



**ASSESSMENT OF EFFECTS**

**BELTLINE CORRIDOR FROM LINDBERGH CENTER TO 10<sup>TH</sup> STREET/MONROE DRIVE**

**GDOT P.I. No. 0009395, FULTON COUNTY**

**HP No. 200601-001**

**FINDING OF NO ADVERSE EFFECT TO:**  
ATLANTA & CHARLOTTE AIR LINE RAILWAY  
ARMOUR DRIVE HISTORIC DISTRICT  
GEORGIA, CAROLINA & NORTHERN RAILWAY  
PEACHTREE HILLS HISTORIC DISTRICT  
VALLEY COURT APARTMENTS

**FINDING OF NO EFFECT TO:**  
LOVABLE BRASSIERE COMPANY

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This document has been prepared by Edwards-Pitman Environmental, Inc. for use in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments.

## **INTRODUCTION**

This document has been prepared for use in completion of applicable Section 106 procedures in compliance with the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. The documentation has been developed in accordance with the Section 106 Programmatic Agreement (PA) between the Federal Highway Administration (FHWA), the United States Army Corps of Engineers (Corps), the Advisory Council on Historic Preservation (ACHP), the State Historic Preservation Officer (SHPO), and Georgia Department of Transportation (GDOT) and its corresponding Section 106 Cultural Resources Manual. As such, this document assesses the effects to historic properties identified within the area of potential effects (APE) of GDOT P.I. No. 0009395, Fulton County.

The design of the proposed project was developed by GDOT engineering personnel who, as a standard procedure, include environmental parameters as a part of the initial investigations prior to laying out a proposed design. Basic data of the project area that was gathered and studied included aerial photography, topographic maps, traffic (existing and projected), previous studies, wetland inventory maps, soil survey maps, flood plain maps, and Georgia Department of Natural Resources' (DNR) historic resource survey maps.

That data was used to delineate wetland or hydric soil boundaries, flood plains, parks and recreational facilities, known or suspected historic properties and archaeological sites, existing rights-of-way, possible UST/landfill/hazardous waste sites, and areas of possible endangered species habitat on the aerial photography prior to laying out an alignment. In addition, other "controls" such as churches, cemeteries, schools, hospitals, and any other noise sensitive areas were also identified.

Only at this point was the proposed alignment developed with every attempt being made to avoid sensitive ecological, historic and archaeological areas. In the event that avoidance was not possible, every attempt was made to minimize harm to such resources. The proposed alignment, once laid out, was then field checked and additional refinements were made to further minimize harm to both the natural and built environment.

## **NEED AND PURPOSE**

The City of Atlanta, particularly the inner core of the city, continues to grow and redevelop in function and use with new and renovated residential areas and businesses. With revitalization, demand is increasing for better connectivity between residential, commercial, and recreational opportunities, transportation alternatives that do not rely on vehicular traffic, and a desire for an enhanced quality of life for city residents. Areas proposed for the construction of Segment 3 of the mainline Atlanta BeltLine Northeast (NE) Trail currently consist of a mix of abandoned railroad corridor, existing bridges, tunnels, local and urban streets, active rail lines, undeveloped wooded areas, and a sidewalk network that is incomplete or in need of repair.

The proposed project would provide another segment to the Atlanta BeltLine Trail that would connect the existing Eastside Trail to the Metropolitan Atlanta Rapid Transit Authority (MARTA) Lindbergh Station with a connection to the existing PATH400 Trail, providing trails and pedestrian-friendly streets to link neighborhoods previously severed by freight rail and industry, opportunities for compact mixed-used development that supports transit, parks, trails, and businesses, a connected network of parks and greenspaces, and affordable workforce housing. Additional benefits include preservation of historic buildings and structures and environmental remediation of underutilized brownfield areas.



## DESCRIPTION OF THE UNDERTAKING

GDOT P.I. No. 0009395 is federally funded. Therefore, Section 106 compliance is being processed through the Federal Highway Administration (FHWA).

Since the preparation of the Historic Resources Survey Report (HRSR) for GDOT P.I. No. 0009395, the section of proposed shared-use trail from the intersection of 10<sup>th</sup> Street and Monroe Drive NE north to the tunnel below Interstate 85 (I-85) has been removed from project design, and would now be locally funded. Therefore, the section of shared-use trail proposed under GDOT P.I. No. 0009395 is now referred to as Segment 3 of the proposed mainline Atlanta BeltLine NE Trail, and its associated spurs.

