

HISTORIC RESOURCES SURVEY OF THE CITY OF TUCKER

DeKalb County, Georgia



Historic Resources Survey of the City of Tucker

DeKalb County, Georgia

Report submitted to:

The City of Tucker
4119 Adrian Street
Tucker, Georgia 30083

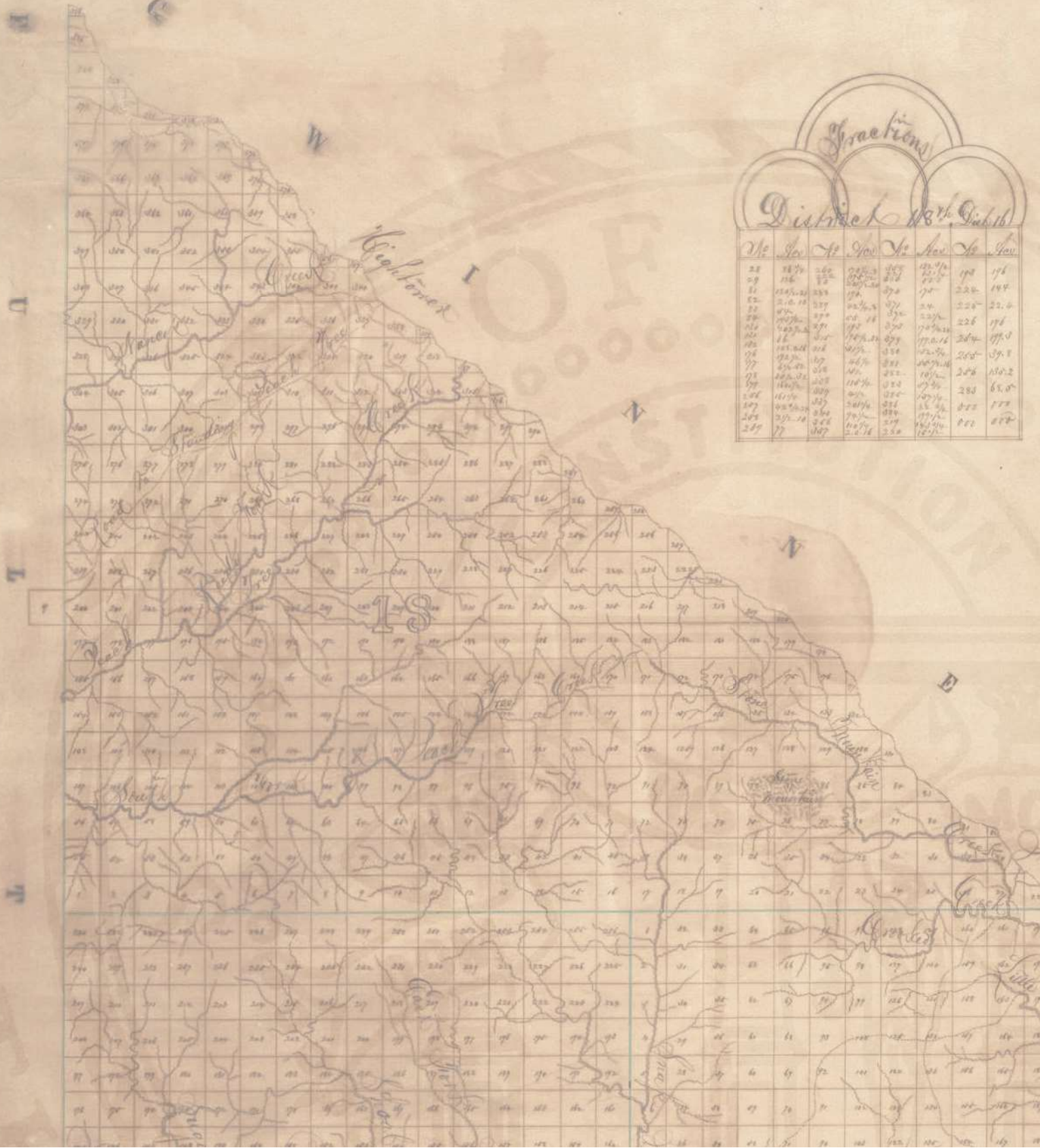
Report prepared by:

New South Associates
6150 East Ponce de Leon Avenue
Stone Mountain, Georgia 30083



Jackie Tyson - Principal Investigator
Pam Enlow DeVore - Historian and Co-Author
Wm. Matthew Tankersley - GIS Specialist and Co-Author

June 27, 2019 Final Report
New South Associates Technical Report # 2980



Fractions

District 18th Sub 16

No.	Av.	No.	Av.	No.	Av.	No.	Av.
28	18 7/8	26	18 1/2	24	18 1/4	22	18 1/8
29	18 5/8	27	18 3/8	25	18 1/8	23	18 1/4
31	18 3/8	28	18 1/8	26	18 1/4	24	18 1/8
32	18 1/8	29	18 3/8	27	18 1/8	25	18 1/4
33	18 1/4	30	18 1/8	28	18 1/4	26	18 1/8
34	18 3/8	31	18 1/8	29	18 1/4	27	18 1/8
35	18 1/8	32	18 3/8	30	18 1/8	28	18 1/4
36	18 3/4	33	18 1/8	31	18 1/4	29	18 1/8
37	18 5/8	34	18 3/8	32	18 1/8	30	18 1/4
38	18 7/8	35	18 1/8	33	18 1/4	31	18 1/8
39	19 1/8	36	18 3/8	34	18 1/8	32	18 1/4
40	19 3/8	37	18 1/8	35	18 1/4	33	18 1/8
41	19 5/8	38	18 3/8	36	18 1/8	34	18 1/4
42	19 7/8	39	18 1/8	37	18 1/4	35	18 1/8
43	20 1/8	40	18 3/8	38	18 1/8	36	18 1/4
44	20 3/8	41	18 1/8	39	18 1/4	37	18 1/8
45	20 5/8	42	18 3/8	40	18 1/8	38	18 1/4
46	20 7/8	43	18 1/8	41	18 1/4	39	18 1/8
47	21 1/8	44	18 3/8	42	18 1/8	40	18 1/4
48	21 3/8	45	18 1/8	43	18 1/4	41	18 1/8
49	21 5/8	46	18 3/8	44	18 1/8	42	18 1/4
50	21 7/8	47	18 1/8	45	18 1/4	43	18 1/8
51	22 1/8	48	18 3/8	46	18 1/8	44	18 1/4
52	22 3/8	49	18 1/8	47	18 1/4	45	18 1/8
53	22 5/8	50	18 3/8	48	18 1/8	46	18 1/4
54	22 7/8	51	18 1/8	49	18 1/4	47	18 1/8
55	23 1/8	52	18 3/8	50	18 1/8	48	18 1/4
56	23 3/8	53	18 1/8	51	18 1/4	49	18 1/8
57	23 5/8	54	18 3/8	52	18 1/8	50	18 1/4
58	23 7/8	55	18 1/8	53	18 1/4	51	18 1/8
59	24 1/8	56	18 3/8	54	18 1/8	52	18 1/4
60	24 3/8	57	18 1/8	55	18 1/4	53	18 1/8
61	24 5/8	58	18 3/8	56	18 1/8	54	18 1/4
62	24 7/8	59	18 1/8	57	18 1/4	55	18 1/8
63	25 1/8	60	18 3/8	58	18 1/8	56	18 1/4
64	25 3/8	61	18 1/8	59	18 1/4	57	18 1/8
65	25 5/8	62	18 3/8	60	18 1/8	58	18 1/4
66	25 7/8	63	18 1/8	61	18 1/4	59	18 1/8
67	26 1/8	64	18 3/8	62	18 1/8	60	18 1/4
68	26 3/8	65	18 1/8	63	18 1/4	61	18 1/8
69	26 5/8	66	18 3/8	64	18 1/8	62	18 1/4
70	26 7/8	67	18 1/8	65	18 1/4	63	18 1/8
71	27 1/8	68	18 3/8	66	18 1/8	64	18 1/4
72	27 3/8	69	18 1/8	67	18 1/4	65	18 1/8
73	27 5/8	70	18 3/8	68	18 1/8	66	18 1/4
74	27 7/8	71	18 1/8	69	18 1/4	67	18 1/8
75	28 1/8	72	18 3/8	70	18 1/8	68	18 1/4
76	28 3/8	73	18 1/8	71	18 1/4	69	18 1/8
77	28 5/8	74	18 3/8	72	18 1/8	70	18 1/4
78	28 7/8	75	18 1/8	73	18 1/4	71	18 1/8
79	29 1/8	76	18 3/8	74	18 1/8	72	18 1/4
80	29 3/8	77	18 1/8	75	18 1/4	73	18 1/8
81	29 5/8	78	18 3/8	76	18 1/8	74	18 1/4
82	29 7/8	79	18 1/8	77	18 1/4	75	18 1/8
83	30 1/8	80	18 3/8	78	18 1/8	76	18 1/4
84	30 3/8	81	18 1/8	79	18 1/4	77	18 1/8
85	30 5/8	82	18 3/8	80	18 1/8	78	18 1/4
86	30 7/8	83	18 1/8	81	18 1/4	79	18 1/8
87	31 1/8	84	18 3/8	82	18 1/8	80	18 1/4
88	31 3/8	85	18 1/8	83	18 1/4	81	18 1/8
89	31 5/8	86	18 3/8	84	18 1/8	82	18 1/4
90	31 7/8	87	18 1/8	85	18 1/4	83	18 1/8
91	32 1/8	88	18 3/8	86	18 1/8	84	18 1/4
92	32 3/8	89	18 1/8	87	18 1/4	85	18 1/8
93	32 5/8	90	18 3/8	88	18 1/8	86	18 1/4
94	32 7/8	91	18 1/8	89	18 1/4	87	18 1/8
95	33 1/8	92	18 3/8	90	18 1/8	88	18 1/4
96	33 3/8	93	18 1/8	91	18 1/4	89	18 1/8
97	33 5/8	94	18 3/8	92	18 1/8	90	18 1/4
98	33 7/8	95	18 1/8	93	18 1/4	91	18 1/8
99	34 1/8	96	18 3/8	94	18 1/8	92	18 1/4
100	34 3/8	97	18 1/8	95	18 1/4	93	18 1/8



ACKNOWLEDGMENTS

.....
.....
.....
.....
.....
.....
.....
.....

Intentionally Left Blank

New South Associates would like to thank the many organizations, businesses and individuals who are dedicated to celebrating and preserving Tucker's history. There are numerous individuals who volunteered their time, knowledge and resources to contribute to this report.

Thanks to City of Tucker Officials: Mayor Frank Auman, Council Members Pat Soltys, William Rosenfeld, Matt Robbins, Noelle Monferdini, Michelle Penkava, and Anne Lerner, as well as Tim Lampkin, City Planner, and Courtney Smith, Deputy Director of Community Development.

For sharing their immense knowledge and archival resources, thanks must be extended to the Tucker Historical Society, and especially to president Matthew Lee and vice president Trish England for many hours of interviews and countless emails. They also provided many of the historic photographs in this report.

Linda Clark was instrumental in coordinating interviews with residents of the Peters Park Community, who included herself, Annie Bell Bailey, Betty Clark, Dr. Curtis Clark, Elizabeth Clark, George Bailey, Myrtice Foster, and Mary Ramey Harper. Her excitement for the project was deeply impactful on the preservation of the history of the Peters Park neighborhood.

Lynn Pattillo and Casey Farmer contributed extensively to our knowledge of the development of the Stone Mountain Industrial Park and Tucker's industrial history.

Thanks must also be extended to a great many of Tucker's citizens who have a love for their community and its history, and who shared their knowledge through oral history interviews, as well as connected us with others who would be willing to do the same. These individuals include Christy Atkins, Doug Carter, Chip Cofer, Katie Cofer, Ruth Fruit, Mary Kreisle, Pam McNall, Margaret Perrin, Marsha Pittard, Larry Ross, Cara Schroeder, Lisa Shine, and Jim Wilson. Collectively, these individuals are business owners, home owners, school teachers, principals, and students; newspaper contributors, city council members, community organizers, preservationists. Many are lifelong residents of Tucker. Their myriad of unique experiences enabled us to weave together Tucker's history.

.....
.....
.....
.....
.....
.....
.....
.....

Intentionally Left Blank

TABLE OF CONTENTS

ACKNOWLEDGMENTS	1
TABLE OF CONTENTS	5
LIST OF FIGURES	7
LIST OF TABLES.....	13
CHAPTER I. INTRODUCTION.....	15
CHAPTER II. METHODS	19
CHAPTER III. HISTORIC CONTEXT.....	25
GEOGRAPHIC CONTEXT	27
NINETEENTH CENTURY: EARLY SETTLEMENT, THE CIVIL WAR AND THE RAILROAD.....	28
THE 1821 LAND LOTTERY	28
BROWNING’S DISTRICT.....	30
HENDERSON’S MILL	31
THE JOHNS HOMESTEAD.....	33
THE CIVIL WAR	34
THE GEORGIA, CAROLINA AND NORTHERN RAILWAY.....	34
EARLY TWENTIETH CENTURY DEVELOPMENT	41
PETERS PARK	43
MONTREAL	50
INDUSTRY IN TUCKER.....	52
TUCKER’S SUBDIVISION BOOM	58
SMOKE RISE	64
SCHOOLS AND PARKS.....	65
PUBLIC TRANSPORT AND COMMUNICATIONS.....	70
CHAPTER IV. HISTORIC RESOURCE SURVEY RESULTS	73
DOWNTOWN.....	75

CORRIDOR DEVELOPMENT.....	87
SATELLITE NEIGHBORHOODS	93
INDUSTRIAL PARKS	99
MOUNTAIN INDUSTRIAL	99
MONTREAL	99
RESIDENTIAL SUBDIVISION CLUSTERS.....	105
SMOKE RISE	107
IDLEWOOD	115
BROCKETT.....	119
PEA RIDGE.....	129
MIDVALE.....	133
HENDERSON	141
IVANHOE.....	145
FELLOWSHIP.....	153
INDIVIDUAL RESOURCES.....	159
LATE NINETEENTH CENTURY	161
EARLY TWENTIETH CENTURY	162
CEMETERIES.....	167
CHAPTER V. EVALUATIONS AND RECOMMENDATIONS.....	171
EVALUATION OF RESOURCES	173
RECOMMENDATIONS	173
LAYING THE FOUNDATION WITH EDUCATION.....	174
PRESERVATION CHALLENGES	176
PRESERVATION TOOLS.....	177
CONCLUSION	183
REFERENCES	185

.....
.....
.....
6.....
.....
.....

LIST OF FIGURES

Figure 1. Map of Archaeological Sites in Tucker	22
Figure 2. Map of Tucker	26
Figure 3. Map of Land Lots, DeKalb County, District 18, Renewed 1867.....	29
Figure 4. Map of Georgia Militia Districts, DeKalb County, Census Bureau 1950 ...	30
Figure 5. Browning Courthouse	31
Figure 6. Johns Homestead	33
Figure 7. Tucker Train Depot, 1892.....	36
Figure 8. Map of Browning, 1892.....	37
Figure 9. Seaboard Air Line and its Connections, 1896	38
Figure 10. Tucker Businesses and Business Owners.....	39
Figure 11. Tucker Depot	40
Figure 12. Soil Service Map, 1914	41
Figure 13. Tucker Mattress Company	42
Figure 14. Map of Peters Park Neighborhood	43
Figure 15. Little Miller Grove Baptist Church, Peters Park.....	44
Figure 16. William McKinley Peters Home	45
Figure 17. Survey of Carroll Property, 1945.....	46
Figure 18. Peters Park Historic Homes, Elmdale Drive.....	47
Figure 19. The Original Tucker Community Action Club Members	49
Figure 20. Town of Montreal. Promotional Map, 1914	51
Figure 21. Atlanta Regional Commission Planned Industrial Districts, 1954.....	53
Figure 22. Governor Carl Sanders at Stone Mountain Industrial Ribbon Cutting Ceremony	54
Figure 23. Stone Mountain Industrial Park.....	56
Figure 24. Topographic Maps Showing Industrial Development, 1968.....	57
Figure 25. The Cofer Brothers Store Locations	60
Figure 26. Mark Henderson of TUCCO Concrete and Gene Cofer Converse; TUCCO Concrete Plant, Moon Street, 2019.....	61

Figure 27. 1961 Location of Tucker Federal Savings and Loan	62
Figure 28. 1963 Tucker Days Program Cover and Advertisements.....	63
Figure 29. Smoke Rise Advertisement, 1976	64
Figure 30. Tucker School, Circa 1900s; WPA Tucker High School Addition, 1932 ...	65
Figure 31. Tucker Recreation Center, Formerly Tucker Elementary School	67
Figure 32. Brockett Elementary School, 2019; Midvale Elementary School.....	68
Figure 33. Cofer Park Swimming Pool House, 2019	69
Figure 34. Electric Car Line Parallel to Georgia Railroad and Ponce de Leon Avenue, 1915 Map.....	70
Figure 35. WSB License Record, 1922	71
Figure 36. Map of Tucker’s Geographic Areas	74
Figure 37. Map of Downtown Area	76
Figure 38. Service Stations and Auto Repair	77
Figure 39. Main Street, Mix off Multiple Retail Units and Retail and Office Units	78
Figure 40. Single and Multiple Retail Commercial Units	80
Figure 41. Historic Churches, Lavista Road.....	82
Figure 42. Retail and Office Units, South of Lawrenceville Highway	83
Figure 43. Tucker Railroad Depot.....	85
Figure 44. Browning Courthouse.....	85
Figure 45. Map of Corridor Development Area	86
Figure 46. Mix of Business and Residential American Small Houses, Lavista Road	88
Figure 47. Houses Converted into Businesses, Lavista Road	89
Figure 48. Mix of American Small Houses, Compact Ranches, Chamblee-Tucker Road.....	90
Figure 49. Compact Ranches, Lawrenceville Highway.....	91
Figure 50. Map of Satellite Neighborhoods Areas.....	92
Figure 51. American Small Houses, Bungalows, Ranches around Kelley Cofer Park.....	94
Figure 52. Houses on Adrian Street and Comanche Drive	95
Figure 53. Houses Converted to Businesses, Comanche Drive	96
Figure 54. American Small Houses, Morris Avenue.....	97
Figure 55. Compact Ranches, Shady Lane, Rosser Place	98

Figure 56. Map of Mountain Industrial Area	100
Figure 57. Industrial Buildings, Stone Mountain Industrial Park	101
Figure 58. Map of Montreal Area	102
Figure 59. Montreal Industrial and Residential Construction.....	103
Figure 60. Map of Smoke Rise Area.....	106
Figure 61. Smoke Rise Elementary School	108
Figure 62. Historic Churches, Smoke Rise	109
Figure 63. House Types, Smoke Rise	110
Figure 64. Examples of Unique Design Elements, Smoke Rise	112
Figure 65. Map of Idlewood Area.....	114
Figure 66. Spanish Colonial Style Half-Courtyard Ranch House, Harbour Oaks Subdivision	116
Figure 67. Plain Split Level with Gambrel and Gabled Roof, Drayton Woods Subdivision.....	116
Figure 68. Idlewood Acres Subdivision.....	117
Figure 69. Contemporary Style Half-Courtyard Ranch with Projecting Bricks	117
Figure 70. Compact Ranches, Sagewood Homes Subdivision.....	118
Figure 71. Linear Ranch with Brick-Screened Carport, Cedar Knoll Subdivision ..	118
Figure 72. Map of Brockett Area.....	120
Figure 73. Historic Churches, Brockett	121
Figure 74. Mixed Linear Ranches, Split Levels, and Two-Stories, Allenwood Subdivision	122
Figure 75. Spanish Colonial Style Linear Ranch House, Allenwood Subdivision.....	122
Figure 76. Split Levels and Ranches, Brockett Heights Subdivision	123
Figure 77. Polynesian-Inspired Style Linear Ranch, Galilee Acres Subdivision.....	123
Figure 78. Pink Roman Brick-Faced Compact Ranch, Gloucester Park Subdivision.....	124
Figure 79. Cul-de-Sac with Plain Linear Ranch and Split Level, Gloucester Heights Subdivision	124
Figure 80. Plain Linear Ranches, Windy Hill Subdivision	125
Figure 81. Examples of Linear Ranches, Windy Hill Subdivision.....	126
Figure 82. Bungalows Present on Brockett and Cooledge Roads.....	127

Figure 83. Map of Pea Ridge Area..... 128

Figure 84. Split Levels and Linear Ranches, Edinburgh Estates 130

Figure 85. Colonial Revival Style Compact Ranch with Patterned Brick,
Montreal Woods Subdivision..... 130

Figure 86. Plain Split Levels and Ranch Houses, Winchester Heights
Subdivision..... 131

Figure 87. Compact Ranch, Zemony Drive..... 131

Figure 88. Map of Midvale Area..... 132

Figure 89. Split Level with Breeze block Carport and Geometric Wrought Iron
Features, Cardinal Woods Subdivision 134

Figure 90. Colonial Revival Two Story, Castlewood Subdivision 134

Figure 91. Two-Story, Ranch and Split Level Houses, Empire Square
Subdivision..... 135

Figure 92. Contemporary Ranch and Split Levels, Lavista Woods
Subdivision..... 137

Figure 93. Ranch House, Pine Crest Subdivision 138

Figure 94. Examples of Houses, Winding Woods Subdivision 139

Figure 95. Contemporary Ranch House, Winding Woods Subdivision 139

Figure 96. Map of Henderson Area 140

Figure 97. Granite Faced Linear Ranch, Berkshire Subdivision 142

Figure 98. Linear Ranches and Split Levels, Brymond Acres..... 142

Figure 99. Contemporary Style Linear Ranch, Caraway Woods Subdivision 143

Figure 100. Split Levels, Lake Erin Subdivision 143

Figure 101. Map of Ivanhoe Area..... 144

Figure 102. Brick-faced Plain Split Level, Fontana Court Subdivision..... 146

Figure 103. Split Level with Enclosed Brick Courtyard, Imperial Hills
Subdivision..... 147

Figure 104. Granite-Faced Linear Ranch, Imperial Hills Subdivision..... 147

Figure 105. Contemporary Ranch, Lucky Valley Subdivision..... 148

Figure 106. Linear Ranch with Attached Carport, Sims Court..... 149

Figure 107. Rambling Ranch, Smithsonia Subdivision 149

Figure 108. Unique Design Elements, Smithsonia Subdivision 150

Figure 109. Split Level with Gambrel Roof, Wanda Woods Subdivision 151

Figure 110. Small Split Foyers and Compact Ranch, Westwoods Subdivision 151

Figure 111. Map of Fellowship Area..... 152

Figure 112. Duplexes, Hanfred Court 153

Figure 113. Historic Office Buildings, Cowan Road 154

Figure 114. Historic Churches, Fellowship Road 155

Figure 115. Historic Bailey House, Peters Park Neighborhood..... 156

Figure 116. Historic Lodge House, Peters Park Neighborhood..... 156

Figure 117. Examples of House Types, Peters Park Neighborhood 157

Figure 118. Examples of Construction Materials, Peters Park Neighborhood..... 158

Figure 119. Map of Isolate Resources in Tucker 160

Figure 120. Johns’ Homestead Main House 161

Figure 121. Thomas Farmhouse 162

Figure 122. 2393 Henderson Road..... 162

Figure 123. Dr. Andrews’ House, 2354 Fellowship Road 163

Figure 124. Hewatt House, 3925 Lawrenceville Highway..... 163

Figure 125. 4735 Chamblee Tucker Road..... 164

Figure 126. 2700 Old Norcross Road 164

Figure 127. Perrin House, 1546 Cooledge Road 165

Figure 128. Examples of Isolated 1920s Bungalows 166

Figure 129. Floral Hill Memorial Gardens..... 167

Figure 130. Old Fellowship Primitive Baptist Church Cemetery..... 167

Figure 131. Map of Tucker Cemeteries..... 168

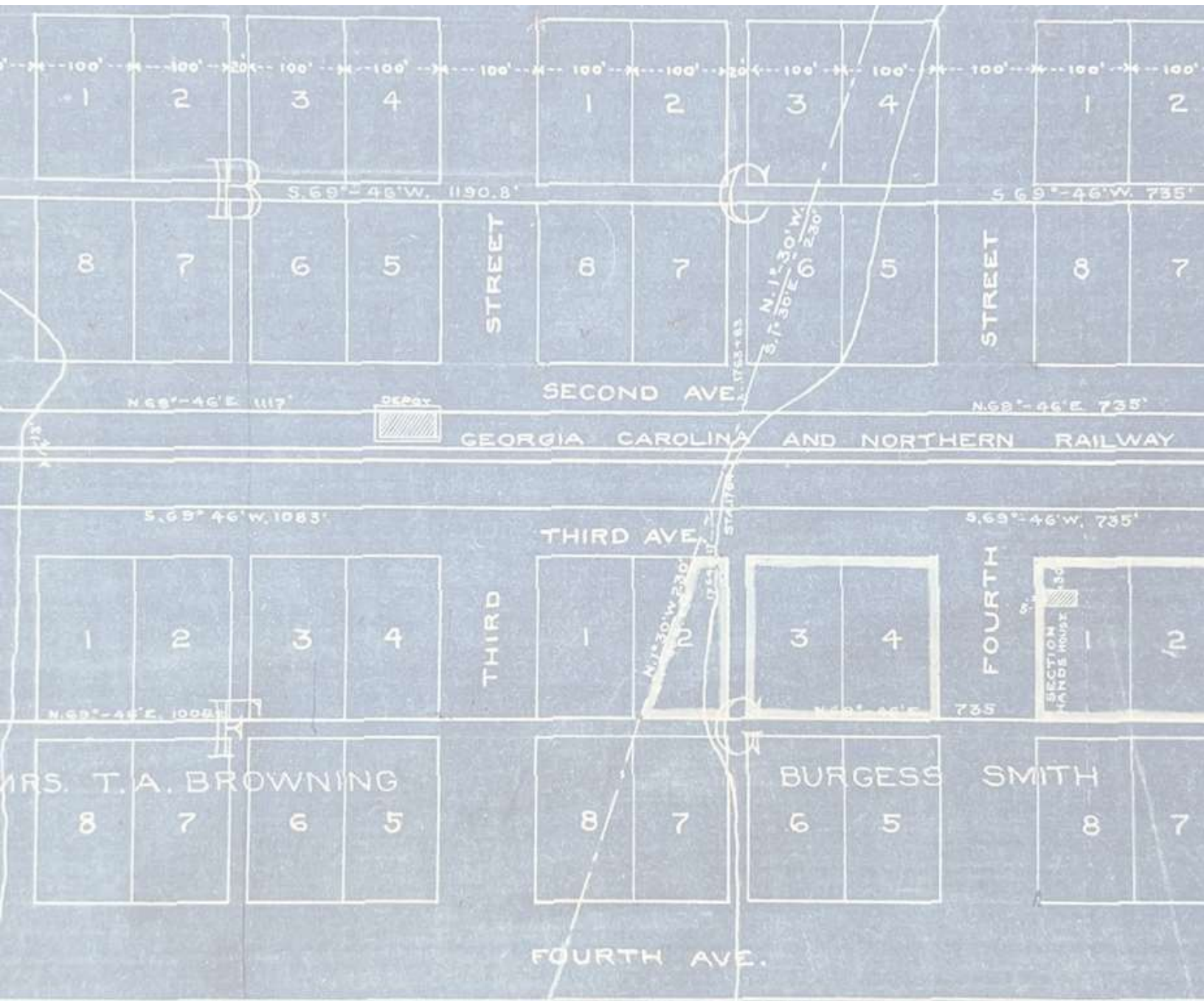
Figure 132. Educational Programming in Schools and Libraries..... 175

Figure 133. Screening “Four Streets,” Peters Park Documentary at Tucker
 Recreation Center 176

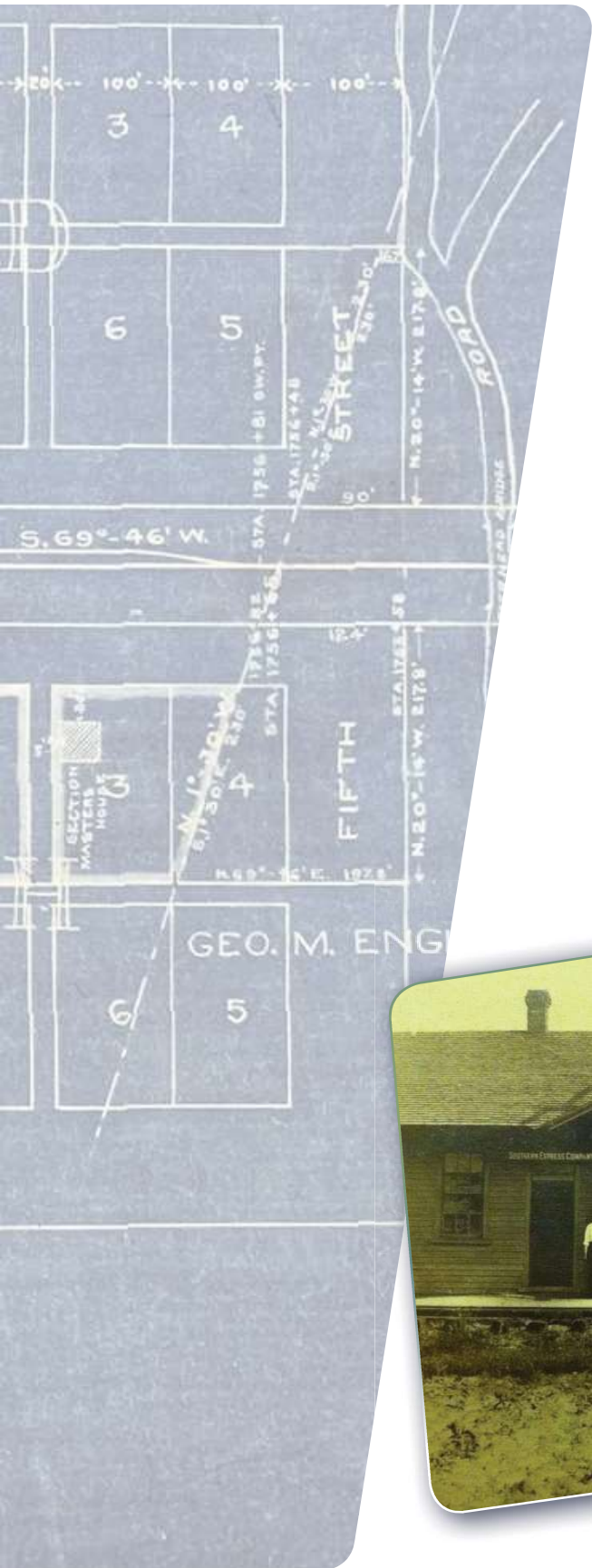
Intentionally Left Blank

LIST OF TABLES

Table 1. Previously Recorded Sites Within the City of Tucker	23
Table 2. Historic Subdivisions in Smoke Rise.....	108
Table 3. Historic Subdivisions in Idlewood.....	115
Table 4. Historic Subdivisions in Brockett.....	119
Table 5. Historic Subdivisions in Pea Ridge.....	129
Table 6. Historic Subdivisions in Midvale.....	133
Table 7. Historic Subdivisions in Henderson.....	141
Table 8. Historic Subdivisions in Ivanhoe	145
Table 9. Historic Subdivisions in Fellowship	153
Table 10. Cemeteries in Tucker	169



MAP
- OF -
BROWNING GA.
Scale 200 Ft. to the Inch.



Chapter I

INTRODUCTION



Intentionally Left Blank

Tucker's history spans nearly two centuries, despite the city's very recent incorporation in 2016. The coming of the railroad through what had been an entirely rural farming community reorganized the development of Tucker's downtown, connected the community to Atlanta, and resulted in a steady population climb from the end of the nineteenth century and into the first half of the twentieth. The end of World War II transformed Tucker into one of Atlanta's many suburbs, but Tucker entered a period of rapid growth when technology and industrial manufacturing came to the area beginning with the DuPont facility in the late 1950s and quickly followed by the development of the Mountain Industrial area beginning in the early 1960s. As industry rushed into Tucker with job opportunities by the thousands, Tucker's population mushroomed, fueling an already booming local building industry and overcrowding of DeKalb's renowned schools.

As Tucker continues to grow, the City has recognized the need to take steps to identify and protect the historic places, landscapes, and sites that are within the City's boundaries. Identification of Tucker's cultural resources will allow the city to plan for their preservation as the city continues to grow. This document contains a historic context, a historic resource inventory, and recommendations for the City of Tucker's future preservation planning.

