning construction. The financial arrangement with The J.A. Jones Construction Company was to buy the

land from the owner, one unit at a time. So as he completed each unit, he would buy the land for the next. Moving to the next unit was dependent on completing (and getting paid for) the previous one.

The first unit was approved for development in June 1950. It was a simple line of 14 compact ranch houses along Shallowford Road between Addison Drive and Stafford Place. The houses were simple and unimpressive, built from common book plans. Subsequently units 2, 3 and 4 were approved for development between January 1951 and May 1952. They brought the total lots available to 151, but they were slow to sell. Despite the graceful, symmetrical, curvilinear streets, granite curbs, and amenities such as parks (in the future), sales lagged because house designs were small and perhaps unappealing. To bring creativity, Tally contacted two recent Georgia Tech-trained architects, Ernest O. Mastin and John H. Summer. They had been influenced by the California-style houses and convinced Tally to let them design houses similar to the cutting-edge styles popular there.

Unit 5 was approved on April 1, 1953. This unit contained 56 lots and at completion would extend the development east to about half-way across the site. Tally and Summer had designed their own personal houses by this time, to be built on the first street constructed in this unit, McClave Drive between Colquitt and Raymond Drive. Unit 5 would eventually be filled with Mastin's and Summer's designs because customers rejected plain-style ranch houses once more inventive designs became available. Six Contemporary-style models were designed. Three were transverse linear subtypes with Model 604 having a chimney towards the street; Model 601 having a chimney towards the back; and Model 603 having a chimney on the side. Three other models were linear subtypes, with Model 500 having the carport to the left; Model 600 having the carport to the right; and Model 602 having the carport under the house on sloped terrain. Although this seems like a small number to choose from, each model could be tailored in minor ways, according to the clients' wishes. The three linear models were more popular than the three transverse linear models. Sales were brisk and lots usually sold before they were developed. This continued as Unit 6 was approved on Feb 18, 1954, and opened 74 more lots.

Unit 7 was approved on Feb 10, 1955. This unit contained 46 lots. By this time Northwoods Shopping Plaza on Buford Highway was beginning construction and Brook Park was starting to take shape. Northwoods Elementary School was in skeletal form. Prospective buyers could visualize how robust the community would be. The church lots and school lots were handled differently than the residential lots. J.A. Jones Construction Company donated a lot to Northwoods Methodist Church. The arrangement for the school lot is not known, but a newspaper account said the county built the school and it would open in the fall of 1955. Around this time, Mastin and Summer were beginning to introduce plans for split-level houses.

In July 1955, the development benefitted from publicity, as it was featured in *House and Home Magazine*. The alignment of Chestnut Road was being altered at this time as well, in preparation for the opening of what was supposed to have been the final unit the next year. Chestnut Road was a preexisting road that ran at a slight angle to the property line. It was realigned to run parallel with the eastern border for more efficient placement of lots between it and the border.

Unit 8 was approved on April 10, 1956 with 135 lots. This was the largest unit, containing a third of all lots in the development. It was during this phase that split-level house types began to slowly appear in the development. Their placement in the area shows a trend that continued for the later areas of development on the easternmost edge.

Unit 8 was intended from the beginning to complete the Northwoods development, as supported by the fact that lot V19 on plat 8 lies where McClave Drive now exits the east side of Chestnut Drive. There was no

allowance for that street to exit through that point as it does now. Apparently Tally decided (before that lot was purchased) that he should buy the property now called Unit 9, and connect it to Northwoods at that point. The fact that the County Commission approved Unit 9 indicates that Tally may have acquired approval of the J.A. Jones Construction Company (if it was even needed).

Unit 9 was approved on August 4, 1958, with 36 lots. The plat no longer shows the J.A. Jones Construction Company as owner, but instead shows the Northview Corporation with William Tally as President. About half of the houses in this small unit were split-levels. It is unknown how Tally arranged for house designs in this unit because Mastin and Summer had moved on.

Gordon Hills

The Gordon Hills and Gordon Heights subdivisions were developed by the family that had farmed them for a century. Roads and boundaries seen today reflect the features of their rural past. Both developments began as the 160-acre wooded home site of local farmer, Thomas Turner Stewart, who had purchased it in 1884 for $800. Its rectangular shape conformed to the land lot borders, and was accessed by Stewart Road, which originally ended at the northern border of his land, then continued through the land tract as a utility road until it reached his farm fields to the south. He built his family home, a log cabin, where 3620 Stewart Road is today. In 1916 or 1917 he traded away the three-acre section in the northeast corner, in exchange for three acres where 3657 Stewart Road is today. This is why the northeast corner of Gordon Hills is missing. Stewart also owned and farmed another tract he owned, a 60-acre field where Sequoyah Middle School now stands. He extended Stewart Road southward to its present limit to access this field.