Segment 3 of the proposed mainline Atlanta BeltLine NE Trail is a 14-foot wide concrete shared-use path approximately 2.70 miles in length (see Figure 1. Project Location Map). The project includes approximately 2.10 miles of spur trail 12 feet in width. The project also includes several walls and bridges. Segment 3 of the proposed Atlanta BeltLine NE Trail begins at the northern end of the existing tunnel under I-85. The trail would cross under the existing MARTA bridge, which spans over Mayson Street NE. The trail would then transition to the Norfolk Southern and MARTA maintenance road before paralleling MARTA, Norfolk Southern railway, and transitioning to a proposed bridge over the active Norfolk Southern railway tracks and yard. After crossing the Norfolk Southern railway tracks, the trail would continue on bridge over Armour Drive NE adjacent to the existing industrial plants and over the CSX Transportation railroad and Peachtree Creek. The trail would remain on structure until connecting to Kinsey Court NE. This point is where the future connection to the Atlanta BeltLine Northwest Trail is proposed. This point ends the mainline trail. There are also four spur alignments off the mainline trail.

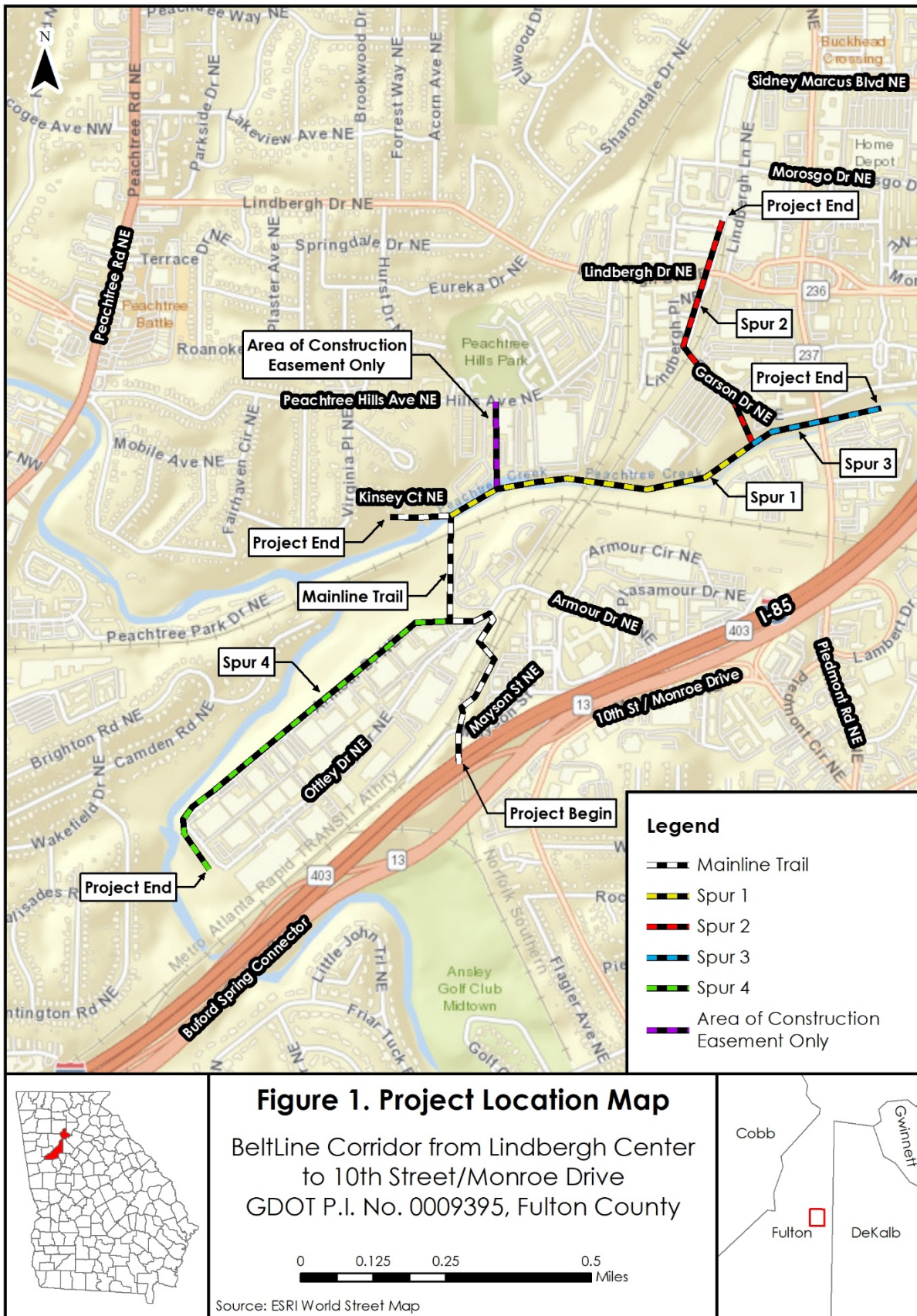
The first spur would continue from the mainline trail at the proposed connection point to the future Northwest BeltLine Trail at Kinsey Court NE on structure over a Peachtree Creek tributary and then at grade parallel to Peachtree Creek, under Norfolk Southern Railway and MARTA. From there the spur trail would continue behind Passion City Church along Peachtree Creek before bridging up to Garson Drive NE.