This report is organized into five chapters, including this introduction. The methods chapter describes the research and survey methods employed in order to compile the report. A chapter on the historic context follows, and is organized into sections that describe Tucker's early settlement in the mid-nineteenth century, the introduction of the railroad and the organization of the city center during the late nineteenth and turn of the twentieth century, and Tucker's expansive growth throughout the mid-twentieth century. The results of the architectural windshield survey are summarized in the following chapter, and the concluding chapter offers a summary of results and recommendations based on the findings during research and the survey.

In order to prepare this report, New South prepared a historic context and conducted a windshield survey of Tucker's historic residential and commercial areas. Recommendations to the City of Tucker are based on the interpretation of the collected data through the lens of Tucker's history.



Village VB Burger

FOOD
2329

Gas



Chapter II

METHODS



Intentionally Left Blank

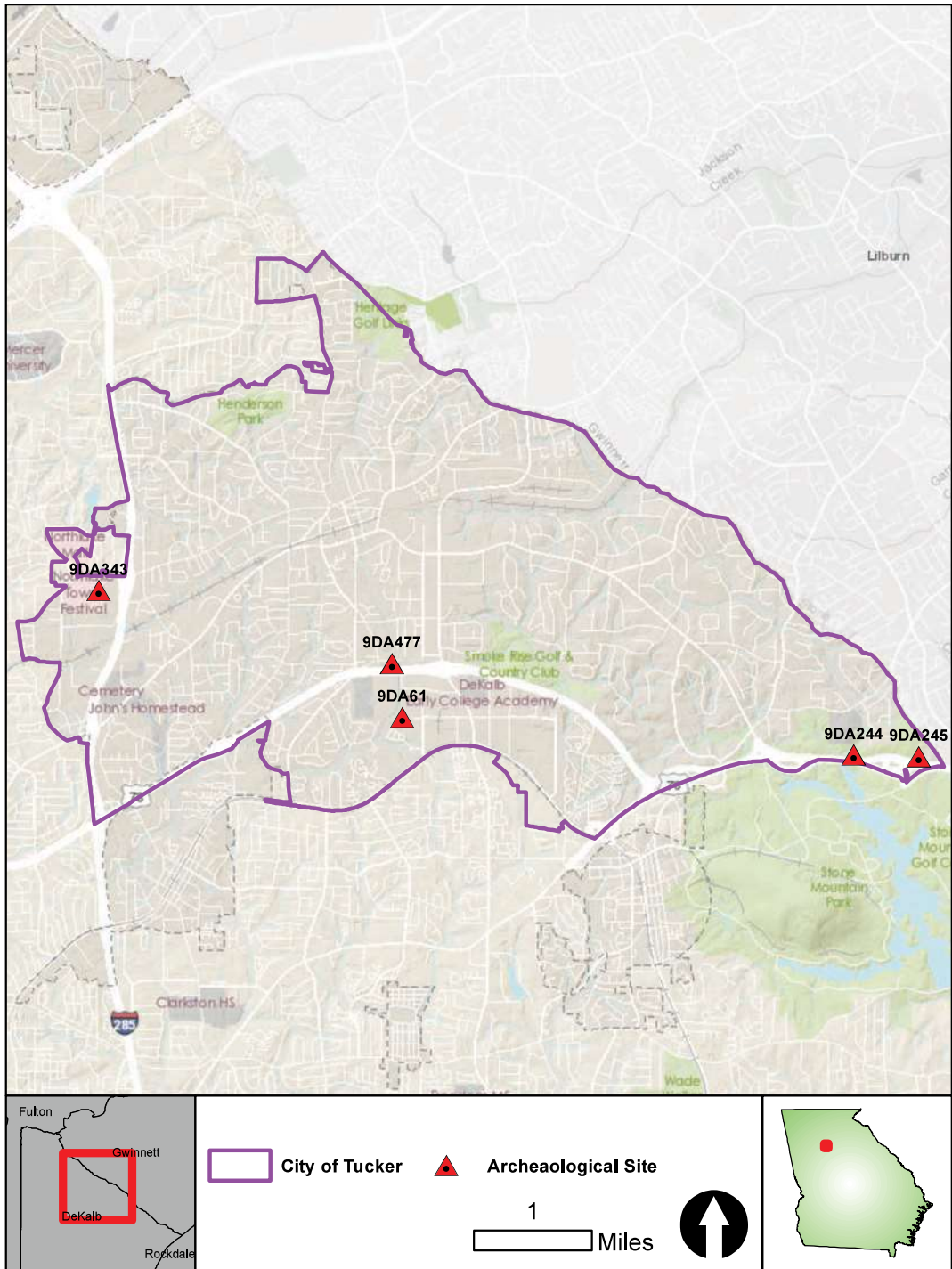
To prepare the historic context for the City of Tucker, New South conducted archival research and oral history interviews of many long-term Tucker community leaders, business owners, and residents. Archival research was conducted at the Tucker Historical Society, the DeKalb History Center, the DeKalb County Courthouse, and the Georgia Archives.

A preliminary windshield survey was planned and conducted during the spring of 2019 in order to identify Tucker's historic resources, including buildings and potential landscapes and districts. The purpose of this windshield survey was to identify any significant individual buildings as well as larger groups of buildings such as neighborhoods. Identification of these resources will allow the City of Tucker to prioritize targeted preservation efforts and ensure the future protection of its historic resources.

Building types and styles identified during the windshield survey were categorized based on *Georgia's Living Places*, a publication of Georgia's State Historic Preservation Office that defines the state's house types and styles (Georgia Department of Natural Resources, Historic Preservation Division 1991).

To identify properties that had buildings 50 years or older, parcel GIS data that included construction dates of buildings was acquired from DeKalb County Tax Assessor. This data was mapped and color coded by decade to identify the general construction dates of neighborhoods and illustrate Tucker's construction patterns, as well as identify any individual buildings that may be outliers by date. New South also conducted a search of GNAHRGIS (Georgia's Natural, Archaeological, and Historic Resources GIS) which indicated no historic resources had been recorded within the city limits. Additionally, GNHARGIS was consulted for archaeological sites within the municipal boundary.

Figure 1. Map of Archaeological Sites in Tucker



Source: DeKalb Georgia Basemap (2019)

22

Archaeological Potential

Five prehistoric sites have been identified within the City of Tucker (Figure 1). All the sites consist of prehistoric artifact scatters recovered from the ground surface within construction sites and utility line corridors. These sites were identified during reconnaissances conducted in the 1970s, and there is little specific information about the sites at the state repository at the University of Georgia. Table 1 summarizes the sites identified in the City of Tucker.

Table 1. Previously Recorded Sites Within the City of Tucker

State Site No.	Site Type	NRHP Recommendation
9DA343	Unknown Prehistoric	Unknown
9DA477	Unknown Prehistoric	Unknown
9DA61	Archaic Period Site	Unknown
9DA244	Late Archaic Period Site	Unknown
9DA245	Unknown Prehistoric	Unknown

Previously recorded archaeological resources consist of prehistoric period sites oriented along the margins of the floodplains of Little Stone Mountain, South Fork of Peachtree, and Henderson creeks. It can be inferred from this limited distribution that uninvestigated creek floodplain margins, lacking development, have potential for intact archaeological deposits. Additionally, land currently undeveloped or underdeveloped could possess ruins or remains of prior historic occupations, as well as prehistoric sites and artifact scatters.

Additionally, undeveloped or underdeveloped parcels accessing the historic roadways and along the CSX railroad corridor have the potential to possess archaeological resources, both residential and commercial in nature. There is potential for archaeological deposits within isolated historic properties across the city. Large agricultural resources, like Johns Homestead, could possess archaeological resources contributing to the historical significance of the property. Contributing archaeological resources could consist of, but are not limited to, outbuildings, structural ruins, or undiscovered cemeteries.



MA
thru
19

WELCOME
TO
TUCKER
GEORGIA
"DeKalb County
Area of
Golden Opportunity"

SALOON

MAY 25
JUNE 1.
1963

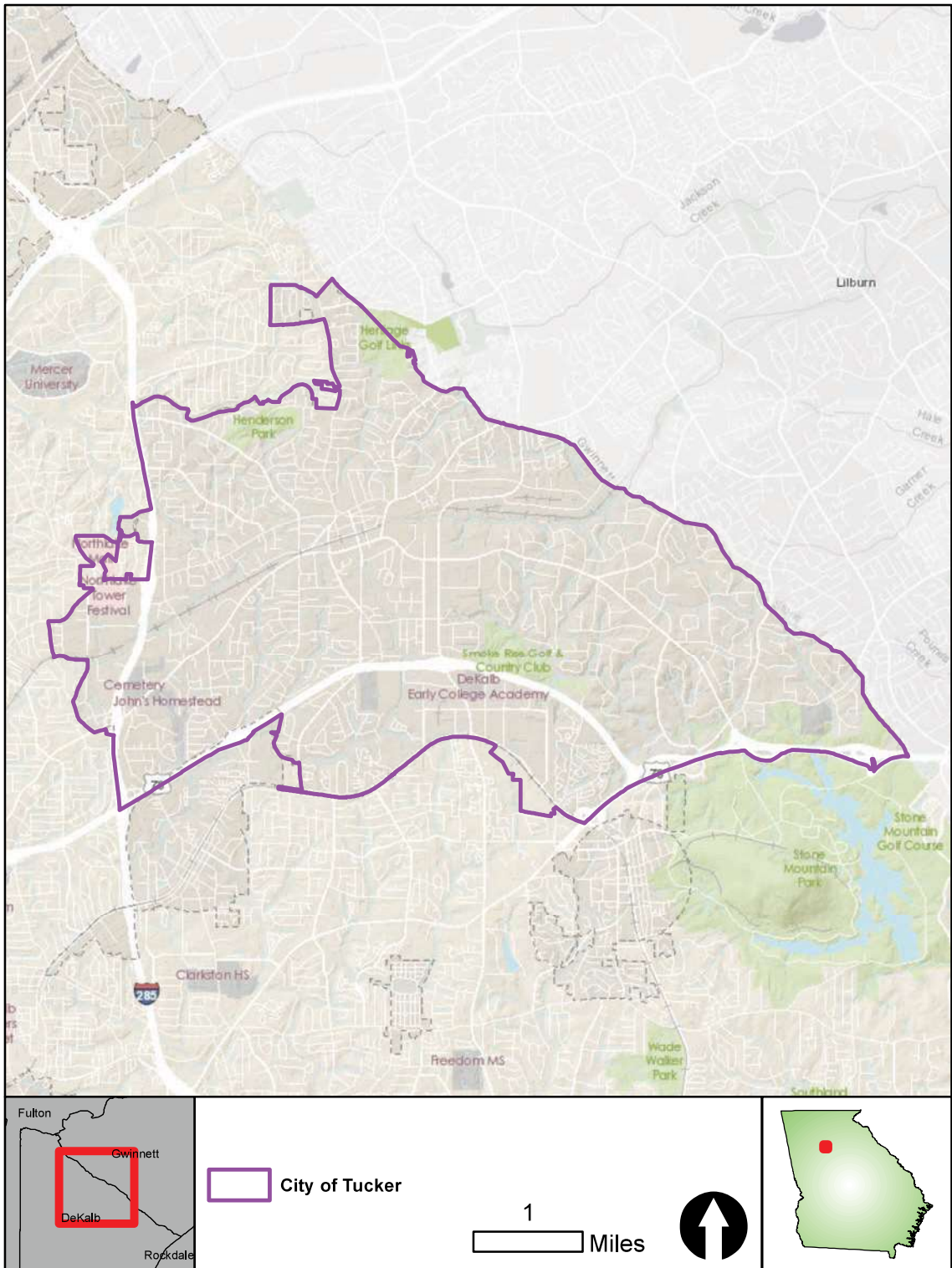


Chapter III

HISTORIC CONTEXT



Figure 2. Map of Tucker



Source: DeKalb Georgia Basemap (2019)

The City of Tucker was incorporated in 2016, but the events that led to the incorporation of the three-year-old city spans almost two centuries. Before Euro-American settlers claimed the land that now makes up DeKalb County and the City of Tucker, it was occupied for thousands of years by native peoples. The impacts of European colonization resulted in the historic alliance of the Creek Confederacy, who laid claim to what is now DeKalb County. These native occupants were forced to cede their land to the United States in 1821.

Many of today's modern roads follow foot paths and trading routes established by Native peoples. These same trails were also useful as boundary markers. For example, the Hightower Trail, once part of a dividing line between the Creek and Cherokee nations, is now the DeKalb-Gwinnett County line. The first white settlers to the Tucker area were farmers and frontiersmen. Tucker grew from a loosely organized community of settlers to a small town centralized around its new railroad stop. As the town continued to grow, new businesses organized themselves in a central cluster around the railroad depot and the population spread along the main thoroughfares. Like many other metro-Atlanta cities, Tucker experienced a post-World War II boom and became one of Atlanta's suburbs. Large-scale industry and manufacturing came to Tucker in the 1960s like nowhere else around metro-Atlanta, furthering growth of the area and resulting in the construction of new neighborhoods, schools and small businesses. A combination of Tucker's builders, business owners who supplied construction materials, and the banks that helped to finance Tucker's boom were responsible for creating the Tucker we are familiar with today.

GEOGRAPHIC CONTEXT

Tucker is located in DeKalb County, Georgia, and its city limits include just over 20 square miles. The City limits border the DeKalb-Gwinnett County Line to the north and east, the city of Stone Mountain, the city of Clarkston, and unincorporated DeKalb County to the south, and unincorporated DeKalb County to the west. Tucker is approximately 12.25 miles northeast of Atlanta, Georgia, and the majority of the city's western border abuts Interstate 285. Major thoroughfares through the city include U.S. Highways 29, 78, and Georgia State Route 236 (Figure 2). The city is located in the Piedmont physiographic region.

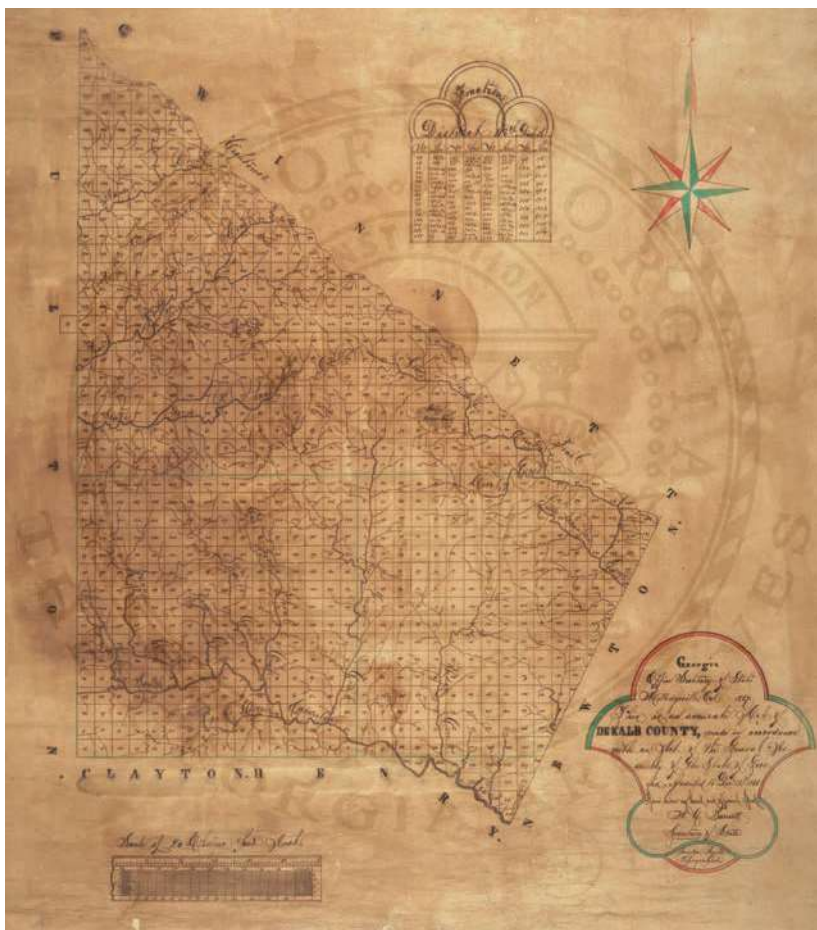
NINETEENTH CENTURY: EARLY SETTLEMENT, THE CIVIL WAR AND THE RAILROAD

THE 1821 LAND LOTTERY

In January 1821, The Creek Confederacy was coerced to cede all of their remaining land to the east of the Flint River in order to pay off mounting and inflated debts claimed by Georgia citizens. In order to absolve the claims against them, the Creek Confederacy and the Federal Government came to an agreement and signed the 1821 Treaty of Indian Springs and the 1821 Treaty with the Creeks. In the first treaty, the U.S. agreed to pay 200,000 dollars for a portion of Creek territory. The second treaty absolved the Creeks of 250,000 dollars' worth of debts to Georgians, to be paid by the Federal government. As a result, the state of Georgia acquired a strip of land between the Flint and Ocmulgee rivers that equated to approximately 6,700 square miles (Maloney 2011). This territory included what was to eventually become DeKalb County and the city of Tucker.

The state created five new counties from the Creeks' ceded territory in May of 1821, which included Henry County. As an incentive to encourage the settlement of Georgia's newly expanded frontier, 202.5-acre lots in Henry County were offered by the state for award to Georgia citizens through the 1821 land lottery. Applicants to the lottery could have their names entered multiple times. The number of entries each individual was given was based on marital status, the number of children they had, or if they were an orphan. With the exception of orphans, applicants were required to have been a resident of Georgia for at least three years. Upon being drawn for a land lot, the winner had to pay a fee of 19 dollars to collect the rights to their property, but were otherwise awarded the land free-of-charge (Georgia Archives 2015). Henry County was divided into lottery districts, each a total of nine square miles. The modern-day city of Tucker falls within District 18. Of the 385 land lots awarded in Henry County's 18th district, 87 of them fall within the city limits of Tucker (Figure 3). Some land lottery winners did not settle the land they were awarded, but instead sold it for profit, sometimes dividing it into smaller parcels. It often took years for land lottery winners to claim their grants. Names for the 1821 lottery were drawn between November through December of 1821, but winners were still being awarded their grants up until 1830.

Figure 3. Map of Land Lots, DeKalb County, District 18, Renewed 1867



Source: Georgia Archives

In 1822, DeKalb County was created from portions of Henry, Fayette, and Gwinnett counties. Decatur was chosen as the location for the county seat in 1823. DeKalb County's first courthouse went up in flames in 1842. The wood framed courthouse caught fire in the middle of the night, taking with it almost two decades worth of public records. The majority of records that trace land ownership in Tucker between 1821 to 1842 burned, making it difficult to identify the area's earliest settlers who were not awarded land in the 1821 lottery, but who instead bought land in the interim years. Fortunately, the 1821 land lottery records were housed at the Capitol and were not lost. Census records are a valuable source of information for recreating the family demographics of the area during the 1830s. In some cases, church membership records can provide information on which families were present in the area during the years lost in the DeKalb Courthouse fire. County records, as an example, indicate that Greenville Henderson was purchasing land to add to his holdings in 1841 thanks to deeds of sale recorded in 1842, and Fellowship Primitive Baptist Church records show

that the Hendersons were founding members of the church in 1829 (Timmons 2014). Along with census records, tax records on file at the Georgia Archives, church and family histories, and cemetery records were employed to reconstruct Tucker's earliest history.

BROWNING'S DISTRICT

In order to be able to protect its citizens from war, conflict and uprisings, Georgia maintained an organized state militia. Laws dating back to the creation of Georgia as a state required that all capable men register with their local militia district. Districts were created by the division of the county into units, each of which was led by a company captain. In 1804, it was required by law that all districts within a county be assigned a number. Prior to this law, districts were often referenced by the name of the Captain that lead the district militia. As a result, many militia districts are referred to by a name, their district number, or both (Hitz 1956).

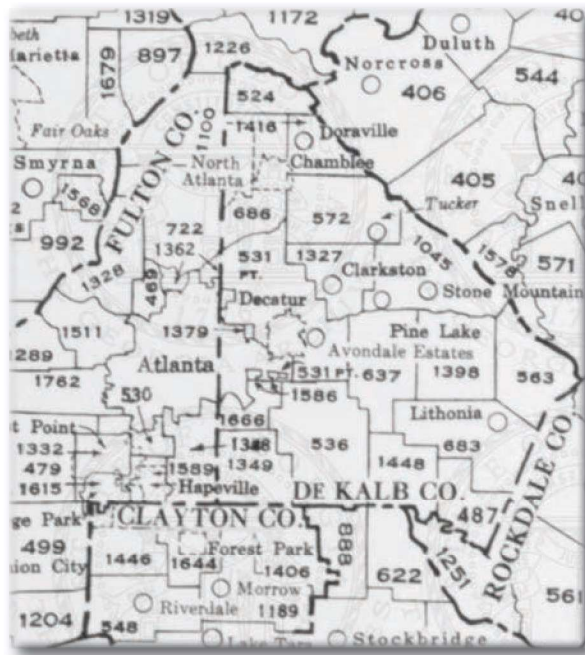


Figure 4. Map of Georgia Militia Districts, DeKalb County, Census Bureau 1950

All eligible men were required to enroll in their district, and be prepared to muster should the need for local defense arise. By the time DeKalb county was created from Henry County, state law required DeKalb's districts be assigned numbers. Central Tucker fell within Militia District 572 (Figure 4). Despite the numeric system, most districts were still referred to by their captain's name. As a result, District 572 was more commonly known

as "Browning's District, named after Andrew Browning. Andrew Browning was an early settler of the Tucker area; he and his wife appear on the 1830 census for DeKalb County (U.S. Census Bureau 1830). Although not one of the original land lottery winners, Browning owned a large parcel of land near Idlewood and Fellowship roads. He was the second postmaster at the "Rock Mountain" (Stone Mountain) post office, and he

was one of District 572's militia captains (National Archives and Records Administration 2010). The community and the courthouse retained his name as well (Figure 5), until Browning was rechristened as Tucker in 1892.

Figure 5. Browning Courthouse



For the first 70 years of its existence, Browning's district was little more than a loosely organized community of dispersed homesteads and farms. The hub of the area lay around the intersection of today's Fellowship and Lavista roads, where Browning's Courthouse stood, a dry goods store and blacksmith nearby (Timmons 2014). Today, Browning's Courthouse now stands adjacent to the Tucker Recreation Center on Lavista road. The building was relocated in order to save it from demolition in 1985.

HENDERSON'S MILL

Greenville Henderson was one of several early settlers to the Tucker area. He and his wife, Nancy, moved their family to the Tucker area from Morgan County. The first five of their children were born in Morgan County, and the sixth was born in DeKalb County. It can be assumed that the Hendersons moved to the area between the birth of their fifth and sixth child, or between 1824 and 1827. Henderson was not one of the 1821 land lottery winners. It has been previously assumed that Henderson was awarded a

large sum of acreage by the state for his military service during the war of 1812, but no land was awarded in DeKalb County to veterans for their military service. According to records of the 1821 land lottery, all of the land lots that Henderson eventually came to own were deeded to lottery winners who likely sold them, either to Henderson directly, or to others who eventually sold them to him (Georgia Archives 2015).

Although it is unclear when Greenville Henderson first purchased land in the area, it can be deduced from DeKalb County records that he bought and sold vast swaths of land in the area and by 1841 had acquired a large amount of acreage. Records created after the 1842 courthouse fire show that Henderson purchased land by the lot, half-lot, or quarter-lot and owned, in total, at least 1,000 acres (State of Georgia 1849). Records also show that four of Henderson's sons, Major, John, Rufus and William, inherited land from their father's estate but also added to their holdings and expanded the family domain. In some cases, the sons purchased lands formerly owned by Greenville Henderson from George Baylis Hudson. It is unclear why Hudson had acquired title to lands formerly owned by Henderson. The Henderson family estate was large and grew to include acreage on lots 208, 210, 229, 230, 231, 248 249, and 250, purchased either by Greenville himself or later, by his sons (DeKalb County, Georgia 1910).

Greenville Henderson was a farmer, but according to descendants he grew peaches, apples and corn, all of which he distilled. Henderson also ran a grist mill, located on the northwest side of Henderson Mill Road, south of the intersection of Henderson Mill Road and Midvale Road Northeast (Ancestry.com 2011). The location of the mill site is outside the City of Tucker's current municipal boundary. The Henderson family cemetery is nearby, to the east of Henderson Mill Road and to the west of the Glenrose subdivision. This cemetery is also outside of Tucker's boundary. While the mill site, home site and family cemetery are not within the City of Tucker, the eastern portion of the former Henderson estate is. Greenville Henderson was a community leader; he was the captain of District 572's militia from 1827 to 1831, and was elected a state legislator, serving in the House of Representatives from 1853 to 1854. Additionally, he and his wife Nancy were founding members of Primitive Fellowship Baptist Church in 1829. While much of his holdings now lie outside the city limits, his wide-ranging impact on the history of Tucker cannot be neglected, as he was one of the wealthiest and most successful of the early settlers of Browning's District.

THE JOHNS HOMESTEAD

The Johns Family's ties to Tucker goes back to the 1821 land lottery. According to Henry County land lottery records, John Johns of Wilkes County, Georgia, was selected as the winner of lot 143 (Georgia Archives 2015). Today, Highway 78 runs diagonally across this piece of land, but in the early nineteenth century, like many of the lots to be awarded in the 18th district, Johns' lot was inaccessible by road. John Johns claimed his land in 1825 but died shortly after in 1829. Records do not indicate that he settled his lot; it was left to his widow in his will and she presumably sold it. However, their son John B. Johns acquired almost all of the acreage in adjoining lot 165 (DeKalb County, Georgia 1910). This lot was accessible by road and thus more desirable, and perhaps the family used his father's land lot in a barter to acquire a parcel which was more easily accessible.

It was here on lot 165 that John B. Johns established his farm and built his homestead. He is thought to be one of the first settlers in the surrounding community which came to be known as Pea Ridge. Historically, Pea Ridge spanned Lawrenceville Highway, to the west of Frazier Road and just east of Cooledge Road. John B. Johns donated a parcel of land next to his home for the construction of the community's first school in 1854. The log cabin schoolroom later became the meeting place of a new church, Rehoboth Baptist Church. Johns later sold another parcel of land across Lawrenceville Highway to Rehoboth for the establishment of a cemetery.

Figure 6. Johns Homestead



Today, the Johns Homestead contains some of the oldest buildings in the city. The original house can be seen standing on a knoll on the south side of Lawrenceville Highway, northeast of Rehoboth Baptist Church, and was occupied by descendants of the Johns family until the 1980s (Figure 6). The Homestead was acquired by DeKalb County in 2004 and is now a city park (Atkins 2018).

THE CIVIL WAR

Browning's District, despite being a small community tucked between the shadows of Atlanta and Stone Mountain, was touched by Sherman's Atlanta campaign. The community was mostly unimpacted, perhaps because of its insignificant size, but in July 1864, Union Troops stopped in Browning's to set up camp on their way to tear up the railroad. Commanded by General John Logan, the 15th Army Corps was sent south from Roswell to aid Major Kenner Garrard's cavalry in the destruction of the Georgia Railroad between Decatur and Stone Mountain. The 15th posted at Browning's Courthouse on July 18th while a brigade under the command of General Lightburn was sent south along Fellowship Road to rendezvous with Garrard. Along the way, Lightburn and Garrard's men skirmished with Confederate cavalry under the command of Confederate General Joseph Wheeler (Georgia Historical Commission 1954a). Despite the encounter, the Union troops reached Stone Mountain and managed to rip up over two miles of tracks, cutting off Atlanta from the east by way of rail. After dismantling the tracks, Garrard's cavalry headed for Decatur; the 15th Army Corps reunited at Browning's Courthouse (Georgia Historical Commission 1954b). Unable to find a place to water their horses (despite being surrounded by streams and springs), the 15th moved west and set up camp at Henderson's Mill.

THE GEORGIA, CAROLINA AND NORTHERN RAILWAY

The antebellum South was transformed as shipping and transportation shifted drastically away from river and seaports to inland rail transport. Rail was already on the verge of taking over the shipping economy before war divided the nation, but during reconstruction, railroads seized control of the shipping industry in the south. Railroads that were destroyed by the Union Army were rebuilt and new rail lines crisscrossed the region with towns springing up around every whistle stop. Atlanta, once known

as “Terminus,” named for its location at the end of the line for the Western and Atlantic Railroad, had become the Southeastern United States’ premier rail hub by the early twentieth century. Settlers had been in the Tucker area for nearly 70 years before the railroad came through town, or rather, before the town centered itself around the railroad, but before the railroad, the Browning community was rural and isolated.

In 1886, the Georgia senate approved the incorporation of the Georgia, Carolina and Northern Railroad (The Atlanta Constitution 1886). This new railroad was to connect Atlanta to Monroe, North Carolina by way of Athens, Georgia. Following their charter’s approval, the Georgia, Carolina and Northern began surveying the line for their tracks in January 1887, working east and west out of Athens. Trouble for the new rail company began, however, before survey had got underway. Despite the state’s approval of the charter, the proposed route into Atlanta’s Union Station required the condemnation of several of the Georgia Railroad’s existing side tracks. The Georgia Railroad fought the seizure of their tracks and initiated a legal battle that drew out over several years and through multiple courts.

Despite the legal battle, construction of the Georgia, Carolina and Northern Railroad began in 1887 in North Carolina. In the meantime, routes were being surveyed, leased and graded between Athens and the Savannah River, and Athens and Atlanta (The Atlanta Constitution 1887). Surveyors eventually made their way through Browning, a small unincorporated village in DeKalb County, and it was determined that the Georgia, Carolina and Northern Railway would be laid through the town’s crossroads. Sometime around 1889, the majority of the Georgia, Carolina and Northern’s stock was sold to the Seaboard and Roanoke Railroad Company of Virginia. The line was renamed the Seaboard Air Line Railway. Ultimately, the railroad lost its legal battle with the state and the Georgia Railroad, and was barred from entering Atlanta’s Union Station on existing tracks. To circumvent the ruling, the Seaboard Air Line Belt Railroad was chartered and a connecting line was laid to the north of Atlanta that tapped into the Nashville, Chattanooga & St. Louis line (The Charlotte Observer 1892).

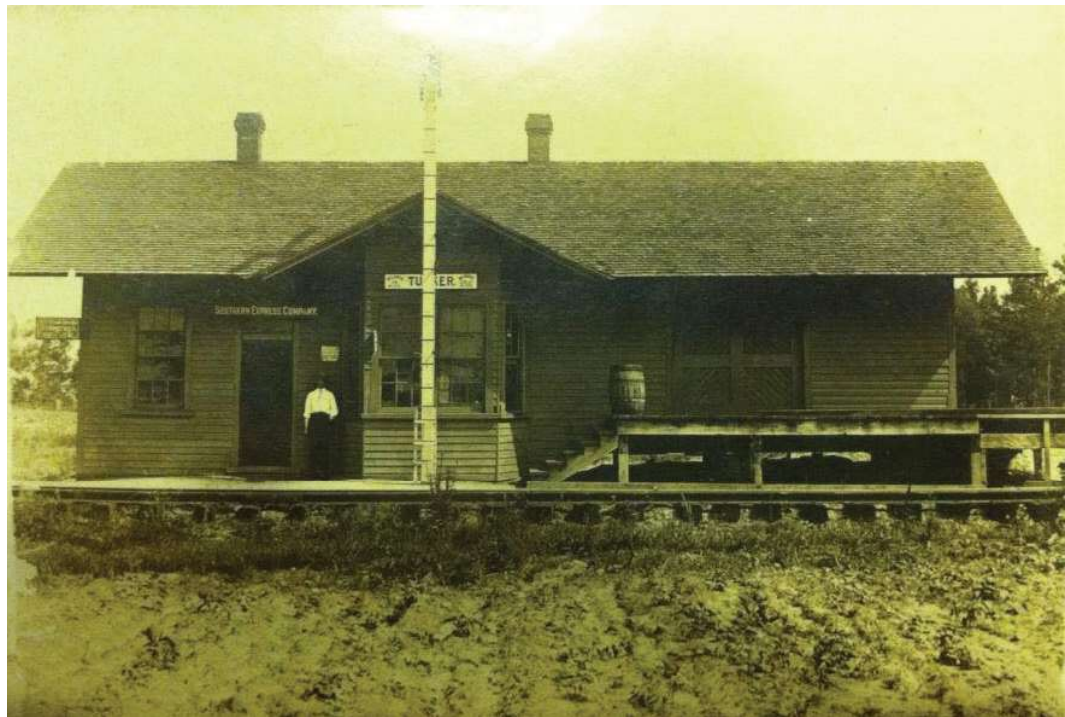
In March 1892, Burgess Smith leased a strip of his land to the railroad. Diligently, Smith included in the clerk’s records a precise map of his property in the heart of the town of Browning. According to Smith’s map, Browning consisted of (or was meant to consist of) a small grid of eight streets: 1st through 5th streets running northwest to southeast, and 1st through 4th Avenues running east northeast to west southwest (Figure 8). Since

most of Browning's business was, at the time, conducted slightly north of this neat grid, it is uncertain if these roads existed already, or were laid out in anticipation of the railroad's coming. Tucker's historic downtown has not changed much since this map of Browning was drawn. Today, 3rd Street is named Main Street, 2nd Avenue is Railroad Avenue, and Lawrenceville Highway replaced 4th Avenue. 1st Street was renamed 2nd street, and the original 2nd Street and 3rd Avenue no longer exist.