In the 1920s, Stewart allowed a granite quarry to be dug near Central Drive (now Chestnut Drive) then allowed the Works Programs Administration to resume operations there in the mid-1930s. A creek ran through it, so after it was abandoned he dammed the creek to fill the quarry and create a lake in the late 1940s. He stocked it with fish and it became known as "Stewart Lake". In the 1950s, Boy Scouts formed a swimming hole a few hundred feet downstream. In a single day, they built a 10-foot-high dam where Pineland Avenue is today, by moving dirt with mules pulling drag pans. These both became beloved recreational spots.

Upon Thomas Stewart's death in 1933, his two property tracts passed to his three grown children. The 160-acre wooded tract passed jointly to John Gordon Stewart and Julia Stewart Strong, who would later develop it as Gordon Hills and Gordon Heights. Undeveloped parts were eventually sold to the Chestnut Drive Church of Christ and to others. His 60-acre farming tract to the south passed to Mary Teru Creel, who would sell 25 acres to the Embry Construction Company to build the Sequoyah Woods development. She sold the remaining 35 acres to DeKalb County for construction of Sequoyah Elementary School and Sequoyah High School.

John Gordon Stewart was a school teacher, farmer and mayor of Doraville (a part-time position). He served as mayor for about 30 years beginning in the 1920s, and was therefore well-informed about population growth estimates and the profit potential for housing development. He and his sister became the first landowners to submit a development plat south of Buford Highway. The county approved Unit 1 of Gordon Hills in February 1948. It contained only two rows of lots, one on each side of Stewart Road. Plans for roads going east and west indicated that developers envisioned the subdivision expanding in both directions, even though the quarry lay directly west. The east-west roads were named "Poplar", which began a tree theme for street names in the development, and "Elizabeth" for Mrs. Strong's daughter. The restrictive covenants required that houses cost a minimum of $5,000. One lot that was not for sale was the family home Thomas Stewart built, which by then was John Stewart's home.

As developers, Stewart and Strong allowed purchasers on the west side of Stewart Road to choose their own builders, but in an apparent change of procedure, required those on the east side to use a builder of the development's choosing, Dick Hawkins. The reason for this change is not known, but assuming the west side was built first, Stewart and Strong may have placed this requirement on the remaining side to gain quality control.

Unit 2 was submitted in December 1953 and approved in February 1954. Mrs. Strong was no longer listed as a co-owner, having sold her portion to her brother, John. John Stewart toughened the covenants for Unit 2. He required a $12,000 minimum house cost, which was more than any other development around and he required buyers to use his builder, Ellis M. Creel (his nephew). The result was improved style and consistency. The lots were half the size of those of Unit 1, so it appears Stewart had learned from the other developments, the optimal lot size for a modern housing development. The cut-out corner of his father's land swap was not noticeable in 1916, but later became plainly evident as Pine Street jogged around the contour.

The area between Gordon Hills and Gordon Heights was probably never intended for development, as it was steeply sloped and contained a creek and a quarry/lake. Its only road, Pineland Drive, was built by the county, not by Stewart. The properties on that portion were initially sold as undeveloped land to individual buyers.

Gordon Heights

The history of the Gordon Heights development is shared with the Gordon Hills development prior to 1954 because it was originally part of the Gordon Hills overall plan. See the Gordon Hills developmental history for the years before 1954. John G. Stewart submitted the Gordon Heights plat for county review in December, 1954 and it was approved in August 1955. He required buyers to use builders Ellis M. Creel (his nephew) and Bob Hughes. House lots filled fast, and all were built on within two or three years of the opening of the development.

Fleetwood Hills

Fleetwood Hills started in 1955 along Chamblee-Tucker Road south of the main Northwoods development. It was completed in four phases, or units, between 1955 and 1957. In general, the development started along Chamblee Tucker Road and was built north to meet Northwoods Unit 7, which was under construction during the same time period.

The development of Fleetwood Hills was initiated by the Embry Development Company. The president of the Embry Development Company was James Embry, who was one of three siblings involved in development under various Embry auspices: The Embry Realty Company, Embry Development, and the Embry Construction Company. During the time that the Fleetwood Hills subdivision of the Northwoods area was being built, the Embry brothers were working on one of their more well-known ventures, the Embry Hills neighborhood, which is located just to the north of the Northwoods area. To lay out the roads and lots, the Embry Development Company procured the services of Poe & King Engineers.

The first unit of the Fleetwood Hills subdivision had an original plat date of December 23, 1954. Most of the houses in this unit were built by the end of 1955. The lots for Unit 1 were located on the north side of Chamblee Tucker Road on either side of Holiday Place. There were a total of 19 lots in this first unit, and the general development pattern of Fleetwood Hills mimicked that of Northwoods; the first unit was located

towards the front of the neighborhood with a relatively small number of lots. Then subsequent units contained lots that were much higher in number.