The second spur would serve as a connection to the MARTA Lindbergh Connection. The spur trail would continue at-grade along Garson Drive NE crossing the existing MARTA overpass. This would require a road diet to make room for the proposed spur trail with the oversized lanes on Garson Drive NE reduced from existing 12- to 18-foot lanes to 11-foot lanes, allowing room for a curb and gutter section and a 5-foot buffer. The spur trail would then continue adjacent to Garson Drive NE and cross the Lindbergh Drive NE intersection at grade before tying into the Lindbergh MARTA station plaza.

The third spur alignment would serve as a connection to the existing PATH 400 trail by spurring off the MARTA Lindbergh Connection trail to the east of Passion City Church, following Peachtree Creek, passing under the Piedmont Road NE overpass and running along the 2:1 slopes on structure until tying into PATH 400 near Parkland Drive NE.

The fourth spur alignment would serve as a connection to the Armour-Ottley business district by bridging off the mainline trail to follow along Armour Drive NE as a side path ending at the Ottley Drive NE and Clayton Road NE intersection.

The existing right-of-way (ROW) is 50 feet on Armour Drive NE and varies from 50 to 85 feet on Garson Drive NE. Additional ROW would be required for the proposed project. The proposed ROW would vary from 50 to 90 feet on Armour Drive NE and 50 to 85 feet on Garson Drive NE.



As defined in 36 CFR 800.16(d), the APE of an undertaking is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." Based on this definition, the nature and scope of the undertaking, the guidance in the PA and past experience with similar projects, the APE was defined, in consultation with the Georgia SHPO, as consisting of areas within the proposed ROW and the viewshed of the proposed project. The potential for indirect effects would be evaluated as projected data becomes available and a clearer picture of possible changes in traffic patterns and development pressures emerges.

## **IDENTIFICATION OF HISTORIC PROPERTIES**

Existing information on previously identified historic properties was checked to determine if any are located within the APE of this undertaking. This review included National Register of Historic Places (NRHP) listed properties, proposed NRHP nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). A DNR Fulton County survey has not been conducted within the proposed project's APE and could not be checked. The state archaeological site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites within the APE. Also, topographic maps and aerial photography were reviewed to identify areas of high archaeological site potential within the APE.

Following the review of existing information on previously identified historic properties, potential consulting parties in the Section 106 process were identified. In addition to the Georgia SHPO, other potential consulting parties were identified based on the nature of the undertaking and the guidance in the PA. The other potential consulting parties invited to participate in the Section 106 process were the Atlanta Regional Commission, the Georgia Trust for Historic Preservation, the Atlanta Urban Design Commission, the Atlanta History Center, the Atlanta Preservation Center, Historic Atlanta, the Buckhead Heritage Society, the Atlanta City Council, and the Fulton County Board of Commissioners. Also, on behalf of the FHWA, in keeping with a government-to-government relationship and in compliance with 36 CFR 800, applicable federally recognized tribal governments were invited to participate in the Section 106 process. In accordance with 36 CFR 800.2, these consulting parties were informed of our efforts to locate previously identified historic properties and the results of those efforts and were asked to provide information on any unidentified NRHP listed or potentially eligible historic properties located within the proposed project's APE by a Notification dated June 1, 2020 (see Notification in Appendix A). GDOT also requested available information on past, present, and future local developments or zoning plans that could result in indirect or cumulative impacts to historic properties. A response was received from the Georgia SHPO by a memorandum dated June 10, 2020, the Buckhead Heritage Society via an email dated June 15, 2020, and Historic Atlanta via an email dated January 19, 2021 (see correspondence in Appendix A). No other responses were received.

After reviewing any additional information received from consulting parties, field surveys and background research were conducted within the APE of the proposed project to identify any historic properties or archaeological sites eligible for listing in the NRHP. During the field survey and while conducting research on historic resources located along the project corridor, interviews were conducted with various property owners regarding the history of the resources. The results of the field surveys and background research were summarized in an HRSR and an Archaeological Assessment. Those reports were provided to all consulting parties participating in the Section 106 process for review and comment.