The 273-mile long Seaboard Air Line Railway reached Browning in 1892 (The Atlanta Constitution 1892). On April 24th the first train stopped at the new "Tucker" station on its way to Inman Park, connecting the isolated crossroads of a farming community directly to Atlanta, the "gate city" of the South. Browning was now on the map -- or at least, the timetable.

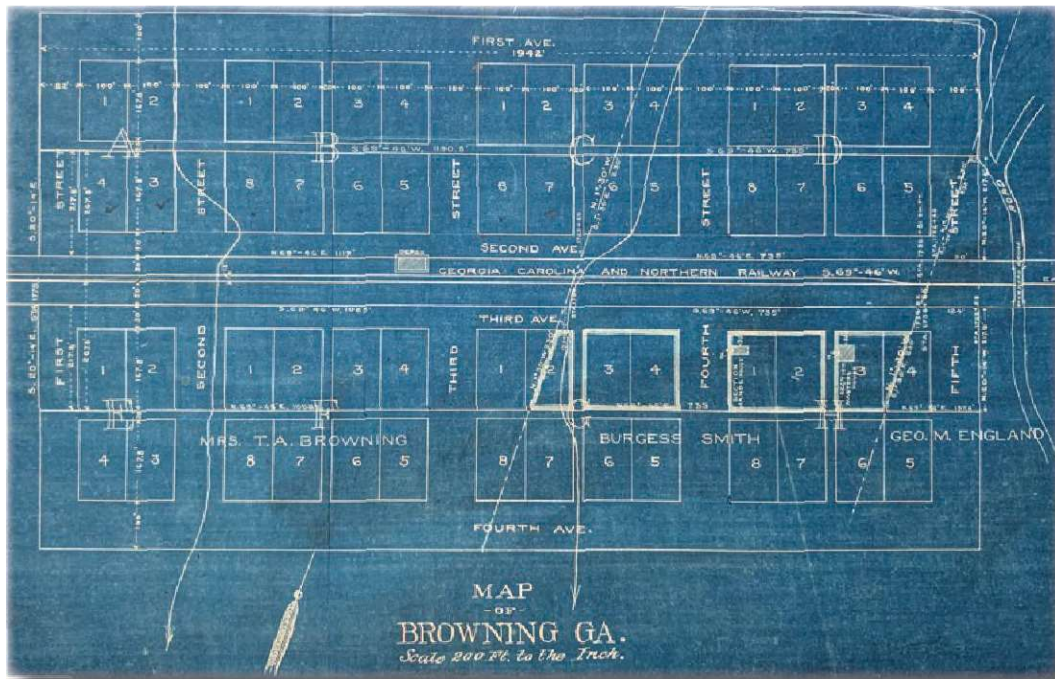
The railroad constructed a train depot, built on the southwest intersection of Railroad Avenue and Main Street, and it served the community as a passenger and freight depot (Figure 7).

Figure 7. Tucker Train Depot, 1892



Source: Tucker Historical Society

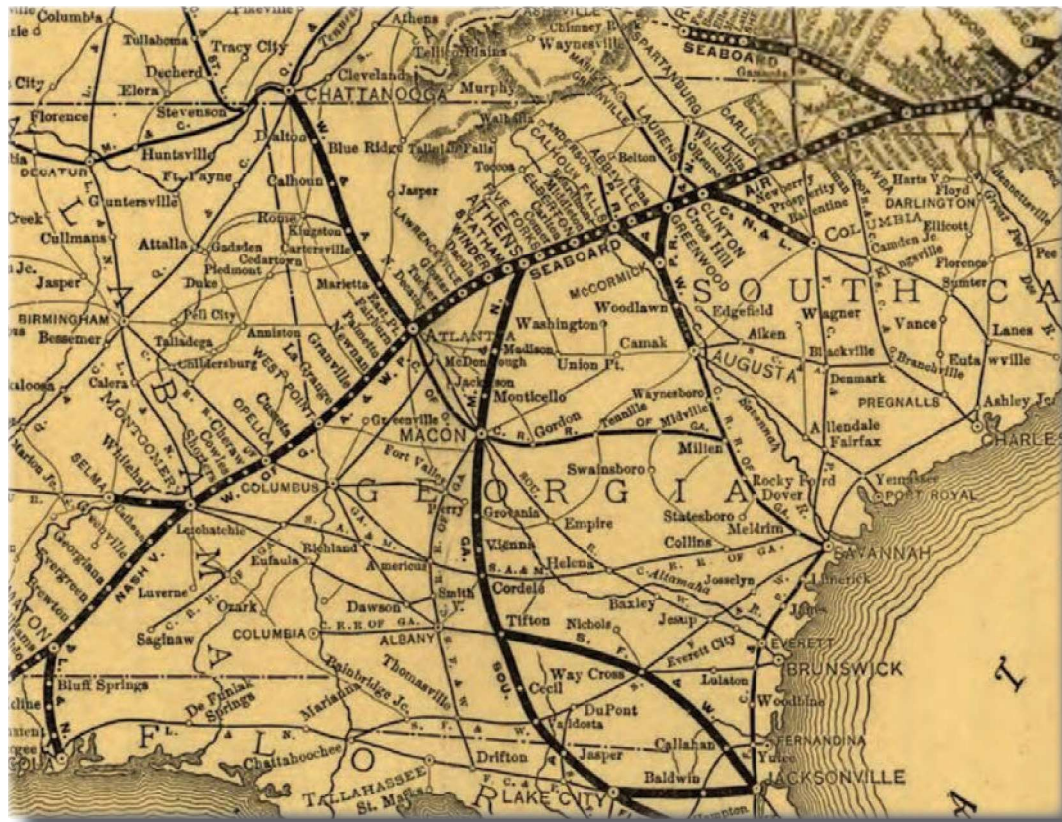
Figure 8. Map of Browning, 1892



Source: Georgia Archives

Sometime at the turn of the century, the town of Browning became known as the town of Tucker, presumably after the depot name which was listed on the railroad timetables. While it is unclear why the depot was named Tucker instead of Browning, there is evidence to suggest that Tucker was named in honor of a prominent family from Raleigh, North Carolina. Both Rufus Sylvester Tucker and his only son, William Ruffin Tucker were large investors and heavily involved in the management of several of North Carolina's railroads. Rufus Sylvester was estimated to be the wealthiest man in Raleigh at the end of the nineteenth century and was a shareholder of multiple railroads acquired by the Seaboard Air Line Railway, the conglomerate that acquired the Georgia, Carolina and Northern Railway. In 1895, William Tucker's name appears in newspapers among a list of shareholders of the Georgia, Carolina and Northern Railway present at an Atlanta meeting. It seems that references to Browning switched to Tucker around 1892, the year Seaboard Air Line Railway made its way through the small town and onwards to Inman Park.

Figure 9. Seaboard Air Line and its Connections, 1896



Source: Library of Congress

In 1892, the railroad's completion connected Tucker directly west to Atlanta and eastward through to North Carolina (Figure 9). The incorporated city of Jug Town had its name changed to Winder at around the same time, and the State General Assembly passed legislation approving the name change in December 1893 (State of Georgia 1893). Perhaps a coincidence, Winder was named in honor of John Henry Winder, the son of John Cox Winder. The Winders, like the Tuckers, were members of Raleigh's elite and big rail investors with significant power among the ranks of the Seaboard Air Line Railway shareholders. In fact, the two families had ties by marriage; most directly, John Cox Winder and William Ruffin Tucker were brothers-in-law (News and Observer 1899). The towns' concurrent name changes and the relationship of the Tucker and Winder families to both the Seaboard Air Line Railway and to each other support the hypothesis that Tucker's namesake may have been a North Carolinian. Alternatively, some of the Browning's District's first settlers did have the Tucker surname. Land lottery records show that Elizabeth Tucker, widowed, was awarded lot number 188 in the 1821 lottery, and Tuckers appear in census records for the Browning District in 1840 (earlier census

records of the area were conducted by county), yet research did not indicate that the local Tuckers made any particularly unique or significant contributions to result in the naming of the rail depot after them (Georgia Archives 2015; U.S. Census Bureau 1840).

The addition of a whistle stop to the area helped to cement the location of what was to become downtown Tucker, as well as unify the developing commercial district. Prior to the railroad, the community center was developing nearer the intersections of today's Fellowship, Lavista and Chamblee Tucker roads, and this area continued to experience growth after the arrival of the railroad. It was here that Browning's Courthouse was located, as well as some of the earliest businesses like the England general store. Sometime between 1900 and 1910, census records show that Dr. W. W. Andrews moved his practice from Decatur to Tucker, establishing a pharmacy and doctor's office near the England general store.

The railroad birthed Tucker's post office, manned by Tucker's inaugural postmaster, Alpheus G. Chewning (National Archives and Records Administration 2010). Chewning had the foresight to purchase a few lots along the proposed rail line in the infancy of the Georgia, Carolina and Northern Railway's construction, where he established a dry goods store on today's Railroad Avenue next to the Tucker Depot. Alpheus (Alf) Chewning's store was located east of the Depot near 5th Street (Timmons 2014). Other businesses soon followed. Dr. Andrews moved his practice to Main Street, and by 1920 George England's son Junius opened his own general store near the northwest intersection of Main Street and Railroad Avenue (Figure 10).

Figure 10. Tucker Businesses and Business Owners



Left: Dr. Andrews. Above, Main Street. Source: Tucker Historical Society

Figure 11. Tucker Depot



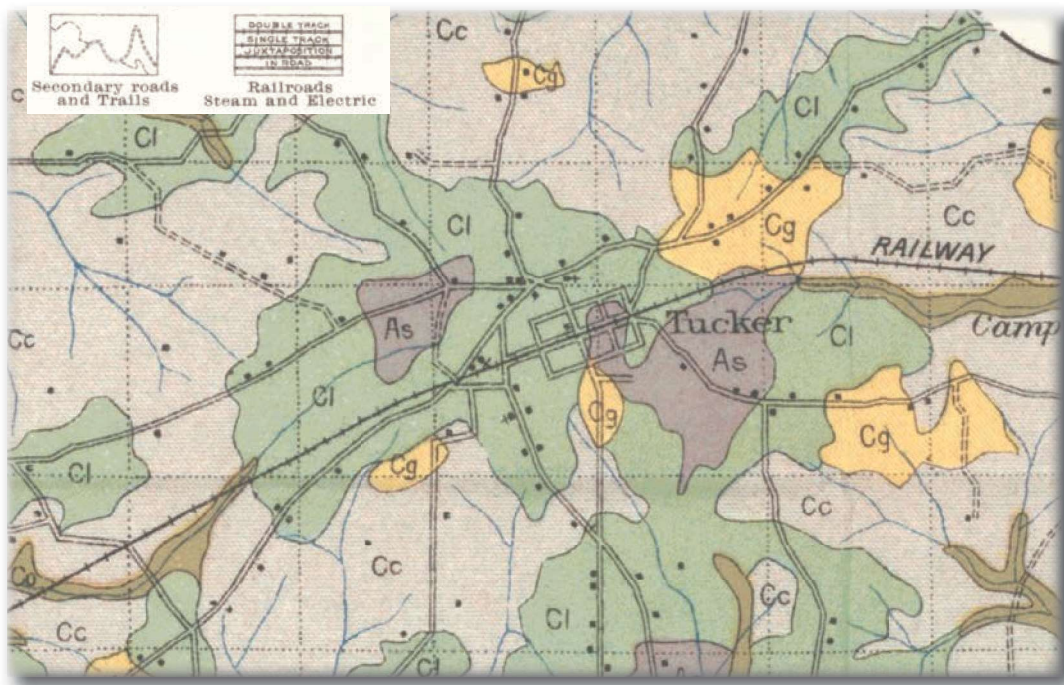
The location of the original community nucleus to the north of the depot may explain why Tucker's downtown and Main Street developed along a perpendicular axis from the railroad, rather than the more common organization of railroad towns: parallel to the railroad. It was practical to connect the existing town center to the rail depot, and infilling of businesses and store fronts occurred along the north-south axis of the grid.

Today, the 1892-constructed depot still stands in its original location, immediately north of the railroad and south of Railroad Avenue (Figure 11). The building is currently owned by CSX and its modern use is limited, yet it remains a testament to Tucker's early railroad history.

EARLY TWENTIETH CENTURY DEVELOPMENT

Tucker began to grow in earnest in the twentieth century. While the railroad had come to town less than 10 years prior to the turn of the century, the dispersed farming community of Tucker did not immediately begin to experience real growth. In fact, the railroad may have resulted in a loss of residents to the “big” city of Atlanta, or even out-of-state. Census records indicate that the Browning’s District population declined 28 percent between 1880 and 1900, from 1,252 to 903, but this may also be a result of contracting enumeration districts. Following an initial loss, the Browning’s District population began to rise steadily after the turn of the century. In 1900, the census recorded 1,089 individuals, 1,249 in 1920, and 1,413 in 1930 (U.S. Census Bureau 1880; U.S. Census Bureau 1900; U.S. Census Bureau 1920; U.S. Census Bureau 1930).

Figure 12. Soil Service Map, 1914



Source: Digital Library of Georgia

As Tucker grew, residential infilling occurred first along the City’s main thoroughfares. Soil and topographic maps show that through the early twentieth century, even the most improved roads – dirt, not paved - were only sparsely occupied, as is illustrated by a scattering of black dots representing houses on a 1914 USDS soil service map (Figure 12). Today’s Lavista Road, Lawrenceville Highway, Brockett Road, Cooledge Road,

Henderson Road, Chamblee-Tucker Road, Hugh Howell and Rosser Road were the area's major roads. The majority of the area was still farmland and the primary occupations listed within the census was farmer or farm laborer. Milk dairies and sawmills provided popular means of employment as well. After the boll weevil devastated the south's cotton industry beginning in 1915, most farmers abandoned the crop and diversified their plantings. Early twentieth century DeKalb County had a large number of dairy farms, Tucker being no exception, and several dairy farmers and farm laborers are noted in the census. The 1930 census also captured employees of a few factories in the area, foreshadowing Tucker's industrial boom that was only a few decades away: laborers at a "shoe factory," a "casket factory," and a "bed factory" (U.S. Census Bureau 1930). The "bed factory" is likely the Tucker Mattress Company, which was founded in 1917 and as of 2019, is Tucker's oldest business still in operation (Figure 13).

Tucker continued its slow growth, and local businesses took root in the downtown area. Reid and Kelley Cofer started a general goods business in 1919 that supplied the community with everything from groceries to horse feed. Tucker had several businesses and drug stores located in the downtown, and Tucker's four-room primary and high school was located on the corner of Main Street and Lavista Road (Timmons 2014).



Figure 13. Tucker Mattress Company



Source: Tucker Historical Society (Above)

PETERS PARK

The Peters Park Community is one of Tucker's earliest neighborhoods. It is a historic African American neighborhood that developed in the 1930s. Located just over a mile to the southeast of downtown Tucker, the neighborhood is bounded to the north

Figure 14. Map of Peters Park Neighborhood



Source: Bing Aerial Imagery (2010), ARC (2010), City of Tucker (2018)

by Elmdale Drive (formerly Miller Grove Road), to the east by Tucker Industrial Road (formerly Ramey Road), and to the west by the South Fork of Peachtree Creek. The south end of the neighborhood was pasture and farmland and was confined by the construction of Highway 78 (Figure 14).

Peters Park is named after its earliest residents, members of the Peters Family from Morgan County, Georgia. The 1940 census shows that the earliest residents of Peters Park consisted of multiple Peters households along "Grove Road," named after Little Miller Grove Baptist, the community's first church. Little Miller Grove Baptist Church originally congregated closer to downtown Tucker, and was first located on property between Lawrenceville Highway and Cowan Road or "behind the Longhorn Steakhouse," but was forced to relocate when the highway was moved (Clark et al. 2018; Bailey 2019). The church moved to Peters Park in 1933. The name "Grove Road" in the census can be explained in two ways: Either Grove Road became Peters Road, named after the Peters family members that first lived on the street, or the census taker refers only to the neighborhood's main thoroughfare, Miller Grove Road, and not the street that was actually occupied by the Peters families: Peters Road.

Figure 15. Little Miller Grove Baptist Church, Peters Park



In 1930, Lucius Peters was living on Lawrenceville Decatur Road in Tucker. At the time, Lucius was an employee of the Seaboard Air Line Railroad, which may explain his choice to settle in Tucker. He was also next-door neighbors with Darling Cofer, the uncle of Gene and Kelley Cofer (Clark et al. 2018). The Cofer Brothers' business was becoming a Tucker institution, and Lucius' brother, William McKinley Peters is remembered as a lifetime employee of the Cofer Brothers – he even listed Kelley Cofer as his emergency contact on his 1942 World War II draft registration (U.S. Selective Service System 2010).

In October 1933, Lucius Peters, William McKinley Peters, and Samuel J. Everston paid John and Myrtice Carroll ten dollars for approximately 1.72 acres of land located on "the south side of a new public road" (today, Elmdale Road) bordered to the west by the Pharr farm" (DeKalb County Courthouse, Decatur, Georgia [DCC] 1933: Deed Book 387:337). The deed named the three men as Deacons of Little Miller Grove Baptist Church, and it was on this property that they established a more permanent home for Little Miller Grove Baptist Church (Figure 15).

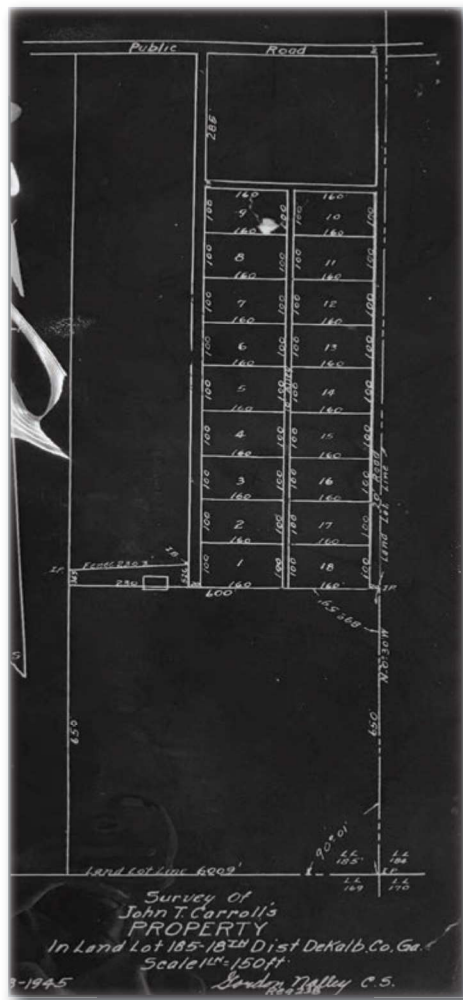
The deed of sale also names Thomas L. David, D. W. David, and Troy Smith as trustees of the Tucker Colored School. Troy Smith, a railroad employee, died in 1939, and the Davids were not enumerated as living in the Peters Park community in the 1940 census. Deed records show that Lucius Peters and William McKinley Peters purchased more acreage in Peters Park from John Carroll in 1935, immediately south of the church property. Lucius Peters paid 1,140 dollars for a parcel of land measuring 100 feet by 230 feet, or approximately 0.58 acres, and his brother bought the next parcel to the south (DCC 1935: DB 424:144) of what is now Peters Road (Figure 16).

Figure 16. William McKinley Peters Home



By 1940, the Peters community was growing into a well-established neighborhood with eight African American families congregating along "Grove Road." There were also four African American families living nearby to the west on Fellowship Road. Half of the families living on "Grove Road" owned their property. In 1940, four Peters households are recorded in the census. Brothers Lucius and William McKinley were the first to buy property from John Carroll. Lucius came first and with his wife, Amanda, bought property in 1935 and William McKinley followed shortly after. Their sister and mother, both widowed, lived together in a rented house a few doors down. Their paternal cousin, Billie Peters, lived with his family in a rented home on Grove Road as well. Samuel Everston, the third Deacon of Little Miller Grove Baptist, was also renting a house on Grove Road in 1940. The Peters Park Community was recorded as a rural part

Figure 17. Survey of Carroll Property, 1945



Source: DeKalb County Courthouse

of Stone Mountain Enumeration District 44-41, and at the time was not considered a part of Tucker (US Census Bureau 1940). In 1945, John Carroll had a survey of his remaining property completed. The resulting plat map shows a linear set of small parcels between Peters Road and Clark Drive, subdivided for sale. At the north end of the strip is a large, rectangular parcel belonging to Little Miller Grove Baptist Church (Figure 17).

According to descendants of the original families that settled in Peters Park, John T. Carroll sold all of the surrounding land to African American families with the intent of establishing an African American community in Tucker and providing them the opportunity to own land. The Clarks, Rameys and Baileys are three other notable families that settled the Peters Park neighborhood (Figure 18). All came from Lilburn and Luxomni, Georgia, and were members of the Salem Missionary Baptist Church in Lilburn. Salem Missionary Baptist

Figure 18. Peters Park Historic Homes, Elmdale Drive



Church is Gwinnett County's oldest African American congregation. The church was established around 1834, when plantation owner Thomas Carroll ordered his slaves to build several buildings, including a place of worship. Descendants of Salem Missionary Baptist's inaugural congregation still live in Peters Park, and often travel to Lilburn on Sundays to "go home" for church services. The two communities are deeply connected through marriage and church membership. Deacon Gregory Bailey of Salem Missionary Baptist Church grew up in Peters Park. He speculated that the connection between the Peters and the other families in Lilburn may have been through the railroad (Bailey 2019).

Peters Park may have grown substantially in the subsequent years as a result of racial tensions in Lilburn. Many African American families were forced out of Lilburn during the early twentieth century. Intimidation and threats from whites resulted in a mass exodus, and many of Peters Park's first families trace their roots to Luxomni, Lilburn, and the Salem Missionary Baptist Church. It may have been that John T. Carroll was providing land to help establish a place for the resettlement of families that were fleeing racism and violence in Lilburn.

Census records indicate that John T. Carroll was the great grand-nephew of Thomas Carroll. Deed records support that Carroll initially provided the land for a church at a deeply discounted rate, rented his property and eventually sold it to African American families. John T. Carroll was a cotton mill superintendent and lived in the West End neighborhood of Southwest Atlanta, but little more is known about him or his relationship with the Lilburn Carrolls.

In addition to the Peters, the Rameys, the Briants, and the Fowlers also owned their own homes on Grove Road. Ramey Road, which was renamed Tucker Industrial Road sometime after 1962, was originally named after the Ramey Family (Clark et al. 2018). Joel Ramey was also employed by the Cofer Brothers, and William McKinley Peters may have encouraged him to purchase land in the neighborhood. Mary Frances Ramey-Harper has the deed that shows her grandfather Joel bought property from John T. Carroll in 1939. The Rameys were originally from Luxomni, Gwinnett County, another small railroad community on the Seaboard Air Line Railroad. The Luxomni community no longer exists, and it is now a part of the city of Lilburn.

The Clark family (for which Clark Drive is named) also moved from Luxomni to the Peters Park Community in 1948. 1920 Gwinnett County census data shows a Ramey family and Clark family as neighbors in Luxomni. Courthouse records show that Aaron and Luciel Clark bought their family property on Clark Drive from John T. Carroll in 1948 (DCC 1948: DB 725:77). Their father built their childhood home that same year, and the Clark children recalled that their family moved in before the interior of the house was completed (Clark et al. 2018).

Like many African American neighborhoods of the Jim Crow era, Peters Park was neglected by the county and lacked all essential public services. The community had no public water or sewer access and relied on wells and springs for potable water. The neighborhood had no utility lines and roads were unpaved. Residents of Peters Park formed the Tucker Community Action Club (TCAC) in 1946 and began organizing and lobbying DeKalb County to get these basic services extended into their neighborhood. Amanda Peters was the first president of TCAC, and Annie Bailey served as secretary. Meetings were held at Little Miller Grove Baptist Church, and together the community successfully advocated for equal amenities. Water and electric came to Peters Park, the community's roads were paved sometime in the 1970s, and eventually the county built a public park on a parcel of land that was donated by William McKinley Peters.

Figure 19. The Original Tucker Community Action Club Members



Source: Tucker Historical Society

Throughout the mid-twentieth century, the Peters Park Community grew to be an insular and mostly self-sufficient neighborhood. Women took domestic jobs as nurses, cooks and washerwomen for local Tucker families, or stayed home and raised their families. Men worked for local businesses, for the railroad, or farmed and sold their produce. In at least one instance, Peters Park residents owned businesses in downtown Tucker; Tucker Community Cleaners was owned and operated by several Bailey siblings. Although their parents ventured outside the neighborhood for work, second and third generation residents recalled that their families did little shopping outside of the neighborhood and did not typically patronize Tucker businesses unless it was for goods they could not produce themselves or buy in the neighborhood, of which there were few. Families raised and slaughtered hogs, cows and chickens; they planted fruit-bearing trees on their properties and kept vegetable gardens.

The community began around one church, Little Miller Grove Baptist, but residents remembered that sometime during the 1950s the community's second church opened: St. Johns Apostolic Holiness. Residents operated several small stores, a barber shop, and a dance hall. The neighborhood had its own two room schoolhouse, Tucker Colored Elementary School, which children attended until the Victoria Simmons Elementary School was opened in Stone Mountain. High school students were bussed to Hamilton

High School in Scottdale. In 1966, Linda Clark became one of the first three African American students to voluntarily integrate Brockett Elementary School under the DeKalb County School System's "Freedom of Choice" plan, which was put into effect the same year.

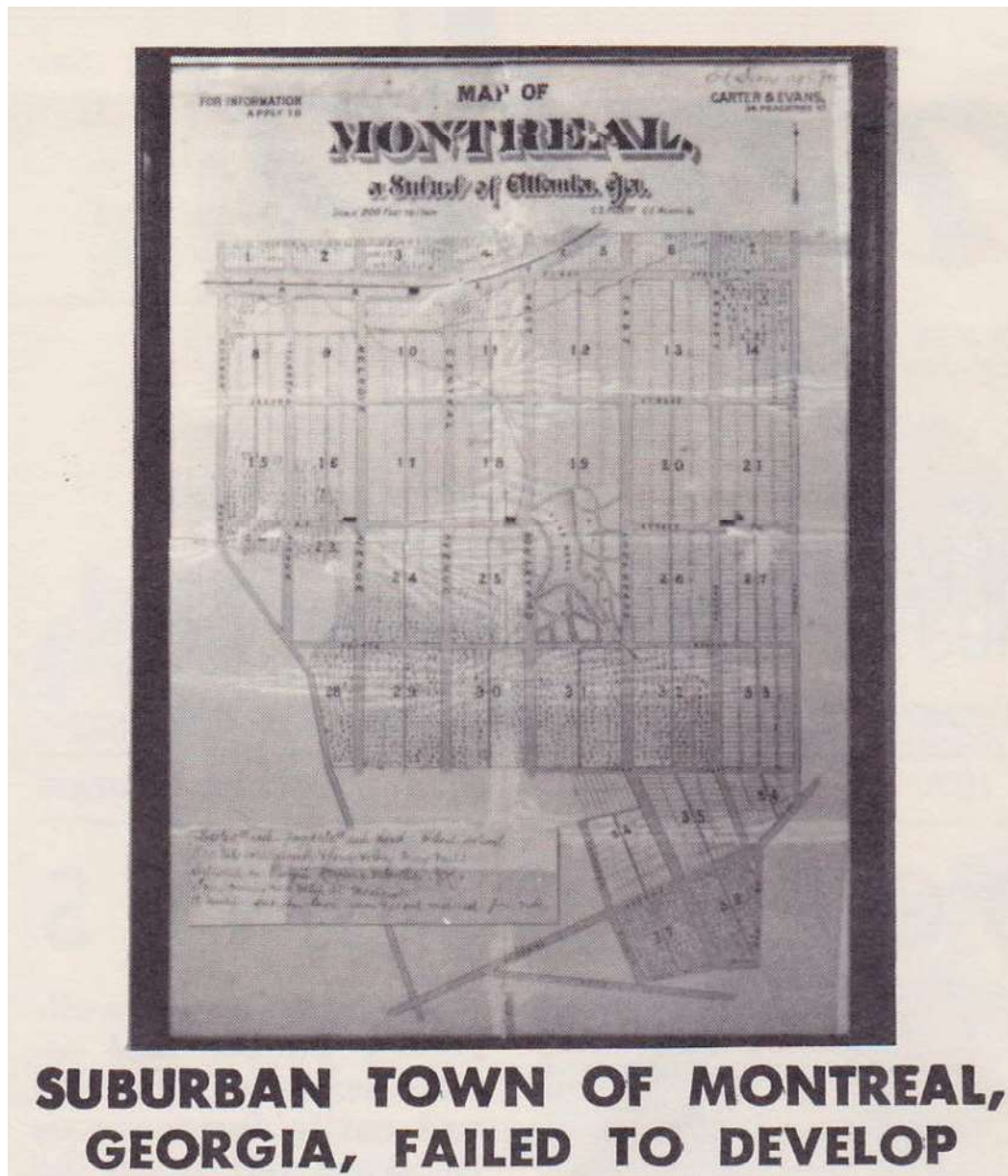
MONTREAL

The next depot on the way to Atlanta via the Seaboard Airline Railway was named Montreal. Like Tucker, Montreal had the potential to be a planned railroad community with a downtown centralized around the depot. Prior to the railroad, historic maps show that Montreal road connected Clarkston to Lavista Road. The Montreal depot was located at the intersection of today's Montreal Road and the Seaboard Airline Railroad, north of Lawrenceville Highway. DeKalb County Postmaster records show that Montreal had a post office that opened in 1892 with its depot on the Seaboard Airline. William Wilcox was the first postmaster, who was succeeded by John Richardson in 1900. There is also record of a community school. Historic maps of Montreal show that, like Tucker, the depot was surrounded by a carefully planned grid of streets, bisected by the existing Montreal Road, and bordered to the west by Hudson Road. An advertisement for Montreal even illustrates a large central park in the middle of the grid (Figure 20). It is unclear to what extent the town ever developed; a 1914 soil map shows a downtown grid of five streets around the depot, but no buildings are plotted. On the same map, the area covered by Montreal's downtown grid is nearly four times the size of Tucker's. Despite its size and potential, Montreal did not survive beyond the early decades of the twentieth century. The Montreal Schoolhouse was closed by the county and was subsequently purchased by John Richardson. One night in November 1908, locals for miles around were disturbed by an explosion – the sound of the schoolhouse being destroyed by dynamite. The building was never reconstructed. The circumstances surrounding the incident are unclear, but multiple newspaper reports state that Richardson sympathized with the Church of Latter Day Saints and allowed religious meetings in the building, alluding to religious persecution as the motive (Augusta Chronicle 1908; The Atlanta Constitution 1908). The guilty parties of the dynamiting were never caught, and Montreal's development faltered.

Despite Montreal's plotted grid of downtown streets, it is more likely that most of Montreal's residents were scattered on rural farms, much like the majority of Tucker's

residents. While defunct passenger depots were not unusual with the increase of the automobile's popularity, any further plans to organize a centralized Montreal seem to have dissipated after the school's fire, and the area was eventually absorbed by Tucker. Today, an industrial complex and a few small, isolated neighborhoods are located where Montreal once was, and all traces of the gridded town have been erased.