The plat for Fleetwood Hills Unit 2 was finalized on June 21, 1955, while construction was underway in Unit 1. The lots for this unit were located along Belaire Circle both west and east of Holiday Place. On the western side, lots wrapped around Belaire Circle and included one lot east of Fairlane Drive. Towards the east along Belaire Circle, lots were platted up to the first cul-de-sac. Construction dates for Unit 2 were divided between 1955 and 1956, but most were built in 1956. Sixty-four lots were platted and built under Unit 2.

For the third phase, Embry Development Company received plat approval on September 22, 1955. Unit 3 consisted of 55 lots that completed the loop of houses around Belaire Circle and along Fairlane within the circle created by Belaire. Most of the houses built under this unit were completed by 1956.

The fourth and final unit of Fleetwood Hills had a plat date of November 7, 1957. These lots were located along the segment of Fairlane that connects Belaire Circle to Chestnut Drive. Most construction for the 31 lots was completed in 1958, while the remaining nine lots were completed in 1959. After the completion of Fleetwood Hills, James Embry turned his attention to another neighborhood within the Northwoods area development, Sequoyah Woods.

Sequoyah Woods

Sequoyah Woods, constructed between 1962 and 1964, is the last neighborhood development to take place in the Northwoods area. It is also the easternmost section. The Sequoyah Woods development is located on the east side of Gordon Hills Unit 2, which was built in 1953. Sequoyah Middle School (formerly a high school), located directly south of the Gordon Hills development, also borders Sequoyah Woods. Since Sequoyah High School was built in 1958, this school name appears to be the inspiration for the name of the development and its Native American-styled street names.

The Embry Construction Company is listed as the landowner/developer for Sequoyah Woods. The exact relationship between Embry Construction Company and the Embry Development Company that developed Fleetwood Hills is unknown, but James Embry is listed as the president for each company. Apparently King had separated from Poe at this point, as the engineer for this development was listed as Ansel J. Poe & Associates instead of the Poe & King that designed the layout for Fleetwood Hills several years earlier.

The first unit for Sequoyah Woods has a plat approval date of July 26, 1961 and consisted of 55 lots. This first phase had houses along Indian Lane, Santa Fe Trail, Cherokee Road, and Aztec Road. The second unit plat was approved on October 19, 1962 and included 52 lots located on the northern portion of Santa Fe Trail and Cherokee Road. The majority of these houses were built in 1963, and the few remaining lots were built out in 1964.

Old Camp Gordon

For purposes of this nomination, the Old Camp Gordon subdivision has been treated as part of the Northwoods subdivision, as it was historically subsumed into that subdivision at an early date. Located in the southwest region of the Northwoods Historic District, Old Camp Gordon was platted by 1950. The subdivision is bounded by Chamblee-Tucker Road, Carroll Avenue, and Bagley Drive. According to plat records, Margaret Gunn Bagley owned the parcels and surrounding land. She began selling off her property in the late 1940s,

just a few years before the Northwoods neighborhood was in its design phase. By 1950, construction of ranch houses had begun and Old Camp Gordon subdivision was completed in 1953.

United Auto Workers' Union Hall

Planning for the union hall began almost a decade before its construction when a special assessment of $0.10 from monthly union dues was assessed to members in December 1948 to begin a building fund. Additional money was added from the union funds the following month. On April 13, 1954, the union elected to purchase a three-acre parcel from the Nehi Bottling Company for $7,000. The property bordered Buford Highway and Central Avenue. A month later, grading work began. Dues were increased for short periods and the amount allocated to the building fund from dues was increased over the next year-and-a-half.

Soon after the property was acquired, Phillip Windsor, an architect and engineer, was retained to prepare drawings and specifications for the building. The building underwent a significant design change by reducing seating capacity from 1500 to 1200, but a basement space was added. The estimated cost in 1955 was $90,000. A mortgage to the International Union covered two-thirds of the cost, and the dues assessments covered the remainder. Alexander and Sullivan Contractors were hired in January 1956 to build the hall. The building was dedicated as part of an open house celebration on August 25, 1956, a month after the scheduled completion date for the building. The cost was almost $16,000 higher than estimated.

In September and October 1956, two driveways into Buford Highway were permitted, built, and then extended between the road and new curbing. Stephens Landscaping was hired to do the landscaping. Once completed, the land was appraised at $200 per-square-foot on the street side. The perimeter fence was installed in 1967. In May 1974, four large roof air-conditioning units were installed by Ragan Plumbing. That project was $46,900. In December 1984, remodeling of the kitchen and other needed repairs were undertaken at a cost of $6500.