As a result of these identification efforts, six NRHP-eligible historic resources were identified within the proposed project's APE (see Figure 2. Historic Resources Location Map).<sup>1</sup> These historic resources are Atlanta & Charlotte Air Line (ACAL) Railway, Armour Drive Historic District, Georgia, Carolina & Northern (GCAN) Railway, Peachtree Hills Historic District, Valley Court Apartments, and Lovable Brassiere Company. No NRHP listed or eligible archaeological sites were identified. The HRSR was submitted to the SHPO and FHWA on April 12, 2022. The Archaeological Assessment was submitted to the SHPO and FHWA on February 11, 2022. In accordance with 36 CFR 800.4(c)(2), these resources were considered eligible for listing in the NRHP by the FHWA and the SHPO (see correspondence in Appendix A).

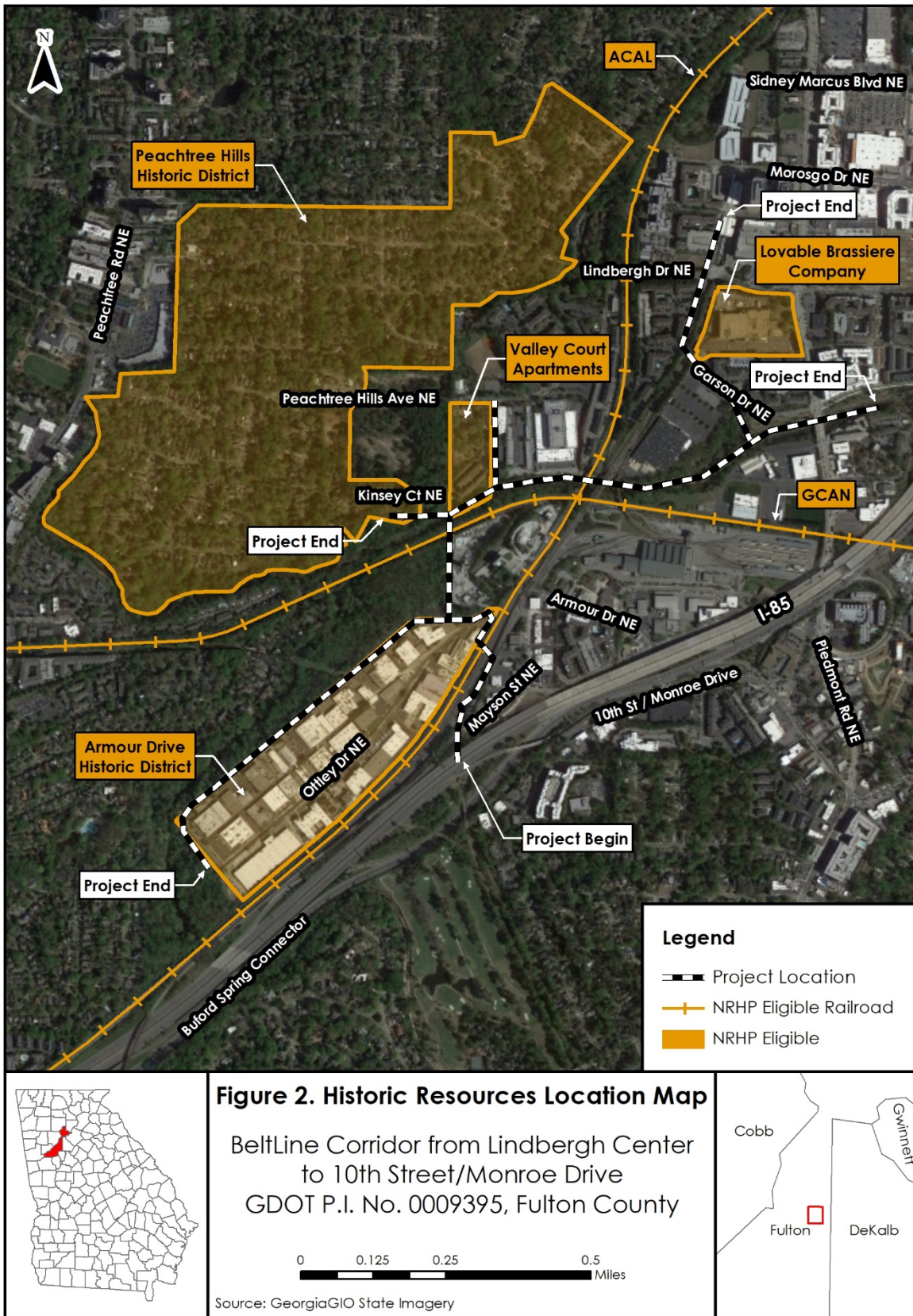
## **PUBLIC INVOLVEMENT**

Pursuant to 23 CFR 771.111, various public involvement efforts have been undertaken by Atlanta BeltLine Inc. from the earliest stages of project planning. The previously-described Section 106 Notification letter sent to potential consulting parties on June 1, 2020 was one such public involvement effort (see Appendix A). Between July 2018 and February 2020, multiple in-person public meetings, Public Information Open Houses (PIOH), and question-and-answer sessions were held. Attendance ranged from as many as 80 people at the Atlanta BeltLine Inc. City-wide Quarterly Briefing, in September 2019, to as few as six attendees at a question-and-answer session with a Brookwood Hills neighborhood group in December 2019. Due to COVID-19 restrictions, two virtual public meetings and one virtual question-and-answer session were held between December 2020 and July 2021. The purpose of all sessions was to supply an overview of the proposed project to the public, to initially present the various potential trail alignments, to then provide updates on the finalized trail alignments to be pursued, and generally solicit feedback on the project. The in-person PIOHs featured roll plots, and attendees were encouraged to provide comments via sticky notes which could be attached to the displays. Comments received across all sessions, both in-person and virtual, included the desire for maintaining parking availability throughout the project corridor, for trail interconnectivity, in particular with the PATH 400 trail, and that the existing tree cover along the proposed trail be largely maintained. No comments regarding cultural resource concerns were received.

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<sup>1</sup> Eight additional listed or eligible resources were identified within the proposed project's APE in the Historic Resources Survey Report. Since that time, project plans have been refined and these eight resources are no longer within the APE.