Figure 20. Town of Montreal. Promotional Map, 1914



Source: Tucker Historical Society

MID-TWENTIETH CENTURY GROWTH: INDUSTRY, SUBURBAN DEVELOPMENT

Following World War II, DeKalb County was experiencing record-setting growth as people moved to the suburbs in pursuit of the “American dream.” Jobs in new, post-war manufacturing industries invited upward mobility and a chance at one’s own white picket fence in one of Atlanta’s suburbs. Tucker’s earliest neighborhoods developed close to Tucker’s downtown and off of main thoroughfares. Tucker’s growth continued at its steady rate: The 1950 population was counted at 3,315, but in 1960, the census recorded 22,214 individuals (Worsham 1969). Jobs from Tucker’s unique, expanding industrial sector, an excellent county school system, and a healthy housing market all brought people to Tucker in droves.

In 1961, DeKalb County was focused on growth. Mimicking the Atlanta Chamber of Commerce’s revival of the “Forward Atlanta” campaign to bring corporate business, science and industry to the city, DeKalb County’s board of commissioners established the DeKalb County Industrial Advisory Committee. The committee was made up of 15 local businessmen who were tasked with “drawing select industrial and commercial enterprises” to DeKalb County. H. G. Pattillo was one of the 15 businessmen appointed to the committee. Less than two years later, Pattillo Construction would be responsible for the opening of DeKalb’s largest industrial and manufacturing complexes and bringing thousands of jobs to the county. With or without the influence of DeKalb’s new committee, DeKalb County was experiencing record growth as Atlanta’s swelling population spilled out into its suburbs. This growth meant more jobs, a residential construction boom, and more tax dollars for schools and public services.

INDUSTRY IN TUCKER

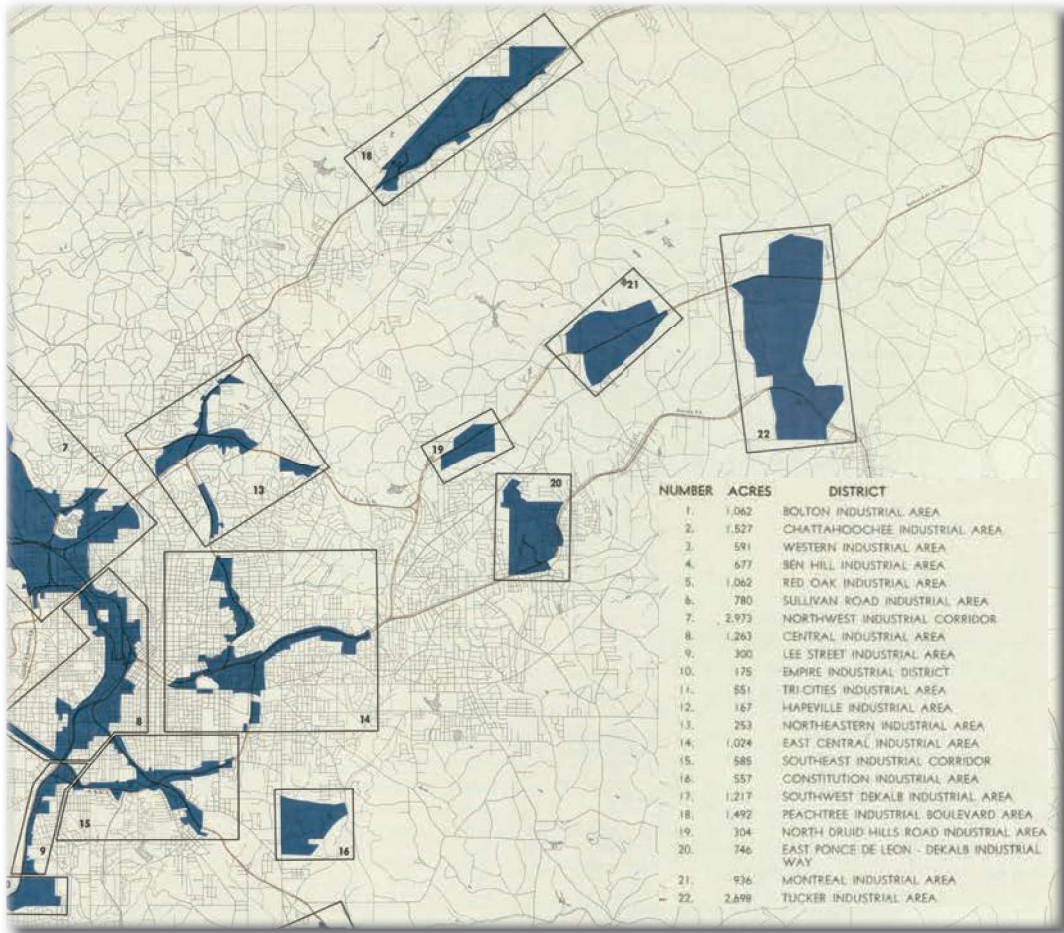
Tucker had been identified as a prime target for Metro-Atlanta’s industrial development by both local government and planning agencies, as well as private corporations, by the middle of the twentieth century. The DuPont corporation had plans to open branch plants nearly two decades before Tucker became the home of the huge industrial and manufacturing sector located on Mountain Industrial Boulevard. In 1945, DuPont had announced a forthcoming finishes branch plant in the Atlanta area, but the plant’s

location had yet to be finalized. Tucker was the front-running candidate for the plant's home.

In 1951, the Metropolitan Planning Commission, created with the intent of getting ahead of Atlanta's rapid growth and suburban sprawl, published a report that identified Tucker's potential for growth within DeKalb County. Entitled "Up Ahead," the report targeted Tucker as one of several prime locations for industrial development in the 300-square mile Metropolitan Atlanta area. The report describes what it identified as the high-priority Tucker district:

"It contains at least 1,000 acres lying between the tracks of the Seaboard Air Line and the Georgia railroads. It is served by water, sewer and electric facilities; is accessible to a nearby industrial gas line; and is well removed from both the central

Figure 21. Atlanta Regional Commission Planned Industrial Districts, 1954



Source: Georgia State University Library

Atlanta districts and military targets. It occupies a plateau location protected by rolling land" (Atlanta Regional Commission 1952).

Again in 1954, the Metropolitan Planning commission pinpointed Tucker for the location for a large 2,698-acre industrial district (Atlanta Regional Commission 1954). It would not be long before the commission's plans came to be realized (Figure 21).

In 1954, the DuPont corporation purchased a 62-acre parcel located to the northwest of the intersection of Hugh Howell and Mountain Industrial Boulevard, and in July 1955, the Atlanta Journal-Constitution wrote that construction of the plant was scheduled to begin in the fall of that year. The new plant was set to open by the summer of 1956 and would manufacture paints, lacquers and thinners for industrial, automotive and domestic use. The plant would require a staff of 80 people (Atlanta Constitution 1955). DuPont was the first company to build a large-scale manufacturing plant in Tucker. Tucker's full potential would soon be realized when the construction of the Stone Mountain Industrial Park was proposed.

In the early months of 1962, Pattillo Construction began work on a huge project to the north of Ponce de Leon Avenue. Developer H. G. "Pat" Pattillo, a member of the DeKalb County Advisory Board on Industry, helped to orchestrate construction plans for an

Figure 22. Governor Carl Sanders (Left) at Stone Mountain Industrial Ribbon Cutting Ceremony



Source: Atlanta Constitution, June 20, 1963

industrial park between Stone Mountain and Tucker. He, his council mates and DeKalb County shared a vision to bring corporate manufacturers to an area that was still primarily rural and whose economy was primarily agricultural. Although undeveloped, the planned location was situated squarely between two major rail corridors.

A 1962 survey map illustrating Pattillo's road plans for the "Tucker-Stone Mountain Industrial District," includes the "proposed 4-lane highway" (US-78), and a new road that traveled between Ponce De Leon Avenue and Hugh Howell Road: Mountain Industrial Boulevard. This road would connect two railroads and major shipping arteries: The Seaboard Air Line Railroad to the north, and the Georgia Railroad to the south. In June 1963, Georgia Governor Carl Sanders cut the ribbon at the industrial park's opening ceremony and promised those in attendance that the four-lane highway would be soon realized (Figure 22). Today, State Highway 78 bifurcates the industrial park and is accessible via Mountain Industrial Boulevard.

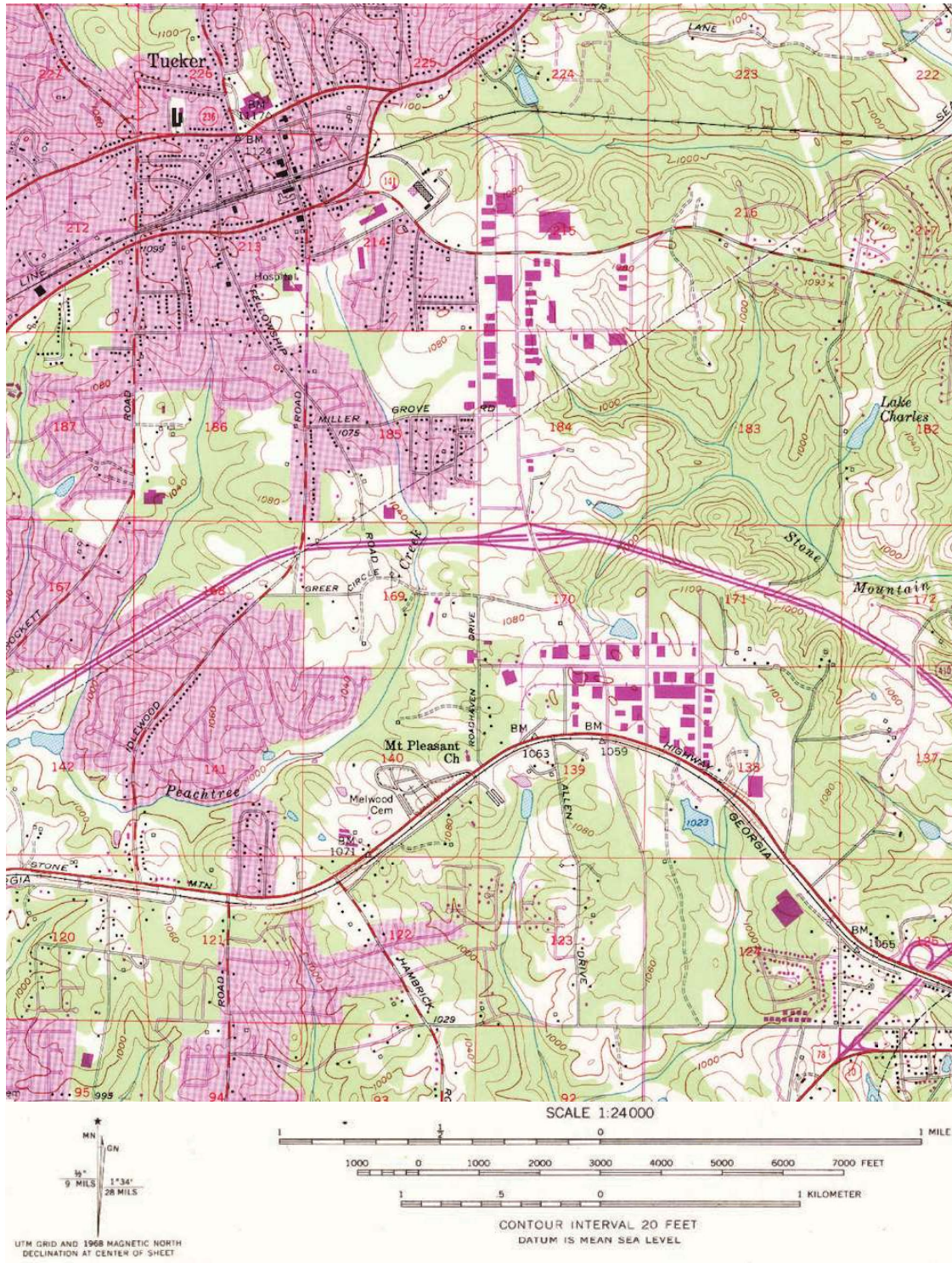
Construction of the park's first phase was completed in a whirlwind 18 months, and H. G. Pattillo was praised at the industrial park's opening ceremonies for his dedication and industriousness in seeing his project to a swift completion. During the afternoon's ceremonies, it was announced that 21 businesses were opening warehouses or manufacturing plants, and more were on the way (Montgomery 1963). Newspaper articles in the Atlanta Constitution announcing incoming corporations to the Stone Mountain Industrial park were a frequent occurrence while the park was under construction. These announcements often came with the promise of jobs: Philip Hano Co. would have jobs for 50 people, Theta Electronics needed another 50; 100 employees would be hired for the Electronic Wire & Connector Corporation, and Littleton Industries, Inc. would start with a staff of 500 but plans for expansion were expected to provide jobs for 2,000. From the 1960s to the 1970s, Pattillo Construction Company built 144 industrial buildings in the Stone Mountain Industrial Park (Patillo Construction History 2017), (Figure 23).

Topographic maps illustrate that the development of the industrial district continued for nearly two decades. In 1968, maps show two clusters of industrial buildings and warehouses (Figure 24). To the south, a cluster (the Stone Mountain Industrial Park) sits along the North side of Ponce De Leon to the east of the intersection of the new Mountain Industrial Boulevard. To the north, another cluster surrounds the intersection of Hugh Howell Drive and Mountain Industrial Boulevard. Five years later, industrial

Figure 23. Stone Mountain Industrial Park



Figure 24. Topographic Maps Showing Industrial Development, 1968



Source: USGS

buildings begin to appear between the two clusters at Mountain Industrial Boulevard and the Highway 78 interchange. Infilling of industrial buildings along Mountain Industrial Boulevard continued in the area into the 1980s.

In 1974, Royal Atlanta Development Corporation began selling business sites for the forthcoming “Atlanta-Tucker Commercial Industrial Park,” scheduled to open the following year (Atlanta Constitution 1974). Today, the park is known as the Royal Atlanta Business Park and is located south of the intersection of Lawrenceville Highway and Mountain Industrial Boulevard. Construction in this industrial park continued into the 2000s.

This sudden influx of businesses into the Tucker and Stone Mountain areas meant an increase in employment opportunities by the thousands. Real estate ads in the Atlanta Constitution began to target home buyers searching for a convenient location near the Stone Mountain Industrial Park and local builders had no trouble selling their homes.

TUCKER’S SUBDIVISION BOOM

As one of the many swelling World War II-suburbs of Atlanta, Tucker was already experiencing unprecedented growth. With the opening of the Stone Mountain Industrial Park in 1963, Tucker’s housing industry exploded in the form of the subdivision. Neighborhoods popped up by the handfuls, and were built by local Tucker builders and investors. An article in the DeKalb Tribune, dated September 1967, lamented that Tucker had at least 40 subdivisions currently under development, and just as many shopping centers.

In addition to a booming job market introduced by the industrial park, a unique set of conditions helped to fuel the residential development of Tucker through the mid-twentieth century: Tucker was a “builders’ town” (Ross 2019). The Cofer Brothers, TUCCO Concrete, and local financing institutions like the Bank of Tucker and Tucker Federal Savings and Loan contributed to the abundance of mid-century subdivisions springing up in and around Tucker. Local contractors bought plots of land and planned small neighborhoods, building only a handful of houses each year and paying off the bank with each sale (Ross 2019). There was little outsourcing for supplies and labor. TUCCO concrete was poured for the foundations, the Cofer Brothers supplied the lumber

and almost all building materials, (sometimes entirely on credit), and the local banks financed both the builders and the home buyers.

The Cofer Brothers' began in 1919 when brothers Reid and Kelley Cofer borrowed a sum of money to rent a storefront on Main Street from Junius England. The business started as a general goods store, but thanks to local patronage, was able to quickly expand into a dry goods store and eventually a department store (Cofer, Wilson, and Cofer 2018). The Cofer Brothers' main location occupied several storefronts north of the intersection of Main Street and the railroad, and by 1944 the Cofers were operating stores in Lithonia, Chamblee and Clarkston in addition to Tucker. A fire destroyed the original location, but the Tucker community encouraged the Cofers to reopen. Cofer Brothers is now located at the southwest intersection of the railroad and Main Street (Figure 25).

Brothers Reid and Kelley married sisters Belle and Louise Cown. The two couples lived as neighbors on shared property where today's Cofer Crossing shopping center is located. Both couples had a hand in managing the family business. Kelley Cofer died in 1951. Reid Cofer continued to manage the business without his brother, but with his death in 1968, the family business passed to the hands of his son, Gene Cofer. Gene was an astute businessman like both his father and uncle. Observing changing retail trends as well as Tucker's construction boom, Gene made the decision to shift the Cofer Brothers out of general merchandise and focus instead on building supplies. National chain department stores and grocery stores were making it difficult for general goods stores like the Cofer Brothers to stay in business, and Gene saw an opportunity to fully invest in the building materials industry that the Cofer Brothers had already had a hand in for decades. "Do you want a suburban country home 20 minute's drive from downtown Atlanta?" read a 1937 ad in the Atlanta Constitution, "We will arrange details for building you a new modern... home with all the city conveniences at Tucker. Write or phone Cofer Brothers... we will worry about all the details." The Cofer Brothers were already navigating the local building industry from start to finish in 1937, and their reputation with local builders was strong enough to ensure success in moving solely into building materials.

In 1958, Mark Henderson bought property in downtown Tucker and opened TUCCO Concrete. Henderson, a 5th generation Tuckerite and the great, great grandson of Greenville Henderson, saw an opportunity to fill a void in the booming construction

Figure 25. The Cofer Brothers First and Second Locations (Top and Center); The Cofer Brothers, South of Railroad Avenue, 2019



COFER BROTHERS STORES

"Leading Store in Town. Why Shop Around?"

Tucker—Lithonia—Stone Mountain—Clarkston—Chamblee and Bennett & Cofer, Covington, Ga.

Complete Department Stores. Everything for the farm trade. Groceries, meats, feed, hardware, farm implements, dry goods, ready-to-wear. Complete lumber yard and building supplies.

Do you want a suburban country home 20 minutes drive from downtown Atlanta? We will arrange details for building you a new modern brick veneer or frame home with all city conveniences at Tucker. Monthly payments of \$16.00 to \$25.00. Write or phone Cofer Brothers, Tucker, Ga. We will worry about all the details.

Source: Tucker Historical Society



Figure 26. Mark Henderson of TUCCO Concrete (Left) and Gene Cofer (Right) Converse, 1985; TUCCO Concrete Plant, Moon Street, 2019 (Below)



Source: Tucker Historical Society



industry and become the local concrete supplier. TUCCO Concrete was located on Moon Street, southwest of Downtown Tucker (Figure 26). TUCCO Concrete laid many of the new foundations as homes, shopping centers and new businesses sprung up around Tucker. Along with the Cofer Brothers who supplied construction materials to the local builders, TUCCO Concrete was responsible for supplying the local construction industry and working with local builders to turn Tucker into an Atlanta suburb.

Tucker Federal Savings and Loan organized in 1956 (Figure 27). In just 10 years, the institution's assets had mushroomed from an initial 337,000 dollars to over 20 million dollars (DeKalb Tribune 1967). Tucker Federal and the Tucker Jaycees were some of the major organizers of Tucker Days, a community-wide, Wild Western-themed fund raiser that was organized to celebrate Tucker and attract visitors from the surrounding DeKalb County area. Profits were slated to go toward a community center. Fundraising aside, Tucker Days was a promotional event; the community itself, "DeKalb's 'area of golden opportunity,'" was on display with the intent to draw outsiders to downtown and showcase Tucker as the ideal place to live and work. The program touts Tucker's new hospital, new high school, subdivisions under construction, and the growing industrial district. 1963 Tucker Days program brims with advertisements from sponsorships of local businesses, but especially visible are the loan institutions, realtors, and developers, all of whom were deeply invested in Tucker's continued success and growth (Figure 28).

Figure 27. 1961 Location of Tucker Federal Savings and Loan, 2355 Main Street, 2019



Figure 28. 1963 Tucker Days Program Cover and Advertisements

TUCKER DAYS

MAY 25 thru JUNE 1. 1963

WELCOME TO TUCKER, GEORGIA
"DeKalb County's Area of Golden Opportunity"

TUCKER

OFFICIAL PROGRAM

25¢

SPONSORED BY THE TUCKER COMMUNITY ASSOCIATION

The cover features a central illustration of a cowboy on a horse, a saloon sign, and a group of people. A woman in a red dress and hat stands to the right, pointing towards the text.

Serving Builders In Booming DeKalb...

Cofer Bros.

LUMBER BUILDING MATERIALS

The advertisement shows a black and white illustration of a lumber yard with various workers and equipment.

One Of Our Beautiful New Homes

Come see these homes Bargains Priced From \$18,500 up

IDLEWOOD ACRES
Located on Camelot Circle off Idlewood Road 2 miles South of Tucker

Developed By
The Rovena Company
1466 Camelot Circle
Tucker, Georgia
Tel. 938-3977
938-1539

Beautiful New Homes - Nice Wooded Lots - All utilities including sewers, 3-4 bedrooms, Living room, dining room, kitchen w/electric built-ins, some w/dishwashers, family rooms, sliding glass doors to patio, 2 and 2 1/2 bath-rooms, double carports. Excellent financing can be arranged. Trades will be considered. Rental purchase can be arranged.

The advertisement includes a small illustration of a cowboy on a horse and a photograph of a house.

Source: DeKalb County Historical Society

SMOKE RISE

The demand for housing and a local network of building suppliers and financing allowed Tucker builders to flourish. Most of Tucker's subdivisions were built piecemeal by small, local contractors. Smoke Rise was the exception to this rule, and was constructed in several large phases as a planned development. Prior to the development of Smoke Rise, the westernmost portion of DeKalb County to the north of Stone Mountain and east of Tucker was heavily wooded and mostly undeveloped. In 1962, Bill Probst purchased approximately 800 acres from Atlanta attorney Hugh Howell, Sr., who had a vision for what was to become Smoke Rise.

Figure 29. Smoke Rise Advertisement, 1976

64

We've saved the "Best" for last...

Smoke Rise had a plan... and we have followed that plan to our ultimate goal... "the Best Community in DeKalb County." We started with the premise that living in "a luxury community had to have some of the "living" built-in from the beginning. That's why the stables, the numerous pleasures of the Bath and Racquet Club, the underground utilities, the burglar alarm system available for each home, the beautifully landscaped grounds were there the day people were. As each phase of Smoke Rise unfolded, we felt we didn't just get bigger... we got better.

Now we come to the last phase of Smoke Rise... and we feel we've saved the Best for last in this established and distinguished community. These last homesites of one or more acres, are truly magnificent with towering oaks and pines enhanced by the beauty of flowering dogwoods. Many of these homesites, from \$19,500 to \$23,500, have tranquil views of the splendors of Stone Mountain. There are even some spectacular new homes now available. This English Tudor home has 5 bedrooms and 3½ baths. Two fireplaces warm the den and the master suite-sitting room. A huge family living room and dining room feature hardwood floors and detailed molding over the doors and windows. This fantastic home has 9 foot ceilings, built-in bookcases and a built-in wet bar in the den. This gracious, under \$150,000 home, is finished



with expandable basement and a 2 car garage with automatic door opener. We also have some excellent resale homes from \$70,000 up. Smoke Rise... the name alone is a prestigious address. Come see what luxury living is truly all about.



2051 Silver Hill Road, Stone Mountain, Georgia 30087

DIRECTIONS: Take Stone Mountain Freeway via I-285 to Hugh Howell Drive Exit. Drive one mile to Silver Hill Road and turn right to the Sales office just beyond the Smoke Rise Elementary School.

Source: Atlanta Constitution, May 30, 1976

Hugh Howell Sr. had accumulated numerous farms from those selling off land during the depression, and kept his acreage wooded for hunting and recreation. Construction began in 1964. The land was divided into lots no smaller than an acre, though lots two acres or larger were available. Advertised as DeKalb County's new "prestige area," potential home owners could select a beautifully wooded lot of their choice and hire their own builder to create their vision of a home. Alternatively, there were houses for sale as well, "custom designed, custom built, on custom selected lots" (Atlanta Constitution 1968). Smoke Rise first formed around a nucleus of roads that sprouted off of the triangular intersection of Hugh Howell Road, Rosser Road, and Rosser Place. A 1968 topographic map shows some of the first streets built in the neighborhood: Oxbow Road and Court, Deer Ridge Drive, and Antelope Lane. Advertisements for lots in Smoke Rise began to run in the Atlanta Constitution in 1964. Smoke Rise offered luxury living and a sense of community. Residents had access to a swim and tennis club and a bridle and saddle club, and the Smoke Rise Women's Club kept up the neighborhood's appearance. Newspaper advertisements also touted the neighborhood's "restrictions, to keep values up." Smoke Rise Summit, the final section of Smoke Rise, was under construction in 1975 (Figure 29).

SCHOOLS AND PARKS

While Tucker's first schoolhouse was built in 1852 on property donated by John Johns, today, Tucker is home to five public elementary schools, one middle school, and one high school, all part of the DeKalb County school district. In the nineteenth and into the early twentieth century, Tucker was home to several small school houses that were only a few rooms big and served the community's students of all ages. These included Rehoboth School, located near the Johns Homestead site on Lawrenceville Highway; a circa 1890s schoolhouse at the intersection of Lynburn Drive and Lawrenceville Highway that was built by Richard Chewning; and the Tucker School, built by the community around 1900 near the intersection of Main Street and Lavista Road. In 1915, the school building was demolished and a new one erected in its place (Timmons 2014). In 1932, students cut and milled their own lumber for a gymnasium, and in 1936, the high school was expanded; a granite building was erected by local stone cutters and funded by the WPA (Figure 30).



*Figure 30. Tucker School, Circa 1900s (Above);
WPA Tucker High School Addition, 1932 (Right)*

*Source: Tucker Historical Society (Above);
University of Georgia Hargrett Rare Book and
Manuscript Library (Right)*



The Tucker School (including the granite WPA addition) was torn down sometime in the mid-twentieth century, likely as part a county-wide effort to transform the DeKalb County education system. By the 1940s, DeKalb County was already experiencing unprecedented growth, and with each family that moved to DeKalb came the promise of more children entering an already overtaxed and outdated school system. Superintendent Jim Cherry, elected in 1948, was aware of the problems that he had inherited, and even worse, saw DeKalb's predicted growth looming on the not-so-distant horizon. Cherry implemented a system-wide overhaul that started with reorganizing the county's tax system in order to finance the construction of new, modern schools. As a result, DeKalb County constructed schools by the tenfold; these were typically single-story, international-style buildings with modern amenities: a cafeteria and science labs, but also those as simple as indoor plumbing and central heating. These schools were an integral component of modern subdivision planning and development. As a result, schools were located close to one another so that the student body pool did not typically exceed a one-mile radius (Rhea 2013).

Tucker Elementary and Tucker High School were the first schools in Tucker that were a result of this overhaul. Tucker Elementary School opened in 1955, allowing for the old Tucker School to become Tucker's High School. The elementary school building was designed by the Atlanta firm Hudson & Jenkins Architects and Engineers (Koyl 1955). In 1983, Tucker Elementary School closed, and was subsequently purchased by DeKalb County from the DeKalb County School District. The building was re-opened in 1985 as the Tucker Recreation Center (Figure 3). The Tucker Recreation Center is an example of an International-style school building, which was the most common style for new schools built during the mid-twentieth century in Georgia. In 1963, a new Tucker High School was opened, designed by the architectural firm of Bothwell and Nash. The school underwent major renovations in the 2000s, and as a result, no part of the original construction remains.

DeKalb County's School Superintendent also allotted funds for the construction of new schools for African American students. Behind the veneer of providing an equal opportunity for a quality education to all of DeKalb's children was an attempt to bolster the argument that DeKalb was providing "separate but equal" facilities for all of its student body. These "equalization" schools may have looked the same from the outside, but inside, African American students often lacked basic supplies, used outdated

textbooks, and were overcrowded into second-hand desks and chairs (Moffson 2010). Tucker was not chosen as a site for any new African American schools, and students were instead bussed until desegregation began in DeKalb County.

DeKalb County schools were segregated until 1966. Tucker Colored Elementary School opened in the Peters Park Neighborhood in the 1930s, but after the construction of Victoria Simmons Elementary in Stone Mountain, the school was closed. African American students did not attend Tucker High School, but were sent to Hamilton High School in Scottdale until the DeKalb County School System began desegregating.

Figure 31. Tucker Recreation Center, Formerly Tucker Elementary School, 2019



As Tucker's population continued to grow, the DeKalb County school system struggled to keep up. Classrooms were overfilled and half-day schedules were implemented. DeKalb County's solution was to again build more schools, and quickly. Tucker Elementary could no longer support the population's student body. Brockett and Midvale elementary schools were the solution to overcrowding, both of which opened in 1961 (Figure 32). Tucker had earned a reputation for having good schools. Residents noted that the school system provided an additional incentive for manufacturing companies to open for business in Tucker in the 1960s and 1970s. The opportunity for their employees' children to be enrolled in an excelling school system was a boon

Figure 32. Brockett Elementary School, 2019 (Above); Midvale Elementary School, 2019 (Below)



Brockett School Opens With 409 Students

The Brockett School in Tucker, opened its doors to 409 pupils Tuesday Jan. 3. This new elementary school, located on Brockett Road, is the first one to be completed and occupied as a result of the \$11,500,000 school building program authorized in October, 1959.

Other elementary schools under construction are Sagamore Hills, Sequoyah, Indian Creek, Peachcrest, Meadowview, Columbia and Woodward. All except Woodward will be opened during this school year.

Brockett School is a six-teen-classroom, library and lunch-assembly room facility designed by Finch,

Alexander, Barnes, Rothchild, and Paschal and constructed by Abco Builders at a base bid cost of \$422,250. Mr. Donald F. Dean is the principal.

Brockett was constructed to relieve the overcrowded conditions at Tucker Elementary School, and for the first time since it was opened in September, 1954, all pupils attending this school are housed under one roof. Tucker's enrollment stands at 652. With the opening of the Brockett School, six classes which were previously housed in the nursery building in Tucker, now occupy modern, standard classrooms.



Source: Tucker Tribune, 1961 (Center)

to employers, but ultimately the influx of jobs and Tucker's continued increase in population meant school resources were stretched thin. To alleviate continuing stress on the existing elementary schools, Smoke Rise Elementary School opened in 1969, and Livsey Elementary opened in 1971.

Tucker's parks were managed by DeKalb County's parks and recreation department until the newly incorporated city created its own parks and recreation department in 2018. Beginning in the late 1950s, DeKalb County began to invest heavily in its parks department. A county bond provided funding for public parks and pools across the county. Historically, two parks were built in Tucker: Tucker Park (now Kelley Cofer Park), and Henderson Park, both of which were created in the mid-twentieth century.

Construction of the swimming pool in Tucker Park was underway in 1955 and completed by 1959 (Figure 33). Henderson Park was the county's second project to receive allocation of funding in 1962, under bond number P-002-1-62. In March 1962, the bond commission's public parks committee allocated a total of \$140,500 for the purchase of land and construction of the park. A 1964 public report from the DeKalb County Bond Commission showed that the land for Henderson Park had been purchased, and by November of the same year, a public parks committee report noted that the Henderson Park project had reached 100% completion.