In addition to being the location for union meetings, the hall became the storage house for all records of the union. These records included grievance appeals, meeting minutes, financial records, and membership data. Records do not indicate that the building was ever used for purposes other than union activity.

The hall was renamed Herb Butler Union Hall in honor of James Herbert Butler in 1983 to honor his years of service to the union and to the local chapter. Butler served as the chairman of UAW from 1953-1957 and was director of the Atlanta Area UAW from 1969-1990. Born in 1927 in Kentucky, he died in 2008, a resident of Cobb County, Georgia.

Northwoods Elementary School

Northwoods Elementary School (now Yeshiva High School) was constructed around 1954-1955. The building opened during the 1955-1956 school year as the first school in Northwoods. The school served the community exclusively for years before Sequoyah Elementary School was built in 1960-1961. Students from nearby Chamblee and Skyland schools were enrolled to populate Northwoods Elementary. It appears after Northwoods Elementary closed as a public school in 1986, students went to either Cary Reynolds or Dresden Elementary. Yeshiva High School (a private Jewish school) purchased the building from DeKalb County in 1986.

The first recorded data on enrollment for Northwoods Elementary was in 1955-1956. Records show that there were 610 students. In 1956-1957 there were 801 students at the school. In 1957-1958 there were 994 students. In 1958-1959 there were 1,196 students. In 1959-1960 there were 1,287 students. In 1960-1961 there were 679 students. The enrollment dropped in 1960 because during the 1960-1961 school years, Sequoyah Elementary (now Cary Reynolds) opened. In 1961-1962, there were 734 students. In 1969, the record shows that Northwoods Elementary had 749 students. Of that number, 36 of those students lived in apartment homes and 713 students lived in single-family houses. As with the other schools in the area, Northwoods would have been integrated by 1969. However, records could not be found to reflect racial break-down of white to African American students.

Sequoyah Elementary School

Sequoyah Elementary School (now Cary Reynolds Elementary) was built during 1958-1959. It is the only school in Northwoods that has functioned as an elementary school from its inception. In 1969 the school was re-named for Cary Reynolds, the school's first principal who had died in 1963.

Research shows that there were 749 students enrolled at the school during the 1960-1961 school year, and 900 students during the 1961-1962 school year. All those students were white because desegregation had not yet occurred. Records from 1969 show 868 students enrolled in Cary Reynolds Elementary. Of that number, 355 students lived in apartment homes and 513 lived in single-family houses. Desegregation occurred between 1968 and1969; therefore African American students would have presumably been included in the 868 students. However, there was no record of a racial breakdown of the students.

Sequoyah High School

Sequoyah High School (now Sequoyah Middle School) was built in 1963 and opened its doors in the 1964-1965 school year. Students who had formerly attended Chamblee High School and Cross Keys High filled the school. It appears that Sequoyah High School became Sequoyah Middle School in 1996 due to shifting population trends.

The first record of Sequoyah High's enrollment was in 1969. There were 1,755 students. Of that number, 199 lived in apartment homes and 1,556 of them lived in single-family houses. Although there is no racial breakdown for the enrollment, African Americans likely attended the school. Sequoyah High was integrated along with the other DeKalb County schools. Desegregation occurred during 1968-1969.

Starting in the late 1970s, Sequoyah High School went through several phases of beautification projects. The first phase occurred during the 1977-1978 school year. This project included seeding the front campus and baseball field and installing underground sprinkling systems in the athletic field inside the new track facility. It was designed and implemented by Ron Geyer, a former student of Sequoyah High School. The baseball field is still intact.

Northwoods Presbyterian Church

This church began as Northwoods Presbyterian Mission in 1957 and met in Northwoods Elementary School. It was later chartered as Northwoods Presbyterian Church and purchased undeveloped property abutting the Northwoods development at the terminus of Raymond Road. In 1960 it commissioned architect Theodore

"Ted" Otho Skinner, who was a Northwoods resident, to design a two- phase church complex. Skinner's mid-century Modern design was of a multi-purpose building containing a tall sanctuary in the center, surrounded by reduced height classrooms, offices, and a kitchen. Skinner oriented the building to face busy Chestnut Drive instead of Raymond Drive even though access was only from Raymond Drive at that time. A large sanctuary was also planned for the future. The original sanctuary was completed in September 1961.

By 1967 the congregation had outgrown the original sanctuary, but they needed the larger sanctuary built to a strict budget of $250,000. Skinner could not design one on that budget, so the congregation chose Jack Durham Haynes, an Atlanta architect with a church design background. He proposed a half-round sanctuary and a rectangular classroom building with large arched windows. No particular building style was intended. These buildings were planned for the north and east sides of the existing structure. He designed pews and other furniture to exactly fit the curved sanctuary. An access driveway would be built to Chestnut Road and the Raymond Drive entrance would be blocked. The ground-breaking was in November 1968 and the dedication was in June 1969. Haynes stated that his plan began with interior considerations and the semicircular exterior took its shape from that. The semicircular seating arrangement has origins in ancient Greek theater, but more importantly, it evokes a relaxed feeling of being in an informal gathering. For this design Haynes received an award in recognition of outstanding design from the Georgia AIA.

Chestnut Drive Church of Christ

The property of Chestnut Drive Church of Christ was once part of Mayor John Stewart's undeveloped property that extended to the northern edge of Gordon Heights. This included the old quarry/lake. The church sits on Stewart's former cow pasture. The church purchased it at a date prior to 1962. The architect is unknown. It was dedicated on April 8, 1962. There is a later addition and drive-thru area in back with a side extension to the south. The church later built its parsonage on Chestnut Drive. It sold the old quarry / lake to a developer, keeping only enough for the church building, parking lot, and adjacent parsonage.

Northwoods United Methodist Church

The Northwoods Methodist Church body originally met in the Doraville Civic Center, beginning in January 1955. It grew rapidly and soon filled it to capacity. In October of 1955, Walter Tally's Northwoods Corporation awarded its reserved church lot to this church, probably because it was the largest one formed by that time. After purchasing two adjacent lots, it had enough land to plan for a large church complex. Church member and Northwoods resident architect, Ernest Mastin designed a multi-phased church complex. The congregation built the first chapel in 1958 and the attached classroom building in 1961. The church continued to grow, so in 1969 they decided to build the large chapel. For reasons unknown, they broke from Mastin's plan and hired the architectural firm of Barker and Cunningham to redesign the main chapel with an unusual octagon shape and rustic wood siding. It was completed in 1971. (The original 1958-1961 building is contributing to the district, but the 1971 sanctuary is noncontributing.)

St. Michael's Lutheran Church (non-extant)

St. Michael's Lutheran Church began with meetings held in Northwoods Elementary School and the Doraville Civic Center in October 1956. In April 1958 it purchased a large undeveloped lot at 3323 Chestnut Drive. In late 1958, church member and architect John H. Summer designed the church building. The church added a classroom building in November 1967. Like other churches in the Northwoods area, it prospered until the

1980s, when membership began to decline. Eventually, the congregation had to sell the property in 2005, to a developer who wanted it only to redevelop the lot. He demolished the church in 2005.

Northwoods Plaza (outside the district boundaries)

Although the facade of Northwoods Plaza has changed, its importance to the community has not. The plaza was originally planned with the development of the neighborhood due to the need for local shopping as the area transitioned from its rural roots. The shopping center (a strip-type development with convenient parking in front) was a boon not just for the new residents of Northwoods but also for other residents in the area. One of the motivating factors for the Doraville City Council to quickly welcome this new development was the fact that people would no longer have to drive to the Brookhaven community, several miles south of Doraville, for their groceries. As the needs and makeup of the neighborhood and surrounding area have changed in more recent years, so have the tenants of Northwoods Plaza and the appearance of the shopping center. The Plaza has been a place that has been very fluid in providing for the neighborhood. Due to frequent modification of the structures, the shopping center is not included in the district, as it is on the periphery and would be a non-contributing property.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Creel, Boyce. Interviewed by Ed Howard in 2012.

Hart, Don. Interviewed by Ed Howard in February, 2012.

Haynes, John Durham. Interviewed by Ed Howard on April 14, 2012.

Jones, Mary. Interviewed by Ed Howard in February, 2012.

Lacy, Don. Interviewed by Ed Howard in February, 2012.

Reverend Neale, Rick. Interviewed by Ed Howard in February, 2012.

Reverend Walker, Mimi. Interviewed by Ed Howard in February, 2012.

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Correspondence:

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Linnartz, Donald E. C. Correspondence with Ed Howard in February and March, 2012.

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X_State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

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

10. Geographical Data

Acreage of Property approximately 500 acres
(Do not include previously listed resource acreage.)

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

1. **Latitude: 33.900306** **Longitude: -84.285269**
2. **Latitude: 33.900341** **Longitude: -84.267057**
3. **Latitude: 33.881657** **Longitude: -84.266515**
4. **Latitude: 33.881549** **Longitude: -84.285489**

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

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

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the five intact, contiguous, historically related subdivisions (Northwoods, Gordon Heights, Gordon Hills, Fleetwood Hills, and Sequoyah Woods) comprising the historic district. The related shopping center and the professional building facing Buford Highway are excluded due to extensive alterations leading to a loss of integrity. The former UAW Union Hall on Buford Highway still retains integrity, and it is included because many of its members lived in Northwoods and it was closely associated with the neighborhood.