Figure 33. Cofer Park Swimming Pool House, 2019

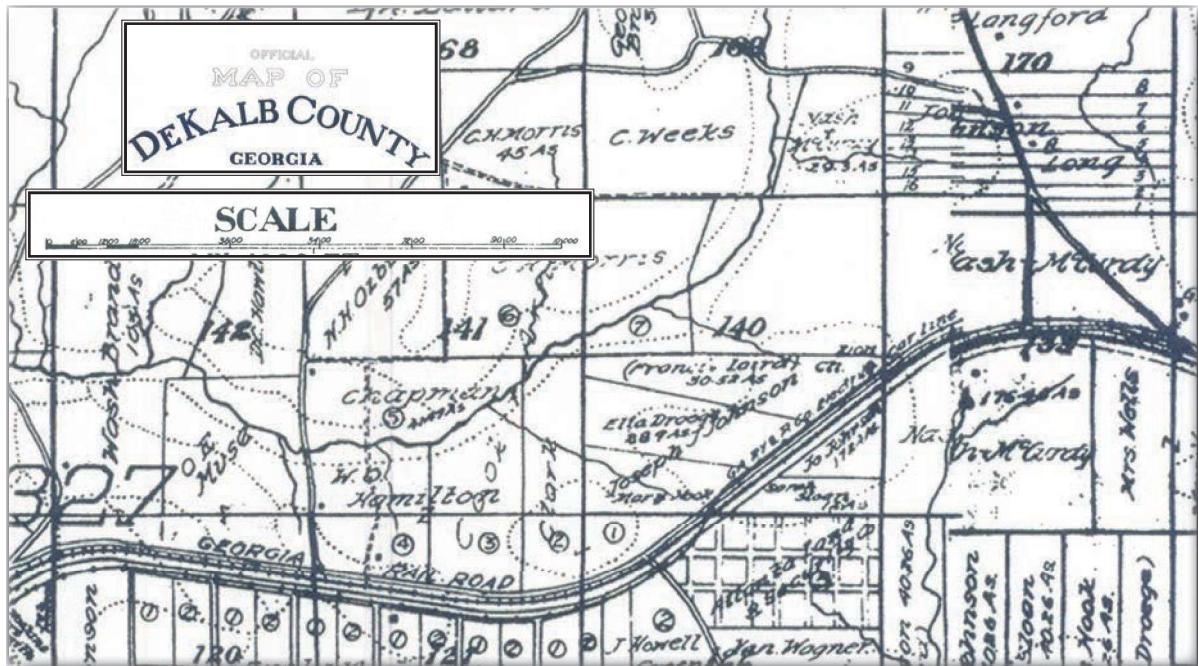


In more recent decades, additional parks have been established by DeKalb County and are now under the control of the City of Tucker's parks and recreation department. These include William McKinley Peters Park, Johns Homestead Park, the Tucker Nature Preserve. Tucker Elementary School was purchased by the county from the school system and converted into the Tucker Recreation Center.

PUBLIC TRANSPORT AND COMMUNICATIONS

Although the Tucker Depot was a passenger stop on the Seaboard Airline, an alternative route of transport into Atlanta was the Interurban Line, an electric streetcar which ran south of Tucker through Clarkston, parallel to East Ponce de Leon Avenue (Figure 34). The line terminated in downtown Stone Mountain. Immediately east of Hambrick Road, the streetcar's right-of-way crossed over from the south side of East Ponce de Leon Avenue to the north side of the road, and into the modern-day city limits of Tucker. The street car line is visible on a 1915 DeKalb County map. In 1948, the public transit route to Stone Mountain transitioned from street car to bus (Georgia Department of Transportation 2012).

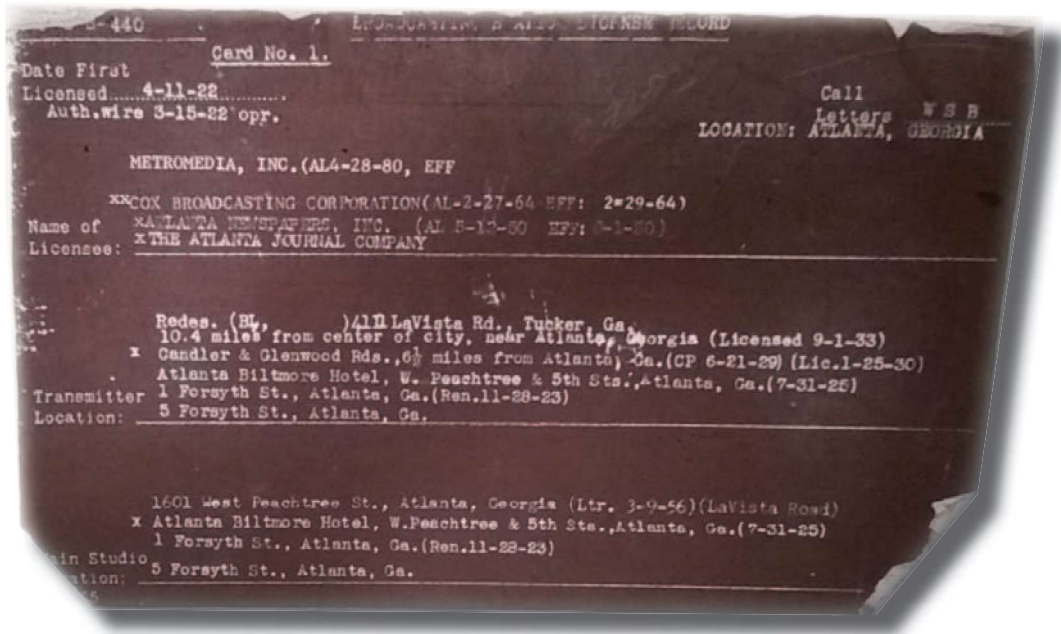
Figure 34. Electric Car Line Parallel to Georgia Railroad and Ponce de Leon Avenue, 1915 Map



Source: DeKalb History Center

Eleven years after receiving its initial license to broadcast in 1922, the Atlanta Journal's news radio station chose to build its fifth WSB radio transmitter tower outside of Tucker. The tower was licensed in 1933 and erected in what is now the Northlake Tower Festival shopping center. Today, the radio tower blends in with Lavista Road's crowd of shopping centers, business parks, and cell towers, but in 1933 the tower would have been a landmark of note for miles around.

Figure 35. WSB License Record, 1922



Source: Tucker Historical Society



**DRAYTON
WOODS**

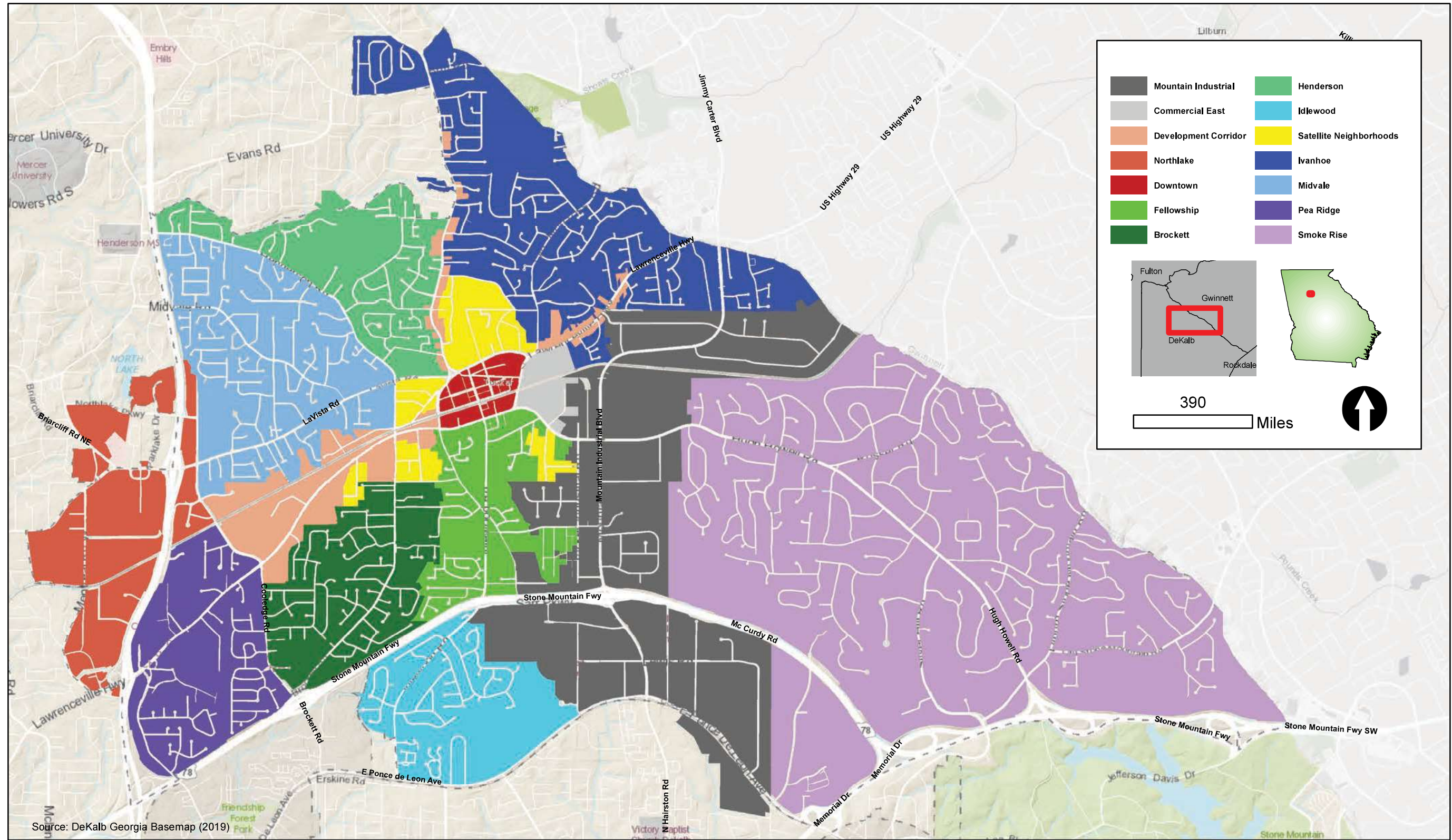


Chapter IV

**HISTORIC
RESOURCE
SURVEY
RESULTS**



Figure 36. Map of Tucker's Geographic Areas



Tucker's municipal boundaries encompass approximately 20 square miles. In order to conduct a windshield survey of Tucker's historic resources, the city was divided into geographic areas that are based on road boundaries, the types of resources within, and the time period of development (Figure 36). These geographic areas include downtown Tucker, a development corridor, early satellite neighborhoods, two industrial parks, and eight suburb clusters. Additionally, historic resources within subdivisions were characterized by type and organized into data tables. A detailed discussion of the geographic areas follows below.

DOWNTOWN

Located in the heart of Tucker is the downtown, or historic commercial center. The downtown is bounded to the south by Lawrenceville Highway and to the north by Lavista Road. It includes the original downtown grid (Figure 37).

The area is characterized by small scale commercial buildings with retail, restaurant and office units, and two service stations at the intersection of Lawrenceville Highway and Main Street. Although the downtown centers around a grid of streets that was established in the late 1800s, most of the buildings standing today date to the mid-twentieth century and include a mix of single and multiple retail units, service stations, and retail and office units (Figure 38-41). Several of Tucker's historic institutional businesses still reside in the downtown, including Cofer Brothers, and Matthew's Cafeteria which opened in 1955 and is still a popular meeting place for locals to socialize and conduct business meetings.

Several historic churches are located along Lavista Road on the northern periphery of the area. These include the neighboring First Baptist Church of Tucker, constructed 1960, and the First United Methodist Church of Tucker, which was rebuilt in 1948 after a fire. Saint Andrews Presbyterian Church dates to 1955 (Figure 42) (Timmons 2014).

Some of Tucker's oldest buildings are located in downtown. The Tucker Depot, constructed in 1892, remains in its original location, west of Main Street and north of the railroad tracks. The building is owned by CSX (Figure 43). Browning Courthouse was relocated to the Tucker Recreation Center property in 1985 when it was threatened by the rerouting of Lawrenceville Highway. The building is managed by the Tucker Historical Society (Figure 44).

Figure 37. Map of Downtown Area



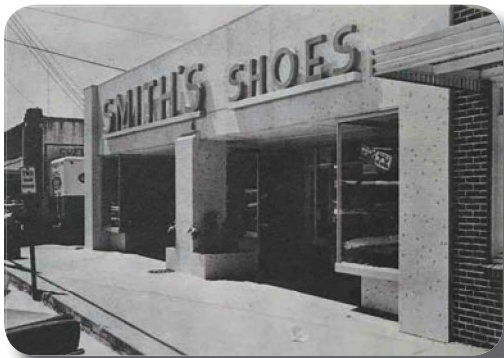
Source: DeKalb Georgia Basemap (2019)

Figure 38. Service Stations and Auto Repair



Figure 39. Main Street, Mix of Multiple Retail Units and Retail and Office Units





Source: Tucker, DeKalb County Georgia. DeKalb County Planning Commission, 1963 (Above)



Figure 40. Single and Multiple Retail Commercial Units



Source: Tucker, DeKalb County Georgia. DeKalb County Planning Commission, 1963 (Left)



Figure 41. Historic Churches, Lavista Road



Figure 42. Retail and Office Units, South of Lawrenceville Highway



Intentionally Left Blank

Figure 43. Tucker Railroad Depot



Figure 44. Browning Courthouse



Figure 45. Map of Corridor Development Area



Source: DeKalb Georgia Basemap (2019)

CORRIDOR DEVELOPMENT

Tucker's earliest phase of residential development began along main roads, and has been identified for the purposes of this report as a single area: The development corridor (Figure 45). This type of growth spreads out, web-like, from Tucker's business development along the city's main thoroughfares and highways. These organic developments are characterized by early residential construction dates ranging from the 1920s to the 1960s and residential infilling is common. In addition, many of the historic houses along these corridors have been converted to businesses (Figure 46, 47). Commercial infill and mixed-use zoning are also typical. Many of Tucker's central thoroughfares experienced this piecemeal development, as much of Tucker's early growth was reliant on transportation; first the railroad, and into the twentieth century, the automobile. Most of the city's major thoroughfares run into the hub that is downtown, toward the railroad depot, and would have provided easy and direct routes to the train station, facilitating the transportation of goods for shipping by rail. As Tucker's population grew, people naturally spread out along these already-existing roads, constructing homes between farm houses. Beginning in the early decades of the twentieth century, these roads metamorphosed from rural country roads to modern corridors marked by the entrances to many of the subdivisions that Tucker would become home to in the mid-twentieth century.

The roads that exhibit this type of organic growth are many: To the east of Tucker, it is observed along Chamblee Tucker Road, Old Norcross Road, and Lawrenceville Highway. To the west of Tucker, mixed development was noted along Lavista Road and on Lawrenceville Highway toward Pea Ridge.

Figure 46. Mix of Business and Residential American Small Houses, Lavista Road



Figure 47. Houses Converted into Businesses, Lavista Road



Figure 48. Mix of American Small Houses, Compact Ranches, Chamblee-Tucker Road



Figure 49. Compact Ranches, Lawrenceville Highway



Figure 50. Map of Satellite Neighborhoods Areas



Source: DeKalb Georgia Basemap (2019)

SATELLITE NEIGHBORHOODS

Some of Tucker's earliest homes were erected along the main roads discussed in the development corridor, but the earliest neighborhoods appear as offshoots around these thoroughfares, orbiting around the downtown. These houses were built in linear clusters and do not exhibit the range of mixed construction dates or residential infilling that was observed along the main corridors. These early neighborhoods are small. They consist of a few linear or angular streets, rather than the winding curves and cul-de-sacs present in subdivisions of the 1960s and 1970s. Five discontinuous satellite neighborhoods were identified during the windshield survey (Figure 50). These neighborhoods are identified as a single development as they were constructed concurrently and exhibit similar patterns in house type and neighborhood design. Early neighborhoods cannot be considered under corridor development as they appear to be planned, but they must also be examined apart from the sprawling mid-century subdivisions that they pre-date.

The first neighborhood identified is immediately north of downtown Tucker, accessible via Lavista Road and Chamblee Tucker Road. This neighborhood envelops Kelley Cofer Park and is directly north of Tucker High School and Tucker Recreation Center, formerly Tucker Elementary School. The neighborhood consists of clusters of 1930s and 1940s Bungalows and American Small Houses, and 1950s Compact Ranches and Split Levels (Figure 51).

Between Bancroft Circle and Brockett Road sits a wedge-shaped neighborhood with houses that primarily date to the 1930s to the 1940s. These houses include a mix of New South cottages, Bungalows, and American Small Houses (Figure 52). Some houses have been converted to businesses (Figure 53).

The remaining three satellite neighborhoods are smaller and were observed south of Lawrenceville Highway off of Morris Avenue, Rosser Terrace, and Shady Lane, and are typically composed of American Small Houses and compact Ranches (Figure 54, 55).

Figure 51. American Small Houses, Bungalows, Ranches around Kelley Cofer Park



Figure 52. Houses on Adrian Street and Comanche Drive



Figure 53. Houses Converted to Businesses, Comanche Drive



Figure 54. American Small Houses, Morris Avenue



Figure 55. Compact Ranches, Shady Lane, Rosser Place



INDUSTRIAL PARKS

Tucker contains two historic industrial areas. The Stone Mountain Industrial area, and the much smaller Montreal area, which contain planned industrial manufacturing plants and warehouse space. Both areas originated in planning documents by the Metropolitan Planning Commission (Atlanta Regional Commission 1954).

MOUNTAIN INDUSTRIAL

The Mountain Industrial area is bisected by Mountain Industrial Boulevard and includes warehouses and buildings that comprise the Stone Mountain and Royal Atlanta Industrial Parks (Figure 56). Construction of Stone Mountain Industrial Park began in the early 1960s and continued through the late 1970s. Most buildings were erected by the Patillo Construction Company. This large industrial park contains warehouses and manufacturing plants of varying sizes. Buildings were constructed to meet the specifications of the clients (Farmer and Patillo 2019). Buildings are typically of brick construction set near the road and are separated by large, linear parking lots to permit truck access. Buildings typically have brick or stone accents or large aluminum-framed picture windows on their façades, but rear and side elevations are unadorned. Receiving docks are often located at the rear or side elevations of buildings to accommodate freight tractor-trailers (Figure 57). The Royal Atlanta Industrial Park, while located immediately north, is a separate development from the historic Stone Mountain Industrial Park, as it is comprised of buildings with later construction dates that begin in the 1970s and span through the 2000s.

MONTREAL

The Montreal area is bordered to the east by I-285 (Figure 58). Montreal includes a cluster of historic warehouses and plants located on the western edge of Tucker (Figure 59). The area also contains two small neighborhoods that were surrounded by the construction of industrial buildings (Figure 59). One neighborhood consists of Compact Ranches, the other consists of American Small Houses along a stretch of Montreal Road, backed by a small circle of Linear and Compact Ranches, and Split Levels. The Montreal area includes Briarcliff Village, a shopping center with a modernized façade, constructed in 1964.

Figure 56. Map of Mountain Industrial Area

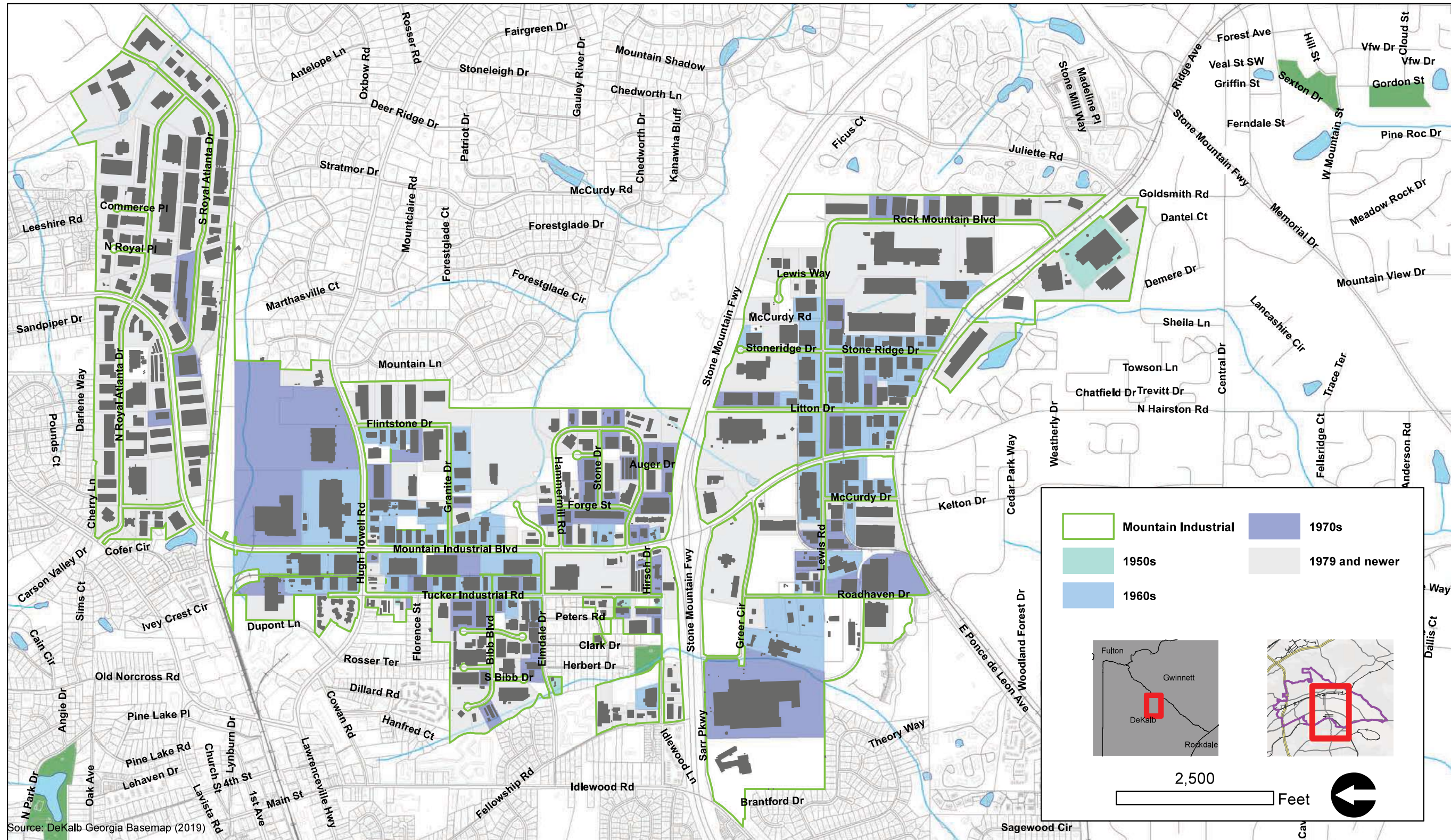


Figure 57. Industrial Buildings, Stone Mountain Industrial Park



Figure 58. Map of Montreal Area



Figure 59. Montreal Industrial and Residential Construction



Intentionally Left Blank

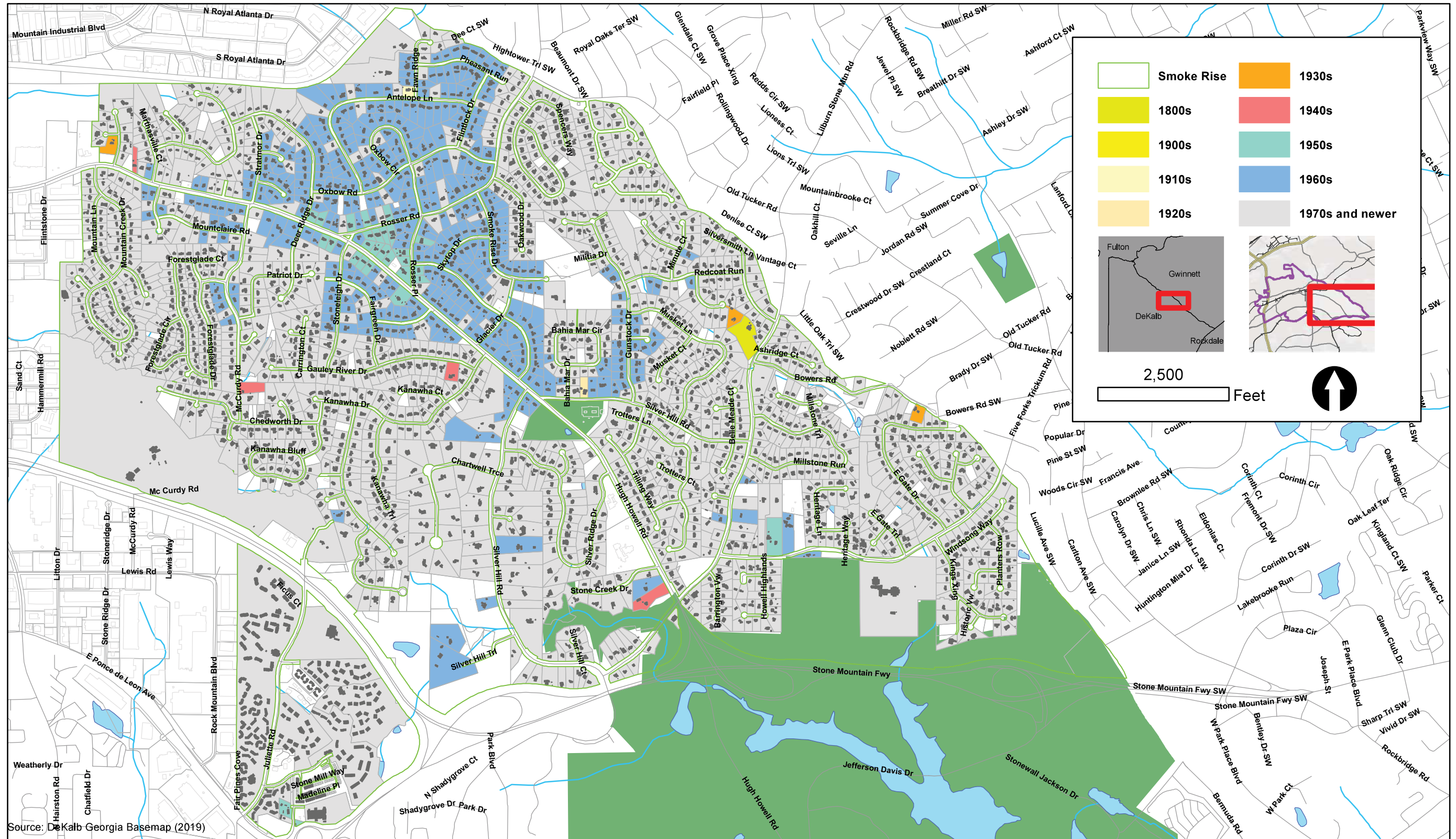
RESIDENTIAL SUBDIVISION CLUSTERS

Residential subdivision clusters in Tucker were identified as groups of mid-century subdivisions and their associated historic resources. Mid-century community planning ensured that these clusters of subdivisions' residents had easy access to community needs, which included recreation, education, and religion. As a result, these clusters include parks, churches, and often, an elementary school. The boundaries of subdivisions within developments were identified using plat maps on file in the DeKalb County Superior Court Real Estate records.

The subdivisions of the era feature winding, curvilinear roads that often end in cul-de-sacs or connect into adjoining subdivisions. These roads give the illusion of a more natural setting, and houses are often built on the natural topography and designed appropriately. Access from main thoroughfares is usually limited to only one or two entry roads to deter through traffic. They typically lack sidewalks, as the automobile was intended to be the primary means of transport.

This report defines eight clusters of subdivisions: Smoke Rise, Idlewood, Brockett, Pea Ridge, Midvale, Henderson, Ivanhoe, and Fellowship. Ranch and Split Level houses dominate the landscape as a testament to Tucker's explosive growth throughout the mid-twentieth century. While the majority of houses were constructed in plain or Colonial Revival style (the most common styles observed across the state for mid-century construction), there are many examples of unique Contemporary, Spanish Colonial, Dutch Colonial, and even Polynesian-Inspired style houses in Tucker. The myriad of styles observed in subdivisions both big and small illustrate Tucker's builders' unique choices in design and construction.

Figure 60. Map of Smoke Rise Area



Source: DeKalb Georgia Basemap (2019)

SMOKE RISE

Smoke Rise is located on the eastern side of Tucker and is the largest residential development identified. It is bordered to the west by the Mountain Industrial Park, and to the northeast and south by the Gwinnett County line and US-78, which also constitute the city limits (Figure 60). To the southeast, Stone Mountain's peak stands out on the horizon; views of the landmark are featured from many of Smoke Rise's houses.

Despite its large size, Smoke Rise has a cohesive identity. The development was developed as a cluster of exclusive neighborhoods that featured homes on lots that were no smaller than one acre. Construction dates in this development span from the 1950s to the 2000s. Development of the area began in the late 1950s around the triangle formed by the intersections of Rosser Road, Rosser Place, and Hugh Howell Road. Development then radiated outwards along Hugh Howell Road and north onto Oxbow Road, Antelope Lane and Pheasant Run through the 1960s.

Historic residences in Smoke Rise are typically larger than the average Tucker home. They are often set back from the road and incorporated into the natural topography of the landscape. The most common house type in the Smoke Rise area is the Ranch, followed by the Split Level and the Two-Story (Figure 63). Ranch houses occur in a variety of subtypes: Linear, Linear with clusters, half-courtyard, courtyard, and alphabet, with Linear being the predominant subtype, and many feature partial basements. Houses in Smoke Rise are often unique and many uncommon styles and design elements were observed during the windshield survey. Many houses in Smoke Rise were of custom construction after the property had been purchased by the future homeowner. Ranch styles observed include: plain, colonial, Spanish Colonial, Dutch Colonial, and Wright-influenced and Eichleresque Contemporary. Some of the unique design elements observed on houses included Polynesian-influenced hipped roofs, mansard roofs, enclosed courtyards, and breeze block screens (Figure 64). Infilling of modern construction is uncommon in Smoke Rise.

Table 2. Historic Subdivisions in Smoke Rise

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Stone Mountain Acres	Linear Ranch, Split Level, Two Story, Courtyard Ranch, Half-Courtyard Ranch	Plain, Colonial Revival, Rustic	1956	1964
Smoke Rise	Linear Ranch, Split Level, Two Story, Courtyard Ranch, Half-Courtyard Ranch	Colonial Revival, Contemporary, Plain, Spanish Colonial	1915	1969
The Forest	Linear Ranch, Two-Story	Plain, Colonial Revival, Rustic	1968	1979
Montclair Heights	Two-Story, Split Level, Linear Ranch	Colonial Revival, Spanish Colonial, Plain	1964	1974

Smoke Rise is home to Smoke Rise Elementary School. Smoke Rise Elementary was constructed in 1969 and is an example of a one-story International style school (Figure 61).

Figure 61. Smoke Rise Elementary School



Two historic churches are located in Smoke Rise: Smoke Rise Baptist Church, and Eastminster Presbyterian Church. Smoke Rise Baptist Church was formed in 1969, and Eastminster Presbyterian Church was constructed in 1968 (Figure 62).

Figure 62. Historic Churches, Smoke Rise



Smoke Rise First Baptist Church (Above); Eastminster Presbyterian Church (Below)



Figure 63. House Types, Smoke Rise



Examples of Contemporary Ranch Houses





Example of Two-Story House (Above); Split Level House (Below)



Figure 64. Examples of Unique Design Elements, Smoke Rise





Figure 65. Map of Idlewood Area



Source: DeKalb Georgia Basemap (2019)

IDLEWOOD

The Idlewood cluster is bisected by Idlewood Road, which provides access to most of its subdivisions. Sagewood Homes is the exception, which is accessed via East Ponce de Leon Avenue. Idlewood is bordered to the south by East Ponce de Leon Avenue and physically separated from Tucker by US-78 (Figure 65).

Neighborhoods in Idlewood are characterized by an abundance of Linear Ranch houses and Split Levels often with no distinct (or plain) style. Variations in neighborhoods are often apparent in percentage of house type, or a particular design element may be frequently expressed, indicating a builder's particular preference.

Zion Baptist Church and its cemetery are located in Idlewood. Zion Baptist Church is a front-gabled church of wood-frame and brick veneer. The church cemetery has interments that date to as early as 1883.

The Melwood Cemetery is also located in Idlewood. Melwood Cemetery is one of three Memorial Gardens in Tucker. An arch spanning the entrance from East Ponce de Leon Avenue reads "1928."

Table 3. Historic Subdivisions in Idlewood

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Harbour Oaks	Linear Ranch, Split Level, Split Foyer, Half-Courtyard Ranch (rare)	Plain, Spanish Colonial	1968	1970
Drayton Woods	Split Level, Two-Story	Plain, Dutch Colonial	1961	1968
Idlewood Acres	Linear Ranch, Half-Courtyard Ranch, Split Level, Two-Story, Split Foyer	Plain, Colonial Revival, Contemporary	1961	1965
Sagewood Homes	Compact Ranch, Linear Ranch	Plain, Contemporary	1952	1961
Cedar Knoll	Linear Ranch, Split Level	Plain	1941	1964

Harbour Oaks

Harbour Oaks is a late 1960s subdivision that consists of primarily Linear Ranches and Split Levels. Most of the houses exhibit no distinguishable style, but some defining characteristics of the neighborhood include gambrel roofs and front entries featuring brick arcades (Figure 66). The subdivision consists of one main artery, Harbor Oaks Road, with multiple cul-de-sacs. Harbour Oaks is connected to surrounding subdivisions Drayton Woods and Idlewood Acres.



Figure 66. Spanish Colonial Style Half-Courtyard Ranch House, Harbour Oaks Subdivision

Drayton Woods

Drayton Woods' development began in 1961. The neighborhood consists of the fish hook-shaped Drayton Woods Drive and several connecting drives and offshoots of cul-de-sacs. Split Levels are the predominant house type in the subdivision (Figure 67). Most homes lack any distinguishable style. Drayton Woods is connected to Harbour Oaks to the southwest.



Figure 67. Plain Split Level with Gambrel and Gabled Roof, Drayton Woods Subdivision

Idlewood Acres

Idlewood Acres is the largest subdivision in Idlewood (figure 68). Construction began in 1961, and the subdivision is divided by Idlewood Road. On the southeast side of Idlewood Road, Idlewood Acres consists of a mix of Split Levels, Two-Stories, Linear and Compact Ranch houses, and Split Foyers. On the northwest side of Idlewood Road, the neighborhood is primarily Ranch houses with an occasional Split Level. These houses typically are of no style, but many feature a unique design element that was not observed anywhere else during the survey: Carports are supported by brick columns that taper in width from the roof to the foundation, and Half-Courtyard Ranches with projecting brick work (Figure 69).



Figure 68. Idlewood Acres Subdivision

Figure 69. Contemporary Style Half-Courtyard Ranch with Projecting Bricks



Sagewood Homes

Sagewood Homes is located to the north of East Ponce de Leon Avenue. The neighborhood includes Sagewood Circle, a horseshoe-shaped street with two entrances on Ponce de Leon Avenue. Approximately two-thirds of the residences' construction dates to the 1950s. These residences are typically Linear or Compact Ranch houses of brick construction (Figure 70). Approximately a third of the remaining buildings have construction dates in the 1960s, and typically consist of Split Levels.



Figure 70. Compact Ranches, Sagewood Homes Subdivision

Cedar Knoll

Cedar Knoll is a small horseshoe-shaped subdivision with two entrances on the northwest side of Idlewood road and a single cul-de-sac. Cedar Knoll includes several homes on Idlewood Road that were built in the 1940s before the subdivision's construction. The subdivision was constructed during the 1960s. Houses are typically Linear Ranches or Split Levels (Figure 71).



Figure 71. Linear Ranch with Brick-Screened Carport, Cedar Knoll Subdivision

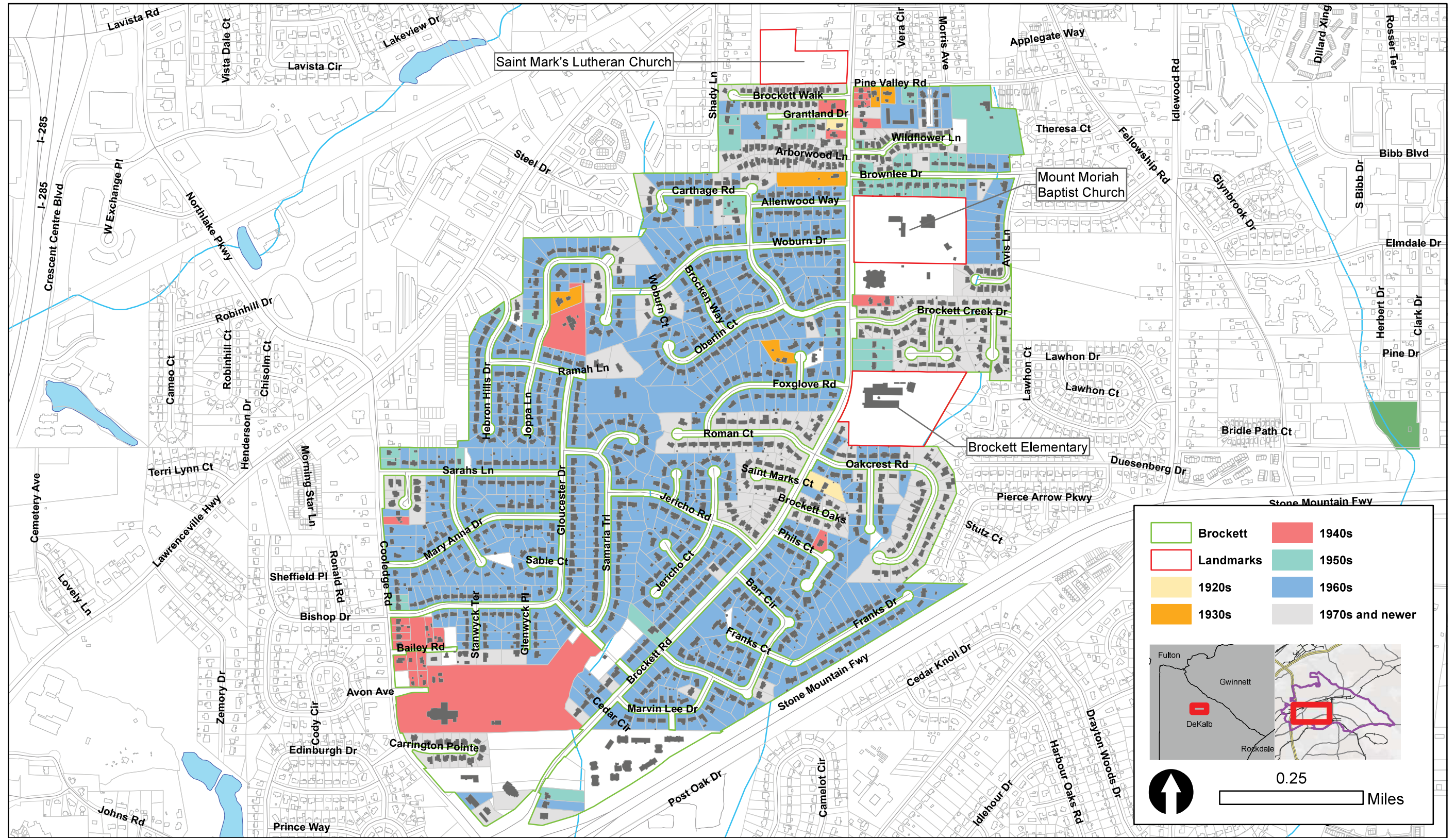
BROCKETT

The Brockett cluster is an example of mid-twentieth century growth that integrated residential, educational and religious needs into neighborhood planning. It includes several large 1960s and 1970s planned subdivisions, several churches, and Brockett Elementary School. The area is bordered to the southeast by US-78, and to the northwest by the Lawrenceville-Lavista Development Corridor (Figure 72). Most of the subdivisions are accessible via Brockett Road, though some are accessible by Cooledge Road. Subdivisions are typically comprised of Linear Ranches or Split Levels of plain or Colonial Revival style. There is little variation in house styles, types or size between neighborhoods, though some builders exhibited a preference for Ranch houses over Split Levels, or vice versa. Two-Stories, Split Foyers and other types of Ranch houses are also present, but less common.

Table 4. Historic Subdivisions in Brockett

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Allenwood	Split Level, Linear Ranch, Two-Story (rare)	Colonial Revival, Plain, Spanish Colonial	1964	1969
Brockett Heights	Linear Ranch, Split Level	Colonial Revival, Plain, Spanish Colonial, Contemporary	1957	1968
Brockett Meadows	Split Level, Linear Ranch	Plain, Contemporary	1959	1965
Galilee Acres	Linear Ranch	Plain, Colonial Revival, Polynesian-Inspired	1963	1965
Gloucester Heights	Compact Ranch, Split Level, Courtyard Ranch (rare)	Plain	1964	1965
Gloucester Park	Compact Ranch, Linear Ranch, Split Level (rare)	Colonial Revival, Plain	1962	1963
Robin Meadows	Linear Ranch, Split Level, Two-Story, Half-Courtyard Ranch (rare)	Plain, Colonial Revival	1938	1966
Walton Woods	Split Level, Linear Ranch, Two-Story (rare)	Plain, Colonial Revival, Spanish Colonial	1960	1967
Windy Hill	Linear Ranch, Linear-With-Clusters, Split Level	Plain, Colonial Revival	1946	1966

Figure 72. Map of Brockett Area



Source: DeKalb Georgia Basemap (2019)

Brockett Elementary School, located on the east side of Brockett Road, was constructed in 1961 to serve the area, and four of the subdivisions present in Brockett were constructed following the school's opening, illustrating a new school's potential to draw families to the area. Brockett Elementary School is an example of an International style school building.

Two historic churches are present in Brockett: Saint Mark's Lutheran Church and Mount Moriah Baptist Church (Figure 73). Both churches were constructed during the 1960s.

Figure 73. Historic Churches, Brockett



St. Mark's Lutheran Church (Above), Mt. Moriah Baptist Church (Below)



Allenwood



Allenwood is a small subdivision that consists of Allenwood Way and Carthage Road, to the west of Brockett Road. Houses in Allenwood are a mixture of Split Levels and Linear Ranches. An occasional Two-Story is present (Figure 74). Houses typically exhibit plain or Colonial Revival Style and are faced with a mixture of brick and wood siding. An occasional Linear Ranch features Spanish Colonial arches (Figure 75).

Figure 74. Mixed Linear Ranches, Split Levels, and Two-Stories, Allenwood Subdivision



Figure 75. Spanish Colonial Style Linear Ranch House, Allenwood Subdivision

Brockett Heights

Brockett Heights is a large subdivision to the west of Brockett Road. Most of the houses in the subdivision are Linear brick Ranches and Split Levels, typically in Colonial Revival style. The subdivision connects to both Gloucester Park and Gloucester Heights to the west, and Robin Meadows to the north.

Brockett Meadows

Houses in Brockett Meadows are predominantly Split Levels faced with a mixture of brick and wood siding. Linear Ranches were also observed (Figure 76). An occasional Contemporary style Ranch was noted. The subdivision is accessible via two entry streets west of Brockett Road, and it connects to Allenwood to the north and Winding Woods to the west.



Figure 76. Split Levels and Ranches, Brockett Heights Subdivision

Galilee Acres

Galilee Acres is accessible via Lawrenceville Highway or through the Winding Woods or Gloucester Heights subdivisions that flank it to the north and south. Houses in Galilee Acres were slightly larger than the average house in Brockett and typically consisted of Linear Ranches. Many houses had brick or breeze block-screened carports. Unique design elements such as breeze block, geometric wrought iron accents, and Polynesian-Inspired hipped roofs were observed (Figure 77).

Figure 77. Polynesian-Inspired Style Linear Ranch, Galilee Acres Subdivision



Gloucester Park



Gloucester Park consists predominantly of brick-faced Compact Ranches (Figure 78). An occasional Split Level is present. Many homes in Gloucester Park are of the Colonial Revival style. Many of the houses in the neighborhood feature wooden columns across the portico or front porch in lieu of the more common wrought iron supports.

Figure 78. Pink Roman Brick-Faced Compact Ranch, Gloucester Park Subdivision

Gloucester Heights



Gloucester Heights consists of an even distribution of Compact Ranches and Split Levels (Figure 79). The subdivision is accessible via Cooledge Road from Sarahs Lane or Mary Anna Drive, and connects to Gloucester Park to the south, Brockett Heights to the east, and Galilee Acres to the north.

Figure 79. Cul-de-Sac with Plain Linear Ranch and Split Level, Gloucester Heights Subdivision

Robin Meadows

Robin Meadows, located west of Brockett Road and accessible via Foxglove Road, was built around a single 1938 English cottage. The remaining houses in the subdivision are a mix of plain or Colonial Revival Split Levels and Linear Ranches. An occasional Two-Story and Half-Courtyard Ranch was observed.

Walton Woods

Walton Woods has no access to main corridors, and is only accessible via Brockett Meadows to the east or Galilee Acres to the south. Houses are typically Split Levels or Linear Ranches, and some feature large picture windows. An occasional Two-Story house was observed.

Windy Hill

Windy Hill is located southeast of Brockett Road and abuts US-78. The subdivision is characterized by Linear and Linear-with-clusters Ranches. Houses are larger than the average house in the area and often feature half-basements (Figure 80). Most houses exhibit plain or Colonial Revival style; some houses exhibited Polynesian-Inspired or Asian-Inspired hipped roofs and had Contemporary elements, but were rare (Figure 81).

Figure 80. Plain Linear Ranches, Windy Hill Subdivision



Figure 81. Examples of Linear Ranches, Windy Hill Subdivision



Bungalows

In addition to the mid-century subdivisions that predominate the Brockett area, several isolated Bungalows still remain along the Brockett and Cooledge corridors, illustrating residential patterns that have since been almost entirely replaced by more modern construction and infilling (Figure 82). Brockett And Cooledge Roads, unlike those roads identified in the corridor development section, have less gradual infilling and variety of house types, resulting in isolated Bungalows among a majority of Linear Ranches.

Figure 82. Bungalows Present on Brockett and Cooledge Roads



Figure 83. Map of Pea Ridge Area



PEA RIDGE

The Pea Ridge cluster is bordered to the south by US-78 and to the west the city's municipal boundary (Figure 83). It is bisected by Lawrenceville Highway. This area includes John's Homestead and Rehoboth Baptist Church, as well as some small neighborhoods stemming off of Lawrenceville Highway. Pea Ridge's development appears to have first centered around the Johns farm and later, the church. As Tucker and its surroundings were still very rural up until the end of World War II, Pea Ridge did not historically identify as a part of Tucker but was a small, independent community. As Tucker's reach expanded along Lawrenceville Highway, the two communities were connected. Historically, the Pea Ridge community extended to the east of Cooledge Road, but was subsumed by expansive subdivision developments in the Brockett cluster.

Rehoboth Baptist Church was founded in the mid-nineteenth century and has remained in the same location since its establishment. The church's expansion resulted in multiple additions, and the historic church building is no longer identifiable.

Historic neighborhoods in Pea Ridge are characterized by a mixture of small, unnamed 1950s residential developments off of Lawrenceville Highway that surround Twin Brothers Lake, and three planned 1960s subdivisions that are accessible via Montreal Road or Cooledge Road: Montreal Woods, Edinburgh Estates, and Winchester Heights.

Table 5. Historic Subdivisions in Pea Ridge

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Edinburgh Estates	Split Level, Split Foyer, Linear Ranch	Plain, Contemporary	1935	1964
Montreal Woods	Compact Ranch, Linear Ranch (rare)	Plain, Colonial Revival	1959	1961
Winchester Heights	Split Level, Compact Ranch, Half-Courtyard Ranch	Plain, Colonial Revival	1961	1968

Edinburgh Estates



Edinburgh Estates is west of Cooledge Road. The subdivision provides limited access to Cooledge Road via the only entry point, Edinburgh Way. Edinburgh Estates connects to the smaller subdivision of Winchester Heights to the north via Cody Circle. Edinburgh Estates is characterized by a mixture of plain Split Levels, Split Foyers, and Linear Ranch houses (Figure 84).

Figure 84. Split Levels and Linear Ranches, Edinburgh Estates

Montreal Woods

Montreal Woods is the largest subdivision in the area and is located east of Montreal Road. The subdivision is characterized by Compact Ranch houses with brick veneer. Montreal Wood's defining feature is the diversity of the masonry used in the subdivision. There is an unusually large variety of types and colors of brick present in the small neighborhood, and some houses are faced with patterned brickwork (Figure 85). Montreal Park is surrounded by the Montreal Woods subdivision, and is incorporated into the streetscape.

Figure 85. Colonial Revival Style Compact Ranch with Patterned Brick, Montreal Woods Subdivision



Winchester Heights

The Winchester Heights Subdivision is a small neighborhood on the west side of Cooledge Road, accessible via Avon Avenue. The subdivision is characterized by a mixture of plain or Colonial Revival Split Levels and Ranch houses. The majority of Ranch houses are compact, but an occasional Half-Courtyard Ranch house was observed (Figure 86). Split Levels are typically faced with a combination of brick veneer and wood siding.

Figure 86. Plain Split Levels and Ranch Houses, Winchester Heights Subdivision



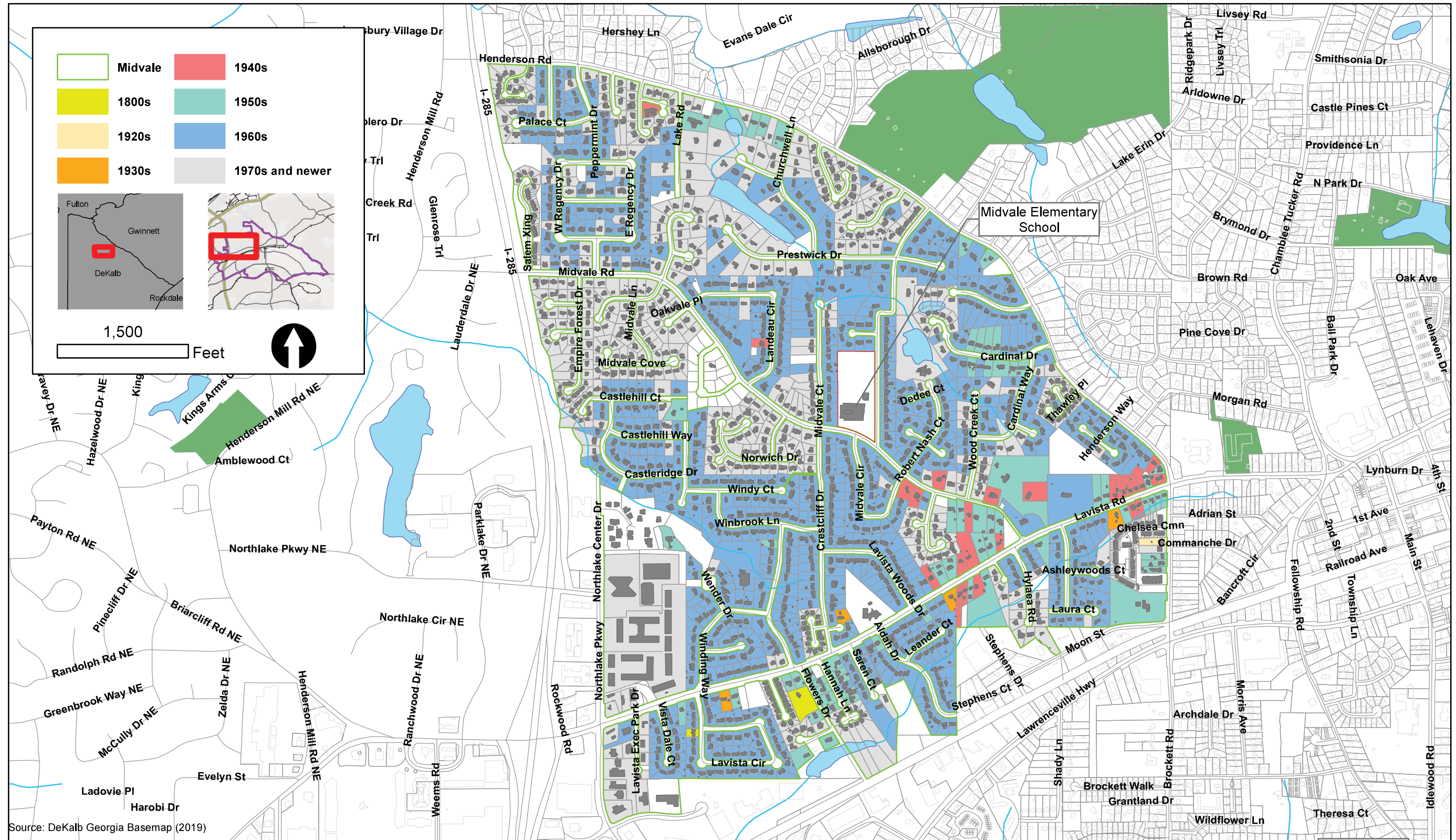
Stapp Road and Zemony Drive

Behind Rehoboth Baptist Church and accessible via Lawrenceville Highway is a small cluster of houses that approach Twin Brothers Lake. Along Stapp Road is a mixture of Bungalows, American Small Houses, and Compact and Linear Ranches. Zemony Drive contains Compact Ranch houses set back from the road with expansive front lawns (Figure 87).

Figure 87. Compact Ranch, Zemony Drive



Figure 88. Map of Midvale Area



MIDVALE

The Midvale cluster is bordered by Henderson Road to the Northeast, Lawrenceville Highway to the south, and I-285 to the west (Figure 88). Bisected by Midvale Road, it is characterized by several mid-sized subdivisions: Empire Square, Winding Woods, and Lake Prestwick, as well as a number of small subdivisions that consist of only one to two streets. It also includes Midvale Elementary School, which is centrally located, immediately north of Midvale Road.

Midvale Elementary School was constructed in 1961. Almost all of the neighborhoods surrounding the school were built following the elementary school's opening, and it is likely that the construction of Midvale Elementary spurred the area's rapid residential growth.

Table 6. Historic Subdivisions in Midvale

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Cardinal Woods	Linear Ranch, Split Level	Plain, Colonial Revival	1963	1969
Castlewood	Two Story, Linear Ranch (rare)	Colonial Revival, Plain	1965	1968
Empire Square	Two Story, Split Level, Linear Ranch, Linear-With-Clusters	Colonial Revival, Plain, Spanish Colonial, Contemporary, Rustic	1966	1969
Forest Pines	Split Level, Linear Ranch, Two-Story	Plain, Colonial Revival	1966	1968
Henderson Trails	Split Level, Linear Ranch, Two-Story	Plain	1966	1968
The Highlands	Two-Story, Linear Ranch	Colonial Revival, Contemporary	1966	1968
Hilton Pines	Split Level, Linear Ranch, Two-Story	Plain	1967	1968
Lake Prestwick	Two-Story	Colonial Revival	1966	1971
Lavista Woods	Linear Ranch, Split Level, Two-Story (rare)	Colonial Revival, Plain, Contemporary	1962	1964
Midvale Acres	Linear, Linear-with-Clusters, Split Level, Two-Story	Plain, Colonial Revival, Contemporary	1944	1964
Pine Crest	Linear Ranch, Split Level	Plain, Colonial Revival	1938	1964
Regal Forest	Linear Ranch, Split Level	Colonial Revival, Plain	1966	1969
Winding Woods	Linear Ranch, Split Level	Colonial Revival, Contemporary, Plain	1956	1965

Cardinal Woods

Cardinal Woods is located to the west of Henderson Road. The subdivision was built beginning in 1963, but is immediately south of Cardinal Drive, whose houses date to the 1950s. Although this street is not included in the subdivision's plat map, Cardinal



Woods is likely a continuation of the earlier Cardinal Drive construction. On Cardinal Drive, houses were brick Linear and Compact Ranches and Split Levels. In Cardinal Woods, houses were larger and consisted of Linear Ranches and Split Levels (Figure 89).

Figure 89. Split Level with Breeze block Carport and Geometric Wrought Iron Features, Cardinal Woods Subdivision

Castlewood

Castlewood Subdivision appears to be named for its houses, which are typically large Two-Story houses of Colonial Revival style (Figure 90). Large Linear Ranch houses were also observed, but were unusually rare. The subdivision is split into two portions and includes Castlehill Court and Castleridge Court, which flank The Highlands



subdivision to the north and east. Homes in Castlewood resemble those in the Highlands in size and style and there is little distinction between the two neighborhoods. The neighborhood is located between Midvale Road and Lavista Road, and is only accessible through the Winding Woods subdivision via Lavista Road.

Figure 90. Colonial Revival Two Story, Castlewood Subdivision

Empire Square

Empire Square is located between Midvale and Henderson Roads. The subdivision's streets feature an unusual arrangement where a square is bisected by a single street and accessible via two entryways, off of Midvale Road to the south and Henderson Road to the north. In each of the square's corners, landscaped islands were present to slow traffic flow. Houses in Empire Square consisted of a variety of Ranches, Split Levels, and Two-Story houses in Colonial Revival, Contemporary, Plain, and Spanish Colonial styles (Figure 91).



Figure 91. Two-Story, Ranch and Split Level Houses, Empire Square Subdivision



Forest Pines

Forest Pines is a small subdivision south of Henderson Road, and is located along Peppermint Drive, one of the roads that provides access to Empire Square. Houses in Forest Pines are a mix of plain or Colonial Revival style Split Levels, Linear Ranches, and Two-Stories.

Henderson Trails

Henderson Trails is a very small, T-shaped subdivision at the northeast intersection of Lavista Road and Henderson Road. The subdivision is accessed off of Henderson Road. Houses are a mix of plain Split Levels, Linear Ranches, and Two-Stories.

The Highlands

The Highlands Subdivision is nestled between the two portions of the Castlewood Subdivision and is located between Midvale and Lavista Roads. Houses in The Highlands are large and set back in large yards, and like Castlewood, houses are typically Colonial Revival style Two-Story or Linear Ranches. A single Contemporary Ranch was noted.

Hilton Pines

Hilton Pines includes houses on the southern half of Gleneagles Drive and Robert Nash Court, both accessed by Midvale Road. The Highlands Subdivision borders Hilton Pines to the North. Houses observed in Hilton Pines consisted of plain Split Levels and Linear Ranches with basements, and an occasional two story. Midvale Elementary School is immediately west of the subdivision, located at the corner of Gleneagles Drive and Midvale Road.

Lake Prestwick

The Lake Prestwick subdivision surrounds Lake Prestwick and includes Churchwell Lane and a portion of Prestwick Drive. The subdivision is accessible via Henderson Road and Midvale Road, but only through other subdivisions. Houses in Lake Prestwick are almost entirely large, Two-Stories of Colonial Revival style that are set well back in large yards.

Lavista Woods

Lavista Woods is a small subdivision north of Lavista Road. It includes Lavista Woods Drive, which connects to the Pine Crest subdivision to the west. Colonial Revival, Plain, and Contemporary Linear Ranch and Split Level houses were observed during survey (Figure 92). An occasional Two-Story house was also noted.

Figure 92. Contemporary Ranch and Split Levels, Lavista Woods Subdivision



Midvale Acres

Midvale Acres is accessed north of Midvale Road. The small subdivision only includes houses on Landeau Circle. Houses are typically large Linear or Linear-with-clusters Ranches with basements. An occasional Split Level or Two-Story house was observed. Houses are typically of plain or Colonial Revival style, although one Contemporary Ranch was noted. The subdivision also includes one cross-gabled cottage, built in 1944, which has been altered with the addition of several wings.

Pine Crest



Pine Crest is accessed via Crestcliff Drive off of Lavista Road. It is connected to the Lavista Woods Subdivision to the east, and Winding Woods Subdivision to the West. Houses are typically large brick Linear Ranches or Split Levels, typically of no style or Colonial Revival style (Figure 93).

Figure 93. Ranch House, Pine Crest Subdivision

Regal Forest

Regal Forest is a small, T-shaped subdivision accessed south of Henderson Road via Regal Way. The Subdivision is connected to the Forest Pines Subdivision to the east. Houses in Regal Forest primarily consist of large, Colonial Revival or plain style Linear Ranches and Split Levels.

Winding Woods

Winding Woods is a large subdivision with several entry points north of Lavista Road. Houses in the subdivision are typically set back in large front yards on hills that look down onto the road. While the most common style observed was Colonial Revival, Winding Woods has an unusually high number of Contemporary style houses (Figure 94, 95).

Figure 94. Examples of Houses, Winding Woods Subdivision



Figure 95. Contemporary Ranch House, Winding Woods Subdivision



Figure 96. Map of Henderson Area



HENDERSON

The Henderson cluster includes Henderson Park and its surrounding subdivisions. The area is bordered to the west by Chamblee Tucker Road, by Henderson Road to the East, and extends northward to the municipal boundary (Figure 96). Subdivisions in Henderson are accessible via both Henderson Road and Chamblee Tucker Road. The largest subdivision in the area is Lake Erin, immediately south of Henderson Park. A large percentage of the cluster’s acreage is consumed by Henderson Park, Tucker’s largest city park.

Table 7. Historic Subdivisions in Henderson

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Berkshire	Linear Ranch, Half-Courtyard Ranch, Split Level	Colonial Revival, Rustic	1965	1969
Brymond Acres	Split Level, Linear Ranch, Two-Story	Colonial Revival	1966	1971
Caraway Woods	Split Level, Linear-with-Clusters Ranch	Colonial Revival, Rustic, Dutch Colonial, Spanish Colonial	1965	1968
Candy Heights	Linear-With-Clusters Ranch, Half-Courtyard Ranch, Courtyard Ranch, Split Level	Plain, Colonial	1964	1974
Lake Erin	Split Level, Linear Ranch, Two-Story (rare)	Colonial Revival, Rustic, Dutch Colonial, Spanish Colonial	1963	1968

Berkshire

The Berkshire subdivision is located on the northwest side of Henderson Park. The subdivision has one entrance off of Henderson Road. House types present in Berkshire



include Split Levels, Half-Courtyard Ranch houses, Linear Ranches, and an occasional Two-Story. The Colonial Revival style predominates the subdivision, but Rustic styles were also present (Figure 97).

Figure 97. Granite Faced Linear Ranch, Berkshire Subdivision

Brymond Acres



Brymond Acres is located east of Chamblee Tucker Road and is connected to the Lake Erin subdivision to the north and east. Houses in Brymond Acres consist of Split Levels, Two-Stories, and Linear Ranches. Houses are large. The Colonial Revival style is prevalent, especially on Linear Ranches and two stories, but Contemporary, Spanish Colonial, and Rustic style houses were also present (Figure 98).

Figure 98. Linear Ranches and Split Levels, Brymond Acres

Caraway Woods

Caraway Woods is located north of Henderson Road and includes only Caraway Drive. The subdivision is characterized by Linear-with-clusters Ranches, Split Levels, and an occasional Two-Story house (Figure 99). Despite the subdivision's small size, houses exhibit a wide range of styles.



Figure 99. Contemporary Style Linear Ranch, Caraway Woods Subdivision

Candy Heights

Candy Heights is adjacent to Caraway Woods, and is bisected by Henderson Road. The subdivision consists of Linear-with-clusters Ranches, Half-Courtyard Ranches, Linear Ranches, and Split Levels. Houses are typically plain or of the Colonial Revival style.

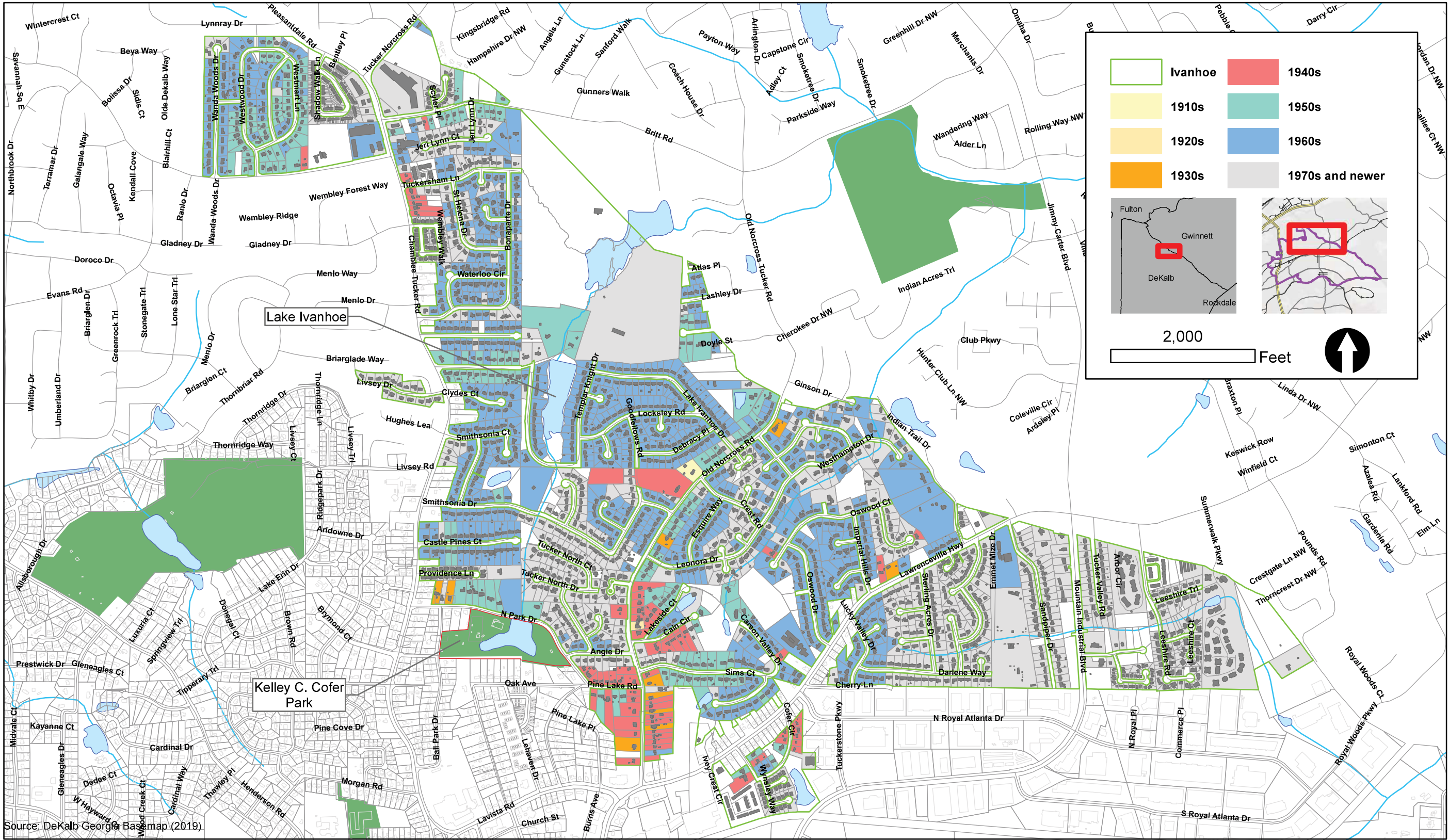
Lake Erin

The Lake Erin subdivision is located south of Henderson Park and is accessible by Henderson Road, and by Chamblee Tucker Road through Brymond Acres. Houses in Lake Erin are primarily Split Levels, Linear Ranches, with an occasional Two-Story (Figure 100). The neighborhood surrounds an American Small House that was constructed in 1949.