11. Form Prepared By

name/title Denise P. Messick, historian

organization Historic Preservation Division, GA Dept. of Natural Resources date May 2014

street & number 254 Washington Street, Ground Level telephone (404) 656-2840

city or town Atlanta state GA zip code 30334

e-mail denise.messick@dnr.state.ga.us

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

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

Name of Property: Northwoods Historic District

City or Vicinity: Doraville

County: DeKalb State: Georgia

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

Date Photographed: December 2012

Description of Photograph(s) and number:

1 of 41. 3566-3572 Oakmont Avenue. Photographer facing northwest.

2 of 41. Buena Vista Avenue at Chestnut Drive. Photographer facing southeast.

3 of 41. 3591 Chestnut Drive. Photographer facing southeast.

4 of 41. 2695 Bonnie Avenue. Photographer facing south.

5 of 41. 3602 Raymond Drive. Photographer facing northwest.

6 of 41. 5407 Buford Highway (former Union Hall). Photographer facing northeast.

7 of 41. 2743 and 2755 Pineland Avenue. Photographer facing south.

8 of 41. 3598 Pine Street. Photographer facing southwest.

9 of 41. 3574 Wilton Avenue. Photographer facing northwest.

10 of 41. 3544 and 3550 Santa Fe Trail. Photographer facing northwest.

11 of 41. 3592 Cherokee Road. Photographer facing northwest.

12 of 41. 3606 Stewart Road. Photographer facing northwest.

13 of 41. 3523 Stewart Road. Photographer facing east/southeast.

14 of 41. 3445 Chestnut Drive. Photographer facing east.

15 of 41. 3427 Allen Drive. Photographer facing north.

16 of 41. Autumn Park. Photographer facing north.

17 of 41. 3396 McClave Drive. Photographer facing northwest.

18 of 41. 3476 Alison Drive. Photographer facing south.

19 of 41. McClave Drive median at Buford Highway. Photographer facing east/southeast.

20 of 41. 3418 Raymond Drive. Photographer facing east/southeast.

21 of 41. Raymond Drive and Lambeth Circle. Photographer facing northeast.

22 of 41. 2578 Addison Drive. Photographer facing northwest.

23 of 41. 2583-2589 Addison Drive. Photographer facing east.

24 of 41. 2612 Addison Drive. Photographer facing west/northwest.

25 of 41. Brook Park. Photographer facing north.

26 of 41. 3026 Belaire Circle. Photographer facing northwest.

27 of 41. 2730 Belaire Circle. Photographer facing north.

28 of 41. 2754-2758 Belaire Circle. Photographer facing northwest.

29 of 41. 2903 Belaire Circle. Photographer facing north/northeast.

30 of 41. 3383 Chestnut Drive. Photographer facing northeast.

31 of 41. 2738 Addison Drive. Photographer facing north.

32 of 41. 2733 Addison Drive. Photographer facing south/southwest.

33 of 41. 2634-2640 Chamblee-Tucker Road. Photographer facing northwest.

34 of 41. 2690-2696 Chamblee-Tucker Road. Photographer facing north/northeast.

35 of 41. 3246 Bagley Drive. Photographer facing northwest.

36 of 41. 2714 Fairlane Drive. Photographer facing northeast.

37 of 41. 3130 Raymond Drive. Photographer facing southwest.

38 of 41. 3330 Chestnut Drive. Photographer facing south.

39 of 41. 3456 Aztec Road. Photographer facing northwest.

40 of 41. 3498 Aztec Road. Photographer facing west.

41 of 41. 3498 Aztec Road. Photographer facing northwest.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