Figure 100. Split Levels, Lake Erin Subdivision

Figure 101. Map of Ivanhoe Area



Source: DeKalb Georgia Base map (2019)

IVANHOE

The Ivanhoe cluster is located west of Chamblee Tucker Road and North of Lawrenceville Highway. It is bisected by Old Norcross Road (Figure 101). Ivanhoe is characterized by 1960s-era subdivisions composed of Ranch, Split Level and Two-Story houses that range from large, winding subdivisions to single streets. Lake Ivanhoe is centrally located in the area. Ivanhoe also includes a small portion of the Pittsburg area west of the intersection of Evans Road and Chamblee Tucker Road.

Table 8. Historic Subdivisions in Ivanhoe

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Carson Valley	Linear Ranch, Half-Courtyard Ranch, Split Level, Two-Story	Plain	1940	1968
Esquire	Linear Ranch, Linear-with-Clusters Ranch, Split Level (rare), Two-Story (rare)	Colonial Revival, Plain	1962	1954
Fontana Court	Linear Ranch, Split Level	Plain, Contemporary	1961	1963
Imperial Hills	Linear Ranch, Linear-with-Clusters Ranch, Half-Courtyard Ranch, Split Level, Courtyard Ranch	Colonial Revival, Spanish Colonial, Contemporary, Dutch Colonial, Plain	1967	1968
Lake Ivanhoe	Linear Ranch, Split Level, Two-Story, Half-Courtyard (rare), Courtyard (rare)	Plain, Colonial Revival	1960	1965
Lucky Valley	Linear Ranch, Half-Courtyard Ranch, Split Level	Plain, Contemporary, Colonial Revival	1968	1968
Oswood	Linear Ranch, Split Level	Plain	1947	1964
Sims Court	Linear Ranch, Split Level	Plain, Colonial Revival	1959	1962
Smithsonia	Linear Ranch, Courtyard Ranch, Ranch-with-Clusters, Rambling Ranch	Contemporary, Spanish Revival, Polynesian-Inspired, Rustic, Colonial Revival, Dutch Colonial, Plain	1955	1969
Wanda Woods	Linear Ranch, Split Level, Two Story	Colonial Revival, Plain	1960	1967
Wellington	Split Level, Half-Courtyard Ranch, Courtyard Ranch, Two-Story	Colonial Revival, Plain	1965	1969
Westhampton	Split Level, Linear Ranch, Half-Courtyard Ranch, Two-Story, Courtyard Ranch (rare)	Plain, Colonial Revival, Contemporary, Dutch Colonial	1961	1973
Westwoods	Compact Ranch, Split Level, Split Foyer	Plain, Colonial Revival	1959	1963

Carson Valley

Carson Valley is a small subdivision located at the eastern end of Sims Court, accessed via Old Norcross Road. Houses are on large, wooded lots and are a mix of Linear and Half-Courtyard Ranches, Split Levels, and Two-Stories. Houses are typically plain. Infilling of modern construction has occurred at the end of the subdivision's cul-de-sac.

Esquire

The Esquire subdivision consists of a single street, Esquire way, and is accessible via Crest Road and Lenora Drive off of Old Norcross Road. The subdivision includes Colonial Revival or plain Linear and Linear-with-clusters Ranches, and an occasional Split Level or Two-Story.

Fontana Court

Fontana Court is a small subdivision that includes only one street, Fontana Court off of Old Norcross Road. Houses on Fontana Court are typically plain Linear Ranches faced with brick. Several plain brick Split Levels were also present, as well as one Contemporary Split Level (Figure 102).

Figure 102. Brick-faced Plain Split Level, Fontana Court Subdivision



Imperial Hills

Imperial Hills is accessed via Lawrenceville Highway and also connects to the Oswood subdivision to the east. A wide variety of house types are present in Imperial Hills, including Linear Ranches, Linear-With-Clusters Ranches, Courtyard and Half-Courtyard Ranches, and Split Levels (Figure 103, 104). A range of styles were also observed: Colonial Revival, Spanish Colonial, Contemporary, Dutch Colonial, and plain.

Figure 103. Split Level with Enclosed Brick Courtyard, Imperial Hills Subdivision



Figure 104. Granite-Faced Linear Ranch, Imperial Hills Subdivision



Lake Ivanhoe

Lake Ivanhoe is a large subdivision located between Chamblee Tucker Road and Old Norcross Road. The primary entrance to the subdivision is by Lake Ivanhoe Drive off of Old Norcross Road, but it is also connected to Chamblee Tucker Road via Webb Road. The Lake Ivanhoe Subdivision includes Lake Ivanhoe, which is fed by Lucky Shoals Creek. Houses consist of a mix of plain or Colonial Revival Linear Ranches and Split Levels. Rare examples of Two-Story, Half-Courtyard Ranch, and Courtyard Ranch types were noted.

Lucky Valley

Lucky Valley is a small subdivision accessed by Lawrenceville Highway. It is bordered to the east by Sterling Acres. Houses consist of a mix of Colonial Revival, Plain, and Contemporary style Linear Ranches, Half-Courtyard Ranches, and Split Levels (Figure 105).

Figure 105. Contemporary Ranch, Lucky Valley Subdivision



Oswood

Oswood Subdivision is characterized by brick-faced Linear Ranches and an occasional Split Level. The subdivision is located north of Lawrenceville Highway and connects to Imperial Hills to the east.

Sims Court

Sims Court is located east of Old Norcross Road. The subdivision was built beginning in the 1950s and continued into the 1960s. The subdivision consists of brick-faced compact and Linear Ranches, as well as Split Levels (Figure 106). Houses are of plain style, but an occasional Colonial Revival was noted.

Figure 106. Linear Ranch with Attached Carport, Sims Court



Smithsonia

Smithsonia is located east of Chamblee Tucker Road and is accessible via Smithsonia Court and Smithsonia Drive. The subdivision consists of Linear Ranches, Courtyard Ranches, and one rambling Ranch (Figure 107). Smithsonia is illustrative of a wide range of unique design elements and unusual styles not typically seen in Tucker, especially for the neighborhood's size (Figure 108). In particular, Smithsonia was the only neighborhood where A-Frames were observed; Smithsonia has two.



Figure 107. Rambling Ranch, Smithsonia Subdivision

Figure 108. Unique Design Elements, Smithsonia Subdivision



Wanda Woods

Wanda Woods consists of a single, dead-end street north of Chamblee Tucker Road. The subdivision connects to the Westwoods subdivision to the east. Houses in Wanda Woods are a mix of Linear Ranches, Split Levels, and Two-Stories in Colonial Revival or plain style (Figure 109).



Figure 109. Split Level with Gambrel Roof, Wanda Woods Subdivision

Westhampton

The Westhampton Subdivision is located southeast of Old Norcross Road and is accessible by Lenora Drive. Houses consist of Two-Stories, Split Levels, and Linear and Linear-with-clusters Ranches. Houses are typically plain or Colonial Revival style.

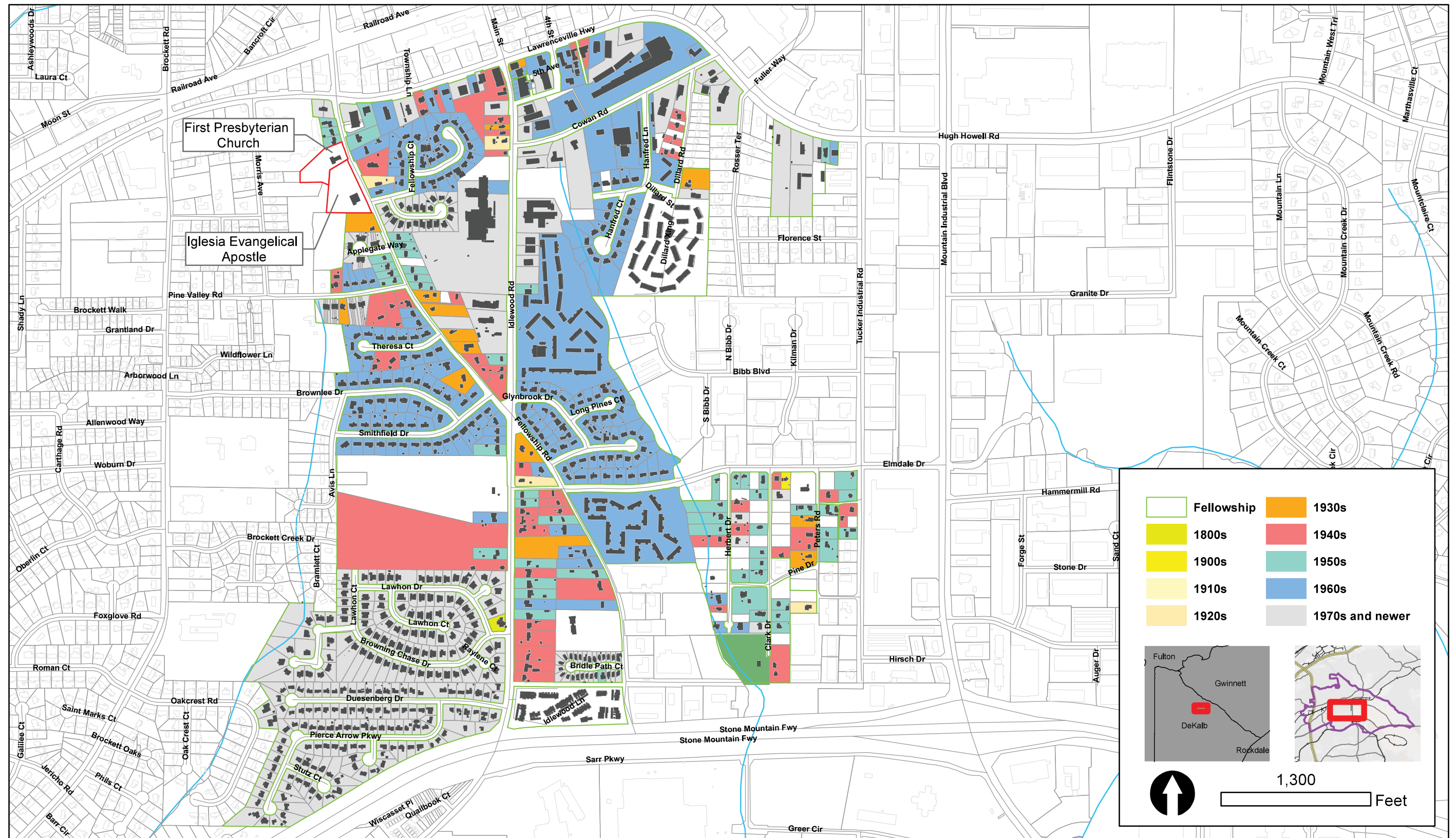
Westwoods

The Westwoods Subdivision is accessible via Chamblee Tucker Road and consists of small houses. Compact Ranches, Split Levels and Split Foyers are all present (Figure 110).



Figure 110. Small Split Foyers and Compact Ranch, Westwoods Subdivision

Figure 111. Map of Fellowship Area



Source: DeKalb Georgia Reseman (2019)

FELLOWSHIP

Fellowship is characterized by a mixture of construction that spans from the early to mid- twentieth century. It is bounded by Lawrenceville Highway to the north, US-78 to the south, Brockett to the west and the Mountain Industrial district to the east (Figure 111). Included in Fellowship are Peters Park, Tucker’s historic African American neighborhood; three named 1960s subdivisions, Glynbrook, Elmdale Estates, and Fellowship Road Heights; and several unnamed 1960s subdivisions. The Fellowship area does not have any large subdivisions. In addition to its neighborhoods and subdivisions, a cluster of duplexes is located at Hanfred Court that was constructed between 1962 and 1965 (Figure 112). Two apartment complexes, constructed in 1967 and 1968, are located immediately east of Idlewood Road. Fellowship also contains historic office complexes off of Cowan Road (Figure 113).

Table 9. Historic Subdivisions in Fellowship

Subdivision	House Types	House Styles	Minimum Build Date	Average Build Date
Elmdale Estates	Linear-with-Clusters	Plain	1968	1968
Fellowship Road Heights	Compact Ranch	Plain	1950	1952
Glynbrook	Compact Ranch, Linear Ranch, Split Foyer, Split Level	Plain, Colonial Revival	1964	1965

Figure 112. Duplexes, Hanfred Court



Figure 113. Historic Office Buildings, Cowan Road



Several historic churches are located along Fellowship Road. These include the historic Fellowship Primitive Baptist Church and the New Fellowship Baptist Church Cemetery, which is now home to the Iglesia Evangelical Apostle congregation. Fellowship Baptist relocated to Fellowship Road in 1869 and constructed the brick church in 1964. To the immediate north is First Presbyterian Church of Tucker, constructed in 1930 (Figure 114).

Figure 114. Historic Churches, Fellowship Road



First Presbyterian (Above), Historic Fellowship Primitive Baptist (Below)



Peters Park

Although not ascribed a plat map, Peters Park is one of the earliest planned neighborhoods in Tucker. Located south of Elmsdale Road, Peters Park was Tucker's segregated African-American neighborhood. The earliest houses in Peters Park were constructed in the 1930s. Construction dates in the neighborhood range from the 1930s through the 1960s. Many houses built by the neighborhood's founding residents are still standing, such as the William McKinley Peters house and the Bailey house (Figure 115). The neighborhood contains a mixture of house types that reflect its range of construction dates, including shotguns, pyramidal cottages, side-gabled cottages, American Small Houses, and Compact Ranch houses (Figure 117). Building materials are varied and include cinder block, granite, and wood construction (Figure 118). The neighborhood has been enclosed on four sides by the Stone Mountain Industrial Park and industrial infilling has occurred on Tucker Industrial Road, formerly named Ramey Road for a family in the neighborhood. Peters Park grew around the relocated Little Miller Grove Baptist, which is still located at the intersection of Peters Road and Elmdale Road. The neighborhood lodge is also still present on Elmdale Road (Figure 116).



Figure 115. Historic Bailey House, Peters Park Neighborhood (Above)

Figure 116. Historic Lodge House, Peters Park Neighborhood (Below)



Figure 117. Examples of House Types, Peters Park Neighborhood



Figure 118. Examples of Construction Materials, Peters Park Neighborhood



Elmdale Estates

Elmdale Estates is comprised of a strip of Linear-with-clusters Ranch houses along the north side of Elmdale Road, located between Fellowship Road and the south fork of Peachtree Creek, immediately north of Bradford Park Apartments.

Fellowship Road Heights

Fellowship Road Heights, while mapped as a subdivision, more closely resembles a corridor development. The plat map includes six Compact Ranch houses along the east side of Fellowship Road, between Applegate Way and Pine Valley Road. While this type of residential development was common along Tucker's major corridors, most were not recorded as subdivisions in county real estate records. It is unusual that the development was mapped as a subdivision and it is Tucker's only example of corridor construction on record as a subdivision.

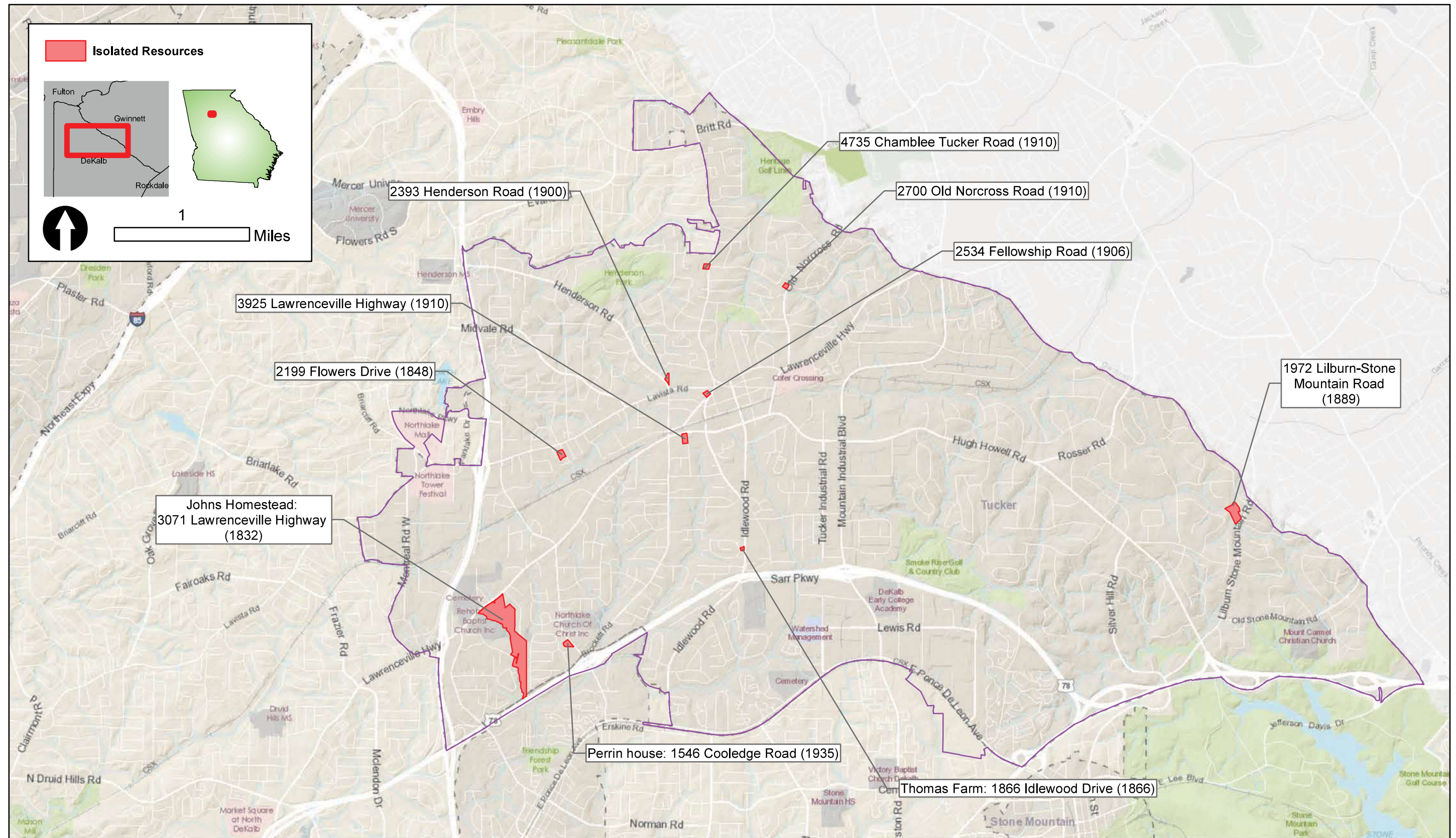
Glynbrook

Glynbrook Subdivision is the largest mapped subdivision in the Fellowship area. It is located at the intersections of Idlewood, Fellowship and Elmdale roads. The subdivision is primarily comprised of brick-faced compact and Linear Ranches, as well as the occasional Split Foyer and Split Level. The subdivision's houses and yards are small.

INDIVIDUAL RESOURCES

Tucker contains a number of historic resources which date to the late nineteenth or early twentieth century. Many of these resources have become isolated due to the vast amount of mid-twentieth century residential infill that occurred as Tucker transitioned from rural farmland with a small nucleated downtown to an industrial hub and sprawling suburban center. Because these older resources no longer fit into their surrounding landscape, but are individually significant, they have been highlighted for individual discussion.

Figure 119. Map of Isolate Resources in Tucker



Source: DeKalb Georgia Basemap (2019)

LATE NINETEENTH CENTURY

Johns Homestead

Johns' Homestead, constructed between 1828 and 1832, consists of the main house and several outbuildings. Originally, the house was a side gabled cottage. A subsequent addition converted the house into a saddlebag and later, more wings were added to the front and rear. Neither wing addition stands today, but the saddlebag cottage remains intact. In addition to the house, the property contains a historic dairy barn, a well house and two sheds. It is estimated that the outbuildings date from the late nineteenth to the early twentieth century (Atkins 2018).



Figure 120. Johns' Homestead Main House

2199 Flowers Drive

Tax assessors' records date the construction of the house at 2199 Flowers Drive to 1848. The house is located between Flowers Drive and Sutton Place Court, south of Lavista Road. The property is heavily wooded and surrounded by a fence. No trespassing signs prevented the close inspection of this house during the windshield survey, but viewed from Flowers Drive, it appears to be a side-gabled house with wood siding. At least one addition is present. The house was moved from its original location at the corner of Lavista Road (England 2019).

1972 Lilburn-Stone Mountain Road

According to the tax assessors' records, the house at 1972 Lilburn-Stone Mountain Road was constructed in 1889. A gated driveway with a no trespassing sign prohibited any view of the house, but satellite imagery confirmed the presence of what appears to be a gabled wing cottage with a large extension added to the rear gable surrounded by woods.

Thomas Farmhouse

Built in 1866, the Thomas Farmhouse is now surrounded by the Brownings Chase subdivision on Idlewood Road. The Thomas house is an example of a Queen Anne Cottage (Figure 121). The house is clad with wood siding and features scalloped shingles under its gables. The house sits on low, stone piers and is roofed with asphalt shingles. The house's front porch and door faces Idlewood Road, but it has been converted into the backyard. The house's main entry is now through the door covered by a small



shed porch on the south elevation, and a modern driveway that approaches the rear of the house off of Lawhon Drive. The house was preserved by former landowner Ruth Fruit, who purchased the property from her grandfather and is a descendant of the Thomas family. Mr. and Mrs. Fruit refused to sell the property to a subdivision developer unless they promised to preserve the farmhouse (Fruit 2018).

Figure 121. Thomas Farmhouse

EARLY TWENTIETH CENTURY



2393 Henderson Road

The house at 2393 Henderson Road dates to 1900. The gabled wing cottage sits near the northeast intersection of Henderson Road and Lavista Road off of a circular driveway and behind a screen of shrubs and trees (Figure 122).

Figure 122. 2393 Henderson Road

Andrews House

At 2534 Fellowship Road, a circa-1906 Queen Anne House is known as the Andrews house (Figure 123). The house's foundation cannot be determined as it has been cemented over. The house is clad with wood siding and features scalloped shingles below the gables. A wrap-around front porch is supported with square wood columns. A wood accessibility ramp has been added to the front porch. The building has a pyramidal roof and contains two interior brick chimneys. The doors have been replaced with glass doors, and the windows are wooden sashed one-over-one light windows. The house has been enclosed by paved parking lots and a chain link fence. A large warehouse has been constructed behind the house.



Figure 123. Dr. Andrews' House, 2354 Fellowship Road

Hewatt House

At the intersection of Lawrenceville Highway and Morris Road, the front porch of a circa 1910 gabled wing cottage sits only a few feet away from the curb of the busy four-lane highway (Figure 124). The house at 3925 Lawrenceville Highway sits on a brick foundation and is clad with asbestos siding. The roof is comprised of asphalt shingles. A front porch spans the façade, supported by brick columns. Two rear gables have been added to the house.



Figure 124. Hewatt House, 3925 Lawrenceville Highway

4735 Chamblee Tucker Road

At 4735 Chamblee Tucker Road is a 1910 gabled wing cottage with several rear additions (Figure 125). The house is clad in wood siding and covered with corrugated



tin roofing. A partial width front porch spans the side gable. A gabled addition has been added to the rear of the front gable. This addition was then added further to, and now consists of a small shed roof addition on the north elevation, and a large, brick-clad addition with a flat roof on the south elevation, abutting the original construction's front gable.

Figure 125. 4735 Chamblee Tucker Road

2700 Old Norcross Road

Built in 1910, the house at 2700 Old Norcross Road is a one and a half-story Georgian Cottage (Figure 126). The house sits on a stone foundation and features a full-width



front porch approached by a sweeping staircase. The porch is supported by brick piers topped with round wood columns. The front door is central to the façade and is flanked by two two-over-two wood sash windows on each side. A single dormer with a two-over-two wooden sash window sits above the front door. The house has two chimneys: one interior, and the other on the south façade. The roof is hipped and clad with asphalt shingles. A rear addition is present.

Figure 126. 2700 Old Norcross Road

Perrin House

The Perrin House, constructed in 1935, is located at 1546 Cooledge Road. The Two-Story Georgian house sits on a granite foundation and is of brick construction. The façade features a large front porch that spans its' entire width. The porch is supported by granite pillars and has been enclosed with picture windows. A brick-lined circular drive is laid in front of the porch, and a port cochere is attached to the side of the porch. The house is capped with a hipped roof and flanked by two chimneys on the north and south elevations (Figure 127).



Figure 127. Perrin House, 1546 Cooledge Road

Isolated 1920s-1930s Bungalows

A number of isolated bungalows were scattered throughout Tucker on main thoroughfares. Because of the increase in construction during the early twentieth century, they are not discussed individually. These scattered bungalows sometimes occur in clusters of two or three houses, but are frequently a lone house, as they would have been during their construction era, now surrounded by modern infilling. Many of these houses do not retain elements of their original construction, have had their porches enclosed or have received additions, however there are still examples of well-preserved bungalows throughout Tucker (Figure 128).

CEMETERIES

There are 19 previously identified cemeteries within Tucker's city limits. Of the 19 known, the location of 16 can be confirmed by the presence of markers and/or ground depressions. One was relocated outside the Tucker municipal boundary. In order to assess Tucker's cemeteries, existing cemetery inventories were cross-referenced and verified using satellite imagery (Brooke 2012). Two cemeteries could no longer be located, but were described in Franklin Garrett's "Cemetery Records, Atlanta and Vicinity":

The Johnson Family Cemetery and the Norris Family Cemetery. The Wells Family Cemetery was relocated to the Stone Mountain Cemetery. Tucker's cemeteries represent a mix of small, private family cemeteries, as well as church cemeteries and large, non-denominational memorial gardens (Figure 129, 130). Representative cemeteries were photographed for the purposes of the windshield survey.



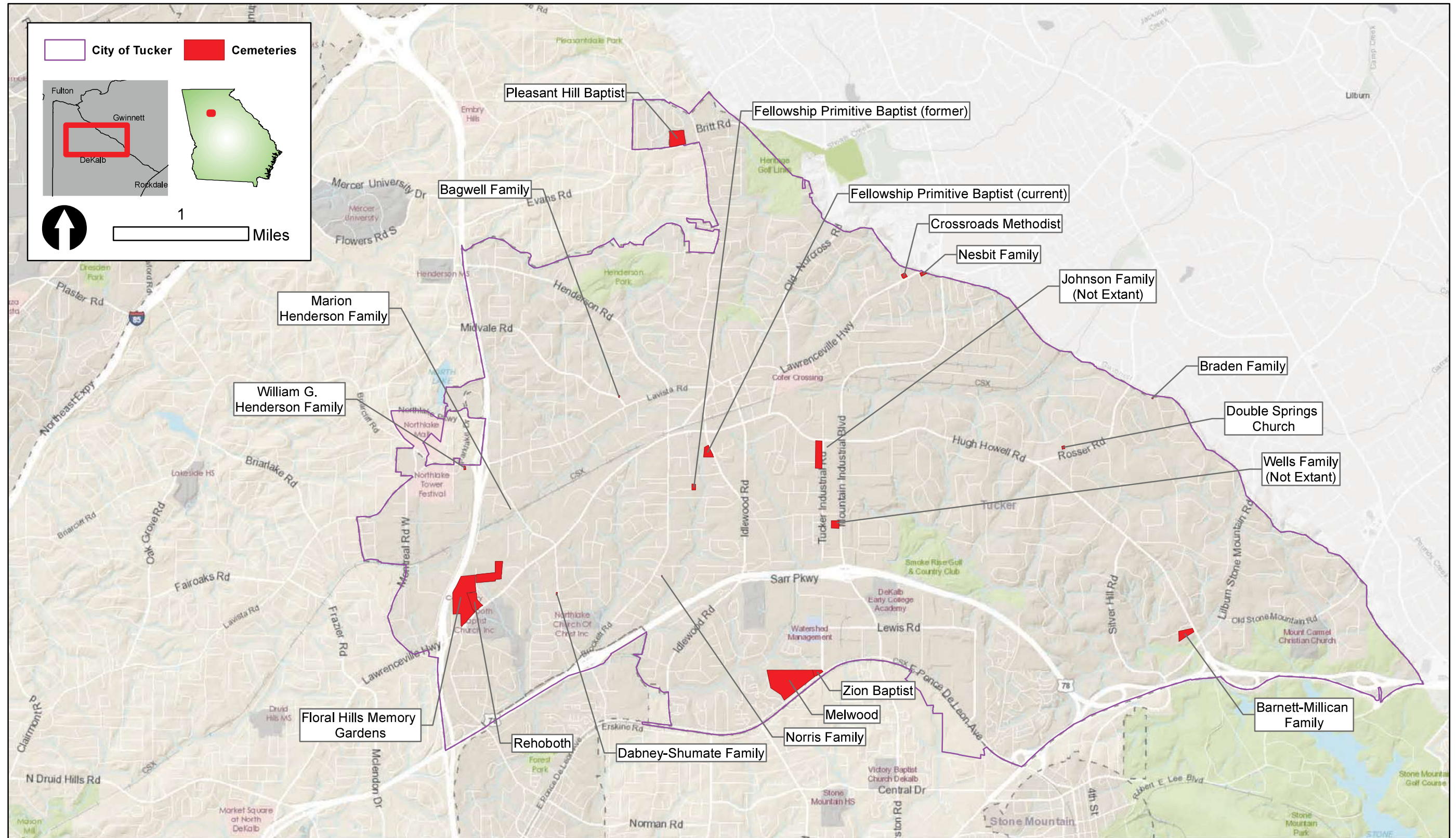
Figure 129. Floral Hill Memorial Gardens (Right)

Within Tucker's municipal boundaries are 10 small family cemeteries and seven church cemeteries. In addition, Tucker has two large memorial gardens: Melwood and Floral Hills, both of which include over 20 acres. Some of Tucker's earliest interments date to the 1830s, are found in The Old Fellowship Primitive Baptist Cemetery, Crossroads Methodist Cemetery and the Dabne-Shumate and Pounds Family Cemeteries. Notably, several Revolutionary War veterans were laid to rest in the Old Fellowship Primitive Baptist Cemetery.