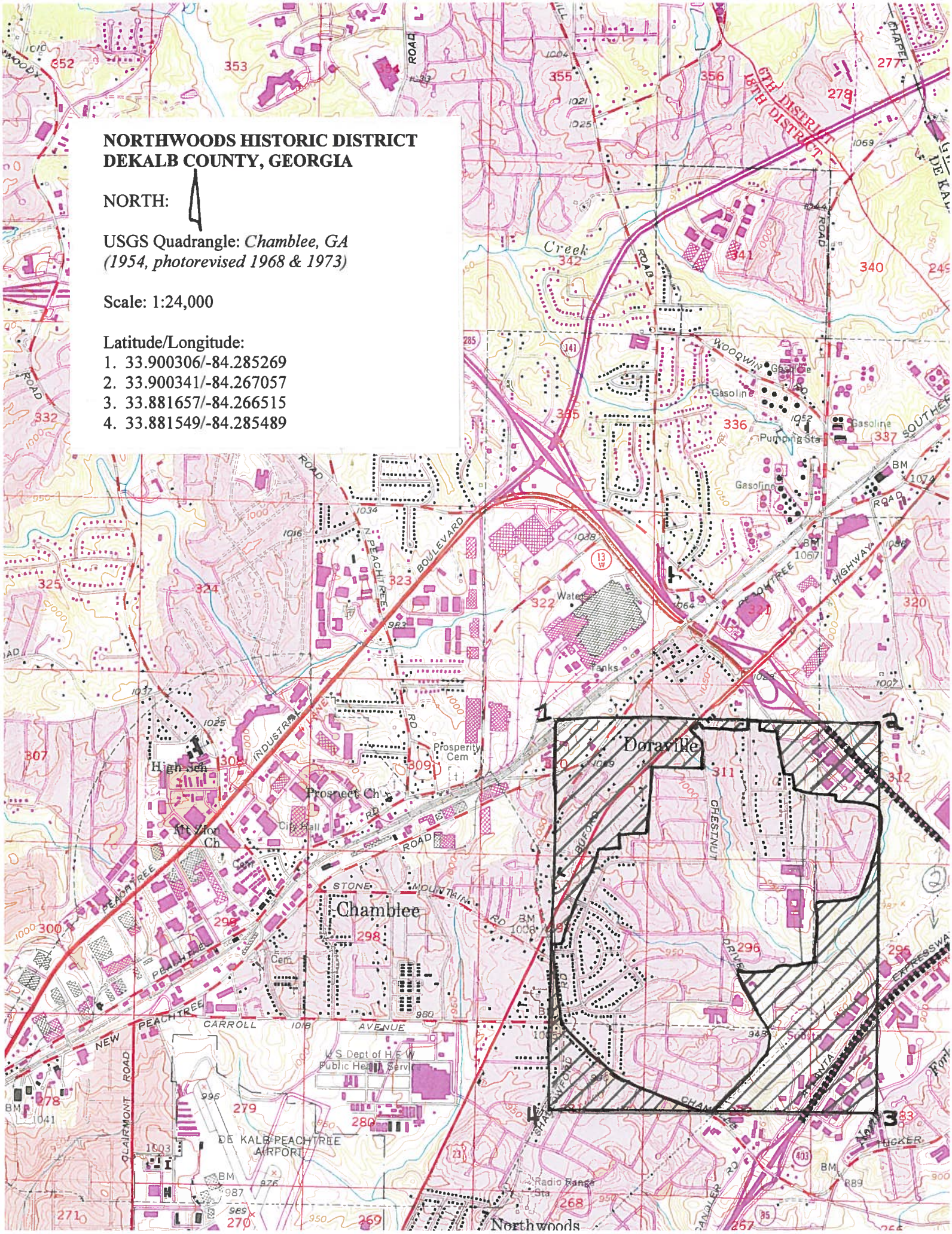
NORTHWOODS HISTORIC DISTRICT
DEKALB COUNTY, GEORGIA

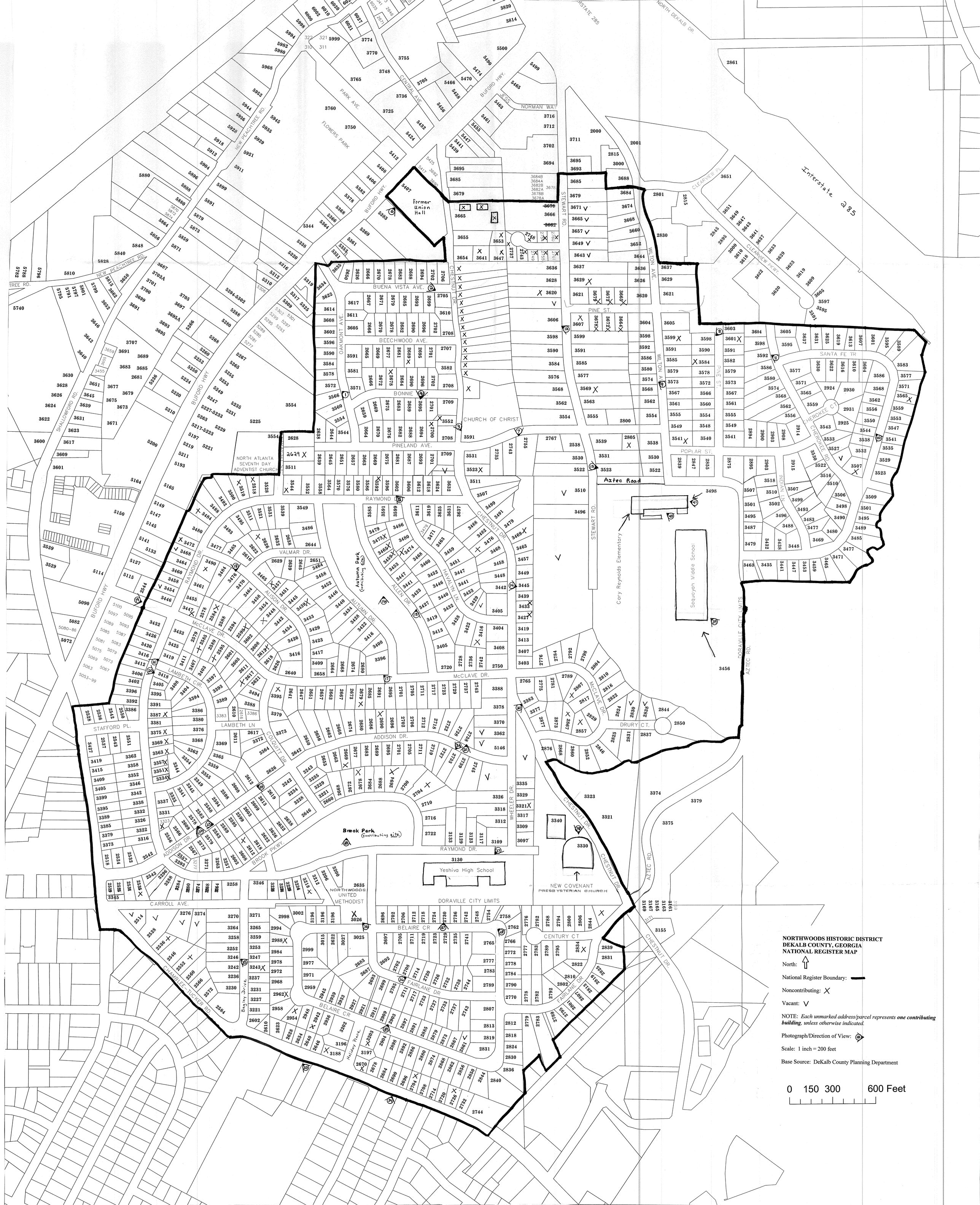
NORTH:

USGS Quadrangle: *Chamblee, GA*
(1954, photorevised 1968 & 1973)

Scale: 1:24,000

Latitude/Longitude:
1. 33.900306/-84.285269
2. 33.900341/-84.267057
3. 33.881657/-84.266515
4. 33.881549/-84.285489




NORTHWOODS HISTORIC DISTRICT
DEKALB COUNTY, GEORGIA
NATIONAL REGISTER MAP
North:
National Register Boundary:
Noncontributing: X
Vacant: V
NOTE: Each unmarked address/parcel represents one contributing building, unless otherwise indicated.
Photograph/Direction of View:
Scale: 1 inch = 200 feet
Base Source: DeKalb County Planning Department
0 150 300 600 Feet
Interstate 285
NORTH DEKALB DR.
NEW PEACHTREE RD.
BUFORD HWY.
PARK AVE.
FLOWERS PARK
CENTRAL AVE.
NORMAN WAY
STEWART RD.
CLEARVIEW PL.
CLEARVIEW PKWY.
WILTON AVE.