Figure 130. Old Fellowship Primitive Baptist Church Cemetery

Figure 131. Map of Tucker Cemeteries



Source: DeKalb Georgia Basemap (2019)

Table 10. Cemeteries in Tucker

Name	Size	Location	Type	Date Range
Bagwell Cemetery	0.25 Acre	Northeast Side Midvale Road	Family	1880-1921
Braden Family Cemetery	0.16 Acre	Old Tucker Road and Ivy Oaks Place	Family	1862-1913
Barnett-Millican Family Cemetery	0.08 Acre	South of Stone Creek Drive	Family	1850-1895
Crossroads Methodist Church	0.65 Acre	Indian Trail Drive and Lawrenceville Highway	Church	1836-1854
Dabney-Shumate Family Cemetery	0.12 Acre	Cooledge Road and Mary Anna Drive	Family	1831-1897
Double Springs Church Cemetery	0.10 Acre	Rosser Road and Rosser Place	Church	1886-1899
Fellowship Primitive Baptist Church Cemetery (New)	1.82 Acres	Fellowship Road and Fellowship Place	Church	1884-2009
Fellowship Primitive Baptist Church Cemetery (Old)	0.97 Acre	East of Pine Valley Road and Wildflower Lane	Church	1832-1982
Floral Hills Memory Gardens	31 Acres	Lawrenceville Highway and I-285	Memorial Garden	N/A-2019
Marion Henderson Family Cemetery	0.01 Acre	Parking Lot, Old Cooledge Road and Northlake Parkway	Family	1886-1908
Melwood Cemetery	25 Acres	North of East Ponce de Leon Avenue	Memorial Garden	1928-2019
Nesbit Family Cemetery	0.35 Acre	Lawrenceville Highway and Briggs Circle NW	Family	1849-1924
Norris Family Cemetery *	N/A	North of Brockett Oaks cul-de-sac	Family	N/A
Pleasant Hill Baptist Church Cemetery	5.21 Acres	West of Chamblee Tucker Road and Tucker Norcross Road	Church	1873-2011
Rehoboth Cemetery	4.9 Acres	Lawrenceville Highway and Cemetery Lane	Church	1972-2019
William G. Henderson Family Cemetery	0.01 Acre	Parking lot of Northlake Square Shopping Center	Family	1857-1943
Zion Baptist Church Cemetery	2.52 Acres	Roadhaven Drive and East Ponce de Leon Avenue	Church	1883-2011
Johnson Family Cemetery #	N/A	Described as southeast of Tucker on Tucker Stone Mountain Road, Land Lot 214	Family	N/A
Wells Family Cemetery #	N/A	Formerly parking lot of Sam's Club, was relocated to Stone Mountain Cemetery outside of Tucker	Family	N/A

PROGRE

depends up
fro
of

TU





SS

on people! people
m every segment
the population in

CKER

Chapter V

EVALUATIONS AND RECOMMENDATIONS

Intentionally Left Blank

EVALUATION OF RESOURCES

While Tucker's roots go all the way back to the mid-nineteenth century, Tucker's strength as a cohesive historic landscape lies in its vast amount of mid-twentieth century development, including its subdivisions, schools, churches and of course, the industrial district. The reason Tucker is the city it is today is thanks to its industrial development, excellent schools, and tenacious local builders who made what was once a rural hamlet into a booming building and manufacturing town. While Tucker is home to a handful of historic resources that date from the late nineteenth through the early twentieth centuries, these isolated houses and buildings no longer tell a cohesive tale of Tucker's early history. They have become pinpoints of history within a different landscape.

Currently, there are no National Register of Historic Places (NRHP) properties or historic districts in Tucker. A preliminary windshield survey, however, confirmed the presence of numerous individual resources and districts that have the potential to be listed on the NRHP. While a handful of these potentially eligible resources speak to Tucker's long history that goes back to the Euro-American settlement of DeKalb County, the overwhelming majority make up a landscape that is something more than another of Atlanta's sprawling suburbs. At the turn of the 1960s, Tucker's explosion as an industrial hub, home to companies working at the forefront of science and technology, brought in people from around the region, mingling with Tuckerites whose families had been in the area for generations. With its numerous resources of good integrity, Tucker is a blank canvas with an immense potential for the preservation of its mid-century historic resources.

RECOMMENDATIONS

The previous chapters provide a framework for understanding the history of Tucker, and serve as the preliminary step in identification of Tucker's historic resources. However, the identification of historic buildings, neighborhoods and landscapes is not enough to ensure their safety in the future. The following chapter outlines a guided educational approach to raise public awareness of historic preservation, addresses some common threats to historic resources, and identifies tools that the city may choose to use in order to bolster the protection of its historic resources going forward.

LAYING THE FOUNDATION WITH EDUCATION

Identifying Tucker's historic resources is only the first step in ensuring their protection and future care. One of the most important long-term investments the City of Tucker can make is educating the public on the importance of preservation. Preservation through education and community engagement is a way to engage and energize the community in its own history and preservation. An educated community whose citizens value their local history will invest in historic preservation ordinances and support public funding for preservation projects instead of seeing them as unnecessary or cumbersome.

Public Partnerships

One of the best ways to engage the public with educational programming is to involve local organizations and businesses. Partnerships with already-existing organizations who may have a vested interest is a good jumping-off point for programming.

The Tucker Historical Society already has a wealth of knowledge and artifacts that could be employed in a public exhibit. Local businesses may be interested in hosting events such as lunch-and-learns and pub crawls, or offering their space to display exhibits, as a way to give back to the community while also potentially boosting traffic and revenue. The Tucker Summit CID would be a valuable ally in the preservation and interpretation of the Industrial District. The Friends of Tucker Parks are responsible for caring for the historic Johns Homestead and are also working with the Peters Park community to revitalize their park and playground. This is only a sample of organizations that the city may look to for support when initiating educational programs.

Educational Tools

Options for preservation programming and educational outreach are only limited by the city and community's imagination and can include almost anything; popular, yet conventional approaches might include interpretive signage, pamphlets and publications, programs and exhibits for schools and libraries, or out-of-the-box projects and activities like festivals, documentaries, oral history banks, self-guided tours or a tour of homes, phone apps, and even pub crawls. The following section briefly outlines some of Tucker's many options for public programming based on the findings of this report.

Figure 132. Educational Programming in Schools and Libraries



Tourism

Heritage tours are a popular and effective way of exposing the community to historic landscapes in their neighborhoods and cities that may go unnoticed during day-to-day exposure. Tucker's coherent landscape as a mid-century suburban development makes it an ideal location for a variety of tours. Mid-century design is currently experiencing a popular resurgence, and with its large number of unique subdivisions and homes, Tucker is uniquely positioned to take advantage of the interest in traditional and Contemporary style. A selection of Tucker's homes and businesses could be the subject of a self-guided driving tour or an annual tour of homes.

Oral History Projects

During this project, one thing became immediately apparent: Tuckerites are eager to remember and share stories about their home. In fact, so many of Tucker's citizens were excited to be interviewed that the scope of this project did not allow for such a large number of oral history interviews, and their zeal for sharing knowledge should be captured and incorporated into an independent oral history bank or story collection. Many of those individuals who were interviewed during the research phase of this report were life-long residents of Tucker, and their deep knowledge of the city was one of the most valuable sources used during the writing of the historic context. The benefits of an oral history project would be twofold: It engages citizens and shows that the City values their knowledge, and it captures undocumented history that will otherwise be lost over time. In addition, oral histories can be used to produce podcasts, documentaries, or included in local publications.

PRESERVATION CHALLENGES

Knowing where and what a city's historic resources are is not enough to ensure their protection. Historic resources are constantly threatened by a number of outside forces. The following section is meant to raise awareness of some of the more common challenges that threaten historic resources, so the City of Tucker can take steps to avoid or mitigate the impacts of these challenges.

Figure 133. Screening "Four Streets," Peters Park Documentary at Tucker Recreation Center



Zoning Changes

When resources that are zoned residential become commercial, the potential for a change in their exterior appearance, and the historic character of the building and its surrounds can occur. Commercial zoning can introduce new visual elements to a property that do not necessarily mesh with the historic character of the historic district. New and intrusive signage, new paved areas for parking, parking areas introduced in the front, side, and/or rear of the property, and new building additions can all affect a historic house and its surrounds. Many properties along the identified Corridor Developments and in the downtown area have already been impacted by the effects of rezoning.

Demolition

Demolition of historic properties result in the loss of historic fabric that establishes continuity within historic districts. The effects of several individual demolitions in a historic district over time can result in cumulative loss of the historic character of a district. The effects of these demolitions may not be fully realized when they progress on a case-by case basis, but become apparent once it is too late to prevent the loss of historic integrity.

Incompatible New Construction

Whether a new building is being constructed on a vacant lot, or a new addition is being built onto an existing building, design can impact the historic character of a district. Proportions, size, scale, roof lines, window patterns, and materials are all important design elements that should be considered when designing new construction in a historic district.

Subdividing Lots

Subdividing large lots or combining multiple lots can impact the character and continuity of a historic district. Historic residential lots tend to be uniform in size, which influences street patterns. Combining and subdividing can disrupt the historic street pattern in a district and promote incompatible new construction.

To mitigate the impact of rezoning, demolition, incompatible construction, and subdividing, the city of Tucker may consider establishing local historic districts and ordinances that will govern these districts. Changes within these districts would then be required to be submitted for review by a Historic Preservation Commission (HPC), whose responsibility is to evaluate the impacts of proposed changes on the historic character of the buildings and the district.

PRESERVATION TOOLS

There are a number of tools that can be employed by the city to help protect their historic resources. In most cases, tax incentives and grants are not available until the city has shown they are leaders and vested stewards in the preservation of local historic resources. This typically includes the creation of protective ordinances and applying for and receiving Certified Local Government status.

Historic Preservation Commission and Ordinance

A Historic Preservation Commission (HPC) is a government-created entity that has the authority to enforce a city's historic preservation ordinance. Tucker's City Council would need to act to pass a measure to create both a historic preservation ordinance and the

commission to oversee its enforcement. An HPC typically approves or denies changes to buildings within designated historic districts based on the proposed changes' impacts to the character of the building or the district. The HPC also typically oversees the designation of historic districts. Creating both a historic preservation ordinance and an HPC will also allow for grant opportunities that are currently unavailable to the city.

Local Historic Districts

At the local level, the most common type of historic preservation tool is historic district overlay zoning. Many cities adopt specific restrictions and requirements for historic areas to help protect historic buildings and historic districts. These restrictions are outlined in local historic district ordinances.

In order to establish a historic district, the City of Tucker will first need to conduct a historic resources survey of the target area. The preliminary windshield survey conducted for this report will not suffice for district nominations, but should serve as guidance for more targeted surveys. The historic resources survey will be used to identify the boundary for historic district. From this information, a nomination report is developed that the HPC can present to the city for designation.

Certified Local Government

The Certified Local Government (CLG) program assists local governments with integrating historic preservation concerns into local planning decisions. A CLG city is supported in its preservation planning efforts by the Georgia State Historic Preservation Office-Historic Preservation Division (SHPO-HPD) and afforded the following benefits:

- Is eligible to apply for federal historic preservation grant funds that are available only to CLGs, such as the federal Historic Preservation Fund (HPF);
- Participates directly in the National Register of Historic Places (NRHP) program by reviewing local nominations prior to their consideration by the Georgia National Register Review Board;
- Has access to technical assistance in the form of training sessions, statewide meetings, workshops and conferences; and

- Communicates and coordinates with local, state, and federal preservation activities.

In order to become a CLG, the City of Tucker must meet a set of minimum requirements outlined by the SHPO-HPD and submit an application for review.

- In addition to enforcing federal and state preservation laws, the City must enact and enforce a municipal preservation ordinance.
- The City must form a HPC with no fewer than three council members, preferably who have experience or interest in historic preservation. The HPC's responsibilities are to include designating historic sites and districts under local ordinance, maintaining the City's inventory of historic properties, and reviewing and granting certificates of appropriateness (COA) for proposed alterations to locally designated historic properties.
- The City must conduct a complete inventory of historic properties within the city limits. The windshield survey completed for this report may offer guidance for districts and survey methodology, but will not suffice for a comprehensive inventory. This inventory must be entered into the state's digital database of historic properties, GNAHRGIS.
- The city must provide a forum for the public to participate in the local historic preservation process. All HPC meetings are to be open to the public.
- Finally, the city must continue to perform the duties listed above, or risk losing CLG status. The city will send representatives for training, as well as submit a report of the HPC's activities to SHPO-HPD at a minimum of once every four years.

More information on Georgia's CLG program can be found online through the Georgia SHPO-HPD website at georgiashpo.org.

Tax Incentives

There are a number of state and federal tax incentives available for historic buildings. In addition to the federal rehabilitation incentive tax credit, Georgia has two tax incentive programs available for rehabilitated historic properties.

State Preferential Tax Assessment Program for Rehabilitated Historic Property

Georgia offers a tax freeze for rehabilitated historic properties that are listed in the Georgia Register of Historic Places (GRHP). It should be noted that all properties listed in the NRHP are automatically listed in the GRHP. The GRHP was created for certain state laws and regulations such as the property tax abatement and income tax credit programs outlined here.

All buildings that are contributing properties in an eligible or listed district are eligible for this tax credit. The program freezes tax assessments for rehabilitated historic buildings for eight and one-half years, thus encouraging historic building owners to rehabilitate their homes and buildings. With assistance from the SHPO-HPD, a property owner applies for the tax program, and must meet certain requirements, including:

- The cost of rehabilitation must be substantial. For a residential property, it must increase its fair market value by at least 50%; for a mixed-use property, by at least 75%; and for a commercial property, by at least 100%.
- The rehabilitation project must have preliminary and final certification from SHPO-HPD.
- Rehabilitation must meet the Georgia Department of Natural Resources' (DNR) Standards for Rehabilitation.

Georgia State Income Tax Credit Program for Rehabilitated Historic Property

The Georgia State Income Tax Credit Program for Rehabilitated Historic Property provides additional incentives for historic property owners to rehabilitate their buildings. It provides for 25% of qualified rehabilitation costs to be taken as a state income tax credit, and 30% for a property in a low-income target area.

The program is for rehabilitated historic properties that are listed in the GRHP. This includes buildings that are contributing properties in a listed district and applies to the state of Georgia only. With assistance from the SHPO-HPD, a property owner applies for the tax credit, and must meet certain requirements, including:

- The rehabilitation project must meet the Georgia DNR's Standards for Rehabilitation
- The rehabilitation project must have preliminary and final certification from HPD.

Federal Tax Incentive

In addition to the two state tax programs, there is a federal Rehabilitation Investment Tax Credit available to residents who own an income producing historic property in the district. This differs from the requirements of the state tax incentives, which can apply to non-income producing private residences. The type of rehabilitation projects that commonly take advantage of the federal tax credit include:

- Rehabilitating a historic house into a bed and breakfast.
- Rehabilitating a historic commercial building into loft and retail space.
- Rehabilitating a historic house for commercial office use.
- Rehabilitating a historic gas station into a restaurant.
- Rehabilitating a historic house into an event space.

The federal income tax credit is equal to 20% of the qualified rehabilitation expenses. These projects help spur economic development in the surrounding communities through the investments made in the rehabilitation and reuse of a historic building. To be eligible for the 20% tax credit:

- The building must be certified as a historic structure by the National Park Service (the building must be listed, or eligible for listing, in the NRHP, either individually or as a contributing building in a historic district).
- The rehabilitation work must meet the Secretary of the Interior's Standards for Rehabilitation.
- The building must be depreciable, per the Internal Revenue Service (IRS). This means that the building must be used in trade or business or held for the production of income. This definition would include offices, commercial or industrial enterprises, and rental housing.

National Register of Historic Places

A historic building or district that has been determined to be eligible can be nominated for official listing on the National Register of Historic Places (NRHP). Properties benefit from being NRHP-listed in a variety of ways. It is important to note that listing a property, whether it is an individual building or a large district, does not ensure its preservation, nor does it restrict the rights of private property owners as to how they maintain their buildings. It does encourage a property's preservation by formally acknowledging its significance. Listing a property in the NRHP makes a property eligible for:

- State and federal preservation grants for planning and rehabilitation
- Federal investment tax credits (for income producing properties only)
- Preservation easements to nonprofit organizations
- Local property tax abatements

There is a process for applying to the National Register in Georgia, and it is done with the assistance of the SHPO-HPD. Additionally, a CLG is eligible to apply for certain grants that would assist in the preparation of a nomination.

Grant Programs

Many grant programs require a City to have achieved CLG status. Before applying for grants, the City of Tucker needs to complete the process to become a CLG.

Historic Preservation Grants

Federal Historic Preservation Fund (HPF) grants for CLGs are available through the National Park Service. The grants are 60/40 matching grants; the match should be made with non-federal funds and could be comprised of cash, donated materials and labor, and staff or volunteers. The average grant amounts awarded are between \$1,000 and \$15,000. The types of projects that receive funding include:

- Community and city-wide historic resources surveys;
- NRHP nominations;

- Preservation plans;
- Educational activities & publications;
- Predevelopment (plans & specifications);
- Development (bricks & mortar projects); and
- Design Guidelines.

Underrepresented Communities Grant Program

In 2014, the National Park Service initiated a new grant program that would be funded through the Historic Preservation Fund and would target underrepresented communities. The grant was created to nominate to the National Register of Historic Places more historic resources that are associated with African American, American Latino, Asian American, American Indian, Native Alaskan, and Native Hawaiian communities. Projects funded by the grant include historic inventories, surveys, and development of national register nominations. The grants are funded through the HPF and administered through the SHPO-HPD. A CLG can apply for these grants. Grants range between \$25,000 and \$75,000.

CONCLUSION

Much of Tucker is just now aging into “historic” and as a result many subdivisions and individual resources are still well-preserved. As time passes, threats to historic places and buildings will arise, and even more buildings will become historic. In less than ten years, Tucker’s vast amount of 1970s-era construction will become eligible for evaluation under the NRHP. To protect their resources, the City of Tucker can act preemptively by investing in public interest in the city’s history, and education of the value of preserving their historic resources. With public support, the City of Tucker can begin to lay the groundwork for ordinance that will protect the city’s historically significant properties. Should the City of Tucker feel that a HPC and historic district is viable, applying for CLG status will open the door to tax incentives and grants that can be used for further preservation efforts, ensuring Tucker’s iconic mid-century history shines, rather than tarnish with age.

STATE Georgia
 COUNTY DeKalb
 TOWNSHIP OR OTHER DIVISION OF COUNTY Browning District

DEPARTMENT OF COMMERCE AND LABOR - BUREAU OF THE CENSUS
 THIRTEENTH CENSUS OF THE UNITED STATES: 1910

NAME OF INCORPORATED PLACE _____

NAME OF INSTITUTION _____

ENUMERATED BY ME ON THE 23

Street, avenue, post, etc.	LOCATION.			NAME of each person whose place of abode on April 15, 1910, was in this family. Enter surname first, then the given name and middle initial, if any. Include every person living on April 15, 1910. Omit children born since April 15, 1910.	RELATION. Relationship of this person to the head of the family.	PERSONAL DESCRIPTION.						NATIVITY.			CITIZENSHIP. Year of immigration into the United States.	Whether naturalized or alien.	Whether able to speak English, or give language.
	House number, in case of tenement.	Number of family living in care of institution.	Number of family living in other States.			Sex.	Color or race.	Age at last birthday.	Whether single, married, widowed, or divorced.	Number of years of present marriage.	Number of years born in this country.	Number of years born in other country.	Place of birth of each person and parents of each person enumerated. If born in the United States, give the state or territory. If of foreign birth, give the country.	Place of birth of this person.			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
				Jackson Lewis	Son	M	W	12	S			Georgia	Georgia	Georgia			English
				— Bruce W	Daughter	F	W	9	S			Georgia	Georgia	Georgia			English
				— Helma	Daughter	F	W	7	S			Georgia	Georgia	Georgia			English
				— Hedley	Son	M	W	5	S			Georgia	Georgia	Georgia			English
				— Willie	Daughter	F	W	3	S			Georgia	Georgia	Georgia			English
	117	117		Warner John C	Head of household	M	W	30	S			Georgia	Georgia	Georgia			English
				— George E	Wife	F	W	26	S			Georgia	Georgia	Georgia			English
				— William H	Brother	M	W	24	S			Georgia	Georgia	Georgia			English
				— Ulovia B	Sister	F	W	50	Ma			Georgia	Georgia	Georgia			English
	117	117		Thomas George W	Head of household	M	W	37	Ma	33		Georgia	Georgia	Georgia			English
				— Julia B	Wife	F	W	37	Ma	33	8	Georgia	Georgia	Georgia			English
				— Boyle E	Son	M	W	24	S			Georgia	Georgia	Georgia			English
				— Amanda B	Son	M	W	17	S			Georgia	Georgia	Georgia			English
				— Marion B	Son	M	W	13	S			Georgia	Georgia	Georgia			English
				— Olie B	Son	M	W	10	S			Georgia	Georgia	Georgia			English
				— Arthur E	Son	M	W	8	S			Georgia	Georgia	Georgia			English
				— Cora B	Son	M	W	6	S			Georgia	Georgia	Georgia			English
	117	117		Leah Washington H	Wife	F	W	41	Ma	11		Georgia	Georgia	Georgia			English
				— Lura	Wife	F	W	42	Ma	11	5	Georgia	Georgia	Georgia			English
				— Bessie P	Son	M	W	14	S			Georgia	Georgia	Georgia			English
				— Hayman W	Son	M	W	11	S			Georgia	Georgia	Georgia			English
				— Effie J	Daughter	F	W	9	S			Georgia	Georgia	Georgia			English
				— Clarence H	Son	M	W	6	S			Georgia	Georgia	Georgia			English
				— James H	Son	M	W	2	S			Georgia	Georgia	Georgia			English
	117	117		Joseph Samuel E	Head of household	M	W	42	Ma	5		Georgia	Georgia	South Carolina			English
				— Cora B	Wife	F	W	37	Ma	5	1	Georgia	Georgia	Georgia			English
				— Hattie B	Daughter	F	W	15	S			Georgia	Georgia	Georgia			English
				— Rudie B	Son	M	W	12	S			Georgia	Georgia	Georgia			English
				— Rudie B	Daughter	F	W	12	S			Georgia	Georgia	Georgia			English
				— Corneal E	Son	M	W	3	S			Georgia	Georgia	Georgia			English
	117	117		Leah Wanda	Head of household	F	W	30	Ma	5		Georgia	Georgia	Georgia			English
				— Mattie	Wife	F	W	25	Ma	5	3	Georgia	Georgia	Georgia			English
				— Mary B	Daughter	F	W	7	S			Georgia	Georgia	Georgia			English
				— Ed	Son	M	W	5	S			Georgia	Georgia	Georgia			English
				— Jessie	Son	M	W	3	S			Georgia	Georgia	Georgia			English
	117	117		John William W	Head of household	M	W	44	Ma	21		Georgia	Georgia	Georgia			English
				— Della J	Wife	F	W	40	Ma	21	5	Georgia	Georgia	Georgia			English
				— Garry E	Daughter	F	W	13	S			Georgia	Georgia	Georgia			English
				— Clarence J	Son	M	W	12	S			Georgia	Georgia	Georgia			English
				— June J	Daughter	F	W	10	S			Georgia	Georgia	Georgia			English
				— Howard B	Son	M	W	7	S			Georgia	Georgia	Georgia			English
				— Floyd B	Son	M	W	3	S			Georgia	Georgia	Georgia			English
	117	117		Rosa Katherine C	Head of household	F	W	40	Ma	27		both Georgia	South Carolina	Georgia			English
				— Emma B	Wife	F	W	38	Ma	27	2	Georgia	Georgia	South Carolina			English
				— Thomas C	Son	M	W	20	S			Georgia	Georgia	Georgia			English
				— William L	Son	M	W	18	S			Georgia	Georgia	Georgia			English
				— Frank M	Son	M	W	16	S			Georgia	Georgia	Georgia			English
				— Clarence B	Son	M	W	11	S			Georgia	Georgia	Georgia			English

Jeweler and Market Road
 Jeweler and Market Road

NSUS
POPULATION

SUPERVISOR'S DISTRICT No. _____
 ENUMERATION DISTRICT No. _____

WARD OF CITY _____

of town, or city, village, town, or borough. See instructions.

DAY OF April, 1910.

Uniontown

Trade or profession of, or particular kind of work done by this person, as spinner, sailmaker, laborer, etc.	General nature of industry, business, or establishment in which this person works, as cotton mill, dry goods store, farm, etc.	If an employee					EDUCATION	
		Whether an employer, employer, or working on own account.	Whether or out of work on April 15, 1910.	Number of weeks out of work during year 1909.	Whether able to read.	Whether able to write.	Whether able to speak English.	Whether able to speak other language.
18	19	20	21	22	23	24	25	26
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
none								
none								
Farmer	General farm	Emp						
none								
Farm laborer	Home farm	W						
none								
Farmer	General farm	Emp						
none								
At school								
Farm laborer	Home farm	W						
none								
Farmer	General farm	Emp						
none								
At school								
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
none								
none								
none								
Farmer	General farm	Emp						
none								
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
none								
none								
none								
Farmer	General farm	Emp						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
none								
none								
Farmer	General farm	Emp						
none								
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
none								
Farmer	General farm	Emp						
none								
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						
Farm laborer	Home farm	W						

References

Atkins, Christy

- 2018 Homestead History. John's Homestead Park, Tucker, Georgia. <https://johnshomesteadpark.org/homestead-history/>, accessed January 10, 2019.

Atlanta Constitution

- 1955 Du Pont Sets Construction Here For Paint Plant, Office-Warehouse. *Atlanta Constitution*, July 22: 23.
- 1968 Advertisement. *Atlanta Constitution*, November 30: 37.
- 1974 City-Tucker Industrial Park Sales Open. *Atlanta Constitution*, April 24: 57.

Atlanta Regional Commission

- 1952 Up Ahead: A Regional Land Use Plan for Metropolitan Atlanta. Atlanta, GA: Metropolitan Planning Commission.
- 1954 Now...for Tomorrow: A Master Planning Program for the DeKalb-Fulton Metropolitan Area. Regional Planning Document. Atlanta Regional Commission.

Augusta Chronicle

- 1908 Mormon Church Destroyed. *Augusta Chronicle*, November 4: 5.

Bailey, Gregory

- 2019 Personal Communication. Interview by Pam DeVore. Personal Communication. March 3.

Brooke, Ted O.

- 2012 Cemetery Records of Tucker, Georgia and Environs (DeKalb and Gwinnett Counties). Ted O. Brooke.

Clark, Linda, Curtis Clark, Myrtice Foster, et al.

- 2018 Personal Communication. Interview by Pam DeVore and Jackie Tyson. Audio Interview. December 14.

Cofer, Chip, Jim Wilson, and Katie Cofer

- 2018 Personal Communication. Interview by Pam DeVore. Personal Communication. November 27.

DeKalb County, Georgia

- 1910 DeKalb County Index to Deeds and Mortgages, 1840-1910. Morrow, GA. Georgia Archives.

DeKalb Tribune

- 1967, September 21.

Farmer, Casey, and Lynn Patillo

- 2019 Personal Communication. Interview by Jackie Tyson. Personal Communication. February 4.

England, Trish

- 2018 Personal Communication. Interview by Pam DeVore. Personal Communication. October 19.

- 2019 Personal Communication. Email correspondence. June 17.

Fruit, Ruth

- 2018 Personal Communication. Interview by Pam DeVore. Personal Communication. November 29.

Georgia Archives

- 2015 1821 Land Lottery Transcription. Georgia Archives, University System of Georgia. http://www.georgiaarchives.org/research/1821_land_lottery, accessed November 9, 2015.

Georgia Department of Natural Resources, Historic Preservation Division

- 1991 Georgia's Living Places: Historic Houses in Their Landscaped Settings. Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia.

Georgia Department of Transportation

- 2012 Historic Streetcar Systems in Georgia. <http://georgiastreetcars.org/>, accessed January 3, 2017.

Georgia Historical Commission

- 1954a Logan's 15th Corps & Garrard's Cavalry. Georgia Info. https://georgiainfo.galileo.usg.edu/topics/historical_markers/county/dekalb/logans-15th-corps-garrards-cavalry.
- 1954b Garrard's Cavalry at Stone Mtn. Depot. Georgia Info. https://georgiainfo.galileo.usg.edu/topics/historical_markers/county/dekalb/garrards-cavalry-at-stone-mtn.-depot.

Hitz, Alex M.

- 1956 Georgia Militia Districts. Georgia Bar Journal 18(3). https://www.georgiaarchives.org/documents/research/Georgia_Militia_Districts.pdf, accessed February 15, 2019.

Koyl, George S.

- 1955 1956 American Architects Directory. First. New York N.Y.: R.R. Bowker Company. <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/1956%20American%20Architects%20Directory.aspx>.

Maloney, Christopher

- 2011 Treaty of Indian Springs (1821). Encyclopedia of Alabama (Electronic Document). Auburn University. <http://www.encyclopediaofalabama.org/article/h-3133>.

Moffson, Steven

- 2010 Equalization Schools in Georgia's African-American Communities, 1951-1970. Historic Preservation Division. https://georgiashpo.org/sites/default/files/hpd/pdf/Equalization_Schools_in_Georgia_0.pdf.

Montgomery, Jim

- 1963 Stone Mountain Park Dedicated At Last. Atlanta Constitution, June 20: 46.

National Archives and Records Administration

- 2010 Appointments of U.S. Postmasters, 1832-1971. Ancestry.Com: Record of Appointment of Postmasters, 1832-1971. NARA Microfilm Publication, M841, 145 Rolls. Records of the Post Office Department, Record Group Number 28, National Archives, Washington D.C. <http://search.ancestry.com/search/db.aspx?dbid=1932>, accessed July 23, 2014.

News and Observer

- 1899 The City Sorrows. News and Observer, January 18: 5.

Patillo Construction History

- 2017 Patillo Construction Corporation. <https://www.patilloconstruction.com/about-patillo/history/>, accessed January 17, 2019.

Rhea, Amber

- 2013 Educating DeKalb: Midcentury Elementary Schools in DeKalb County. Georgia State University. <https://georgiashpo.org/sites/default/files/hpd/pdf/DeKalb->

County-Midcentury-Schools_0.pdf.

Ross, Larry

- 2019 Personal Communication. Interview by Pam DeVore. Audio Interview. January 24.

State of Georgia

- 1849 Georgia, Property Tax Digests, 1793-1892. Morrow, GA. Georgia Archives, Ancestry.com. <https://www.ancestry.com/search/collections/georgia1890proptaxdigests/>.
- 1893 Acts and Resolutions of the General Assembly of the State of Georgia, 1892-1893. Franklin Publishing House, Atlanta.

The Atlanta Constitution

- 1886 Georgia, Carolina and Northern. The Atlanta Constitution, November 27: 3.
- 1887 Atlanta and Athens. Atlanta Constitution, April 27.
- 1892 Railroad News. Atlanta Constitution, April 23: 1.
- 1908 Owner of Wrecked Church Now Fears More Dynamite. The Atlanta Constitution, November 10: 3.

The Charlotte Observer

- 1892 Through Atlanta. The Charlotte Observer, December 6: 2.

Timmons, Elias W.

- 2014 A History of Tucker 1821-1942. Tucker Historical Society.

U.S. Census Bureau

- 1830 5th (1830) Census of the United States. Fifth Census of the United States, 1830. National Archives and Records Administration, Washington, D.C., Online database. Ancestry.com Operations, Inc, Provo, Utah. <http://search.ancestry.com/search/group/usfedcen>.
- 1840 6th (1840) Census of the United States. Sixth Census of the United States, 1840. National Archives and Records Administration, Washington, D.C., Online database. Ancestry.com Operations, Inc, Provo, Utah. <http://search.ancestry.com/search/group/usfedcen>.
- 1880 10th (1880) Federal Census of the United States. National Archives and

Records Administration, Washington, D.C., National Archives and Records Administration, Washington, D.C. <http://search.ancestry.com/search/group/usfedcen>.

1900 12th (1900) Federal Census of the United States. National Archives and Records Administration, Washington, D.C., Online database. Ancestry.com Operations, Inc, Provo, Utah. <http://search.ancestry.com/search/group/usfedcen>.

1920 14th (1920) Federal Census of the United States, Population Schedule. National Archives and Records Administration, Washington, D.C., Online database. Ancestry.com Operations, Inc, Provo, Utah. <http://search.ancestry.com/search/group/usfedcen>.

1930 Fifteenth (1930) United States Federal Census. Fifteenth Census of the United States, 1930. National Archives and Records Administration, Washington D.C., Online Database. Ancestry.com Operations, Inc., Provo, Utah. <http://search.ancestry.com/search/db.aspx?htx=List&dbid=6224&offerid=0%3a7858%3a0>, accessed September 21, 2016.

1940 16th (1940) Federal Census of the United States. National Archives and Records Administration, Washington, D.C.

U.S. Selective Service System

2010 U.S., World War II Draft Registration Cards, 1942 [Database on-Line]. Ancestry.com Operations, Inc, Provo, Utah. <http://search.ancestry.com/>, accessed December 23, 2015.

Worsham, Rebecca

1969 Tucker: One Small Town, Now Booming. Decatur-DeKalb News, April 9.