CHESTNUT DR.
PINE ST.
BUENA VISTA AVE.
OAKMONT AVE.
BEECHWOOD AVE.
BONNIE
CHURCH OF CHRIST
PINELAND AVE.
NORTH ATLANTA SEVENTH DAY ADVENTIST CHURCH
SANTA FE TR
CHEROKEE CT
CHEROKEE RD
POPLAR ST.
INDIAN LN
Aztec Road
Cary Reynolds Elementary
Sequoyah Middle School
RAYMOND DR.
VALMAR DR.
Autumn Park (contributing site)
ALLEN DR.
HAVALYN LN
AUTUMN DR.
ALISON DR.
McCLAVE DR.
LAMBETH CIR.
LAMBETH LN
STAFFORD PL.
COLQUITT DR.
ADDISON DR.
WHEELER DR.
Brook Park (contributing site)
BROOK PKWY.
SHALLOWFORD RD.
DORAVILLE CITY LIMITS
AZTEC RD.
DRURY CT.
Yeshiva High School
NEW COVENANT PRESBYTERIAN CHURCH
NORTHWOODS UNITED METHODIST
CARROLL AVE.
BELAIRE CR
CENTURY CT
FAIRLANE DR
CHAMBLEE-TUCKER RD.
Bagley Drive
Holiday Place
Former Union Hall

STOP

3574

544
3844

welcome
to
NORTHWOODS
SPEED
LIMIT
25

LAMBETH CIR
RAYMOND DR

2572

45

2729

CARY REYNOLDS
DEKALB SCHOOL SYSTEM