## DESCRIPTION OF HISTORIC PROPERTIES

### Atlanta & Charlotte Air Line Railway

The ACAL passes through the proposed project area in a southwest-northeast direction, and is located between Peachtree Creek to the southwest and Morosgo Drive NE to the northeast (see Figure 2). It consists of three tracks at its southern end, with the easternmost track expanding into a yard with multiple sidings west of the western terminus of Mayson Street NE. The resource narrows again to two tracks north of the Armour Drive NE overpass. The former railbed of a historic spur of the resource, traveling south from the western terminus of Mayson Street NE, forms an unpaved section of the Eastside BeltLine Trail. Since 1982, the extant railroad has been operated by Norfolk Southern (see Property Information Form in Appendix B). The ACAL was evaluated for eligibility for listing in the NRHP under Criteria A and C. The resource possesses a state level of significance in the areas of transportation, commerce, community planning and development, exploration/settlement, and social history. It is significant within these areas because the alignment and location of the railroad contributed to the overall development of the city of Atlanta as a transportation and economic hub within the South. The resource also possesses a state level of significance in the areas of engineering and architecture because the essential linear quality and majority of the historic length of the railroad remains intact as an example of 19th century rail construction. While there are no associated buildings within the proposed project area, the resource also possesses architectural significance for the numerous historic depots otherwise located along the rail line.

In the area of the project, the NRHP-eligible boundary corresponds to the current and historic railroad corridor ROW. The NRHP-eligible boundary corresponds to the entirety of the mainline of the ACAL, which stretches from Atlanta eastward to Charlotte, North Carolina (see Appendix B).

### Armour Drive Historic District

The Armour Drive Historic District is a mid-20<sup>th</sup> century light industrial complex of warehouses and showrooms, of which approximately half feature International style elements. The resource is located between Armour Drive NE to the northwest, and the Norfolk Southern and MARTA rail lines and I-85 to the southeast (see Figure 2). The buildings are largely one- to one-and-a-half story, with brick veneer exterior siding. Those buildings constructed in the International style feature rectilinear massing, flat roofs without ledges or eaves, glass doors with no ornamentation, and metal frame windows, most either paired or in horizontal bands. Many buildings also feature loading docks with numerous bays (see Property Information Form in Appendix B). This resource was evaluated for eligibility for listing in the NRHP under Criteria A and C. The resource possesses a local level of significance in the areas of industry and architecture as a light industrial complex. The resource is a largely intact example of a mid-twentieth century light industrial complex which developed alongside the growth of suburban Atlanta. With the construction of I-85 to the south, goods could be brought into the resource's buildings, manufactured and stored, before being distributed throughout the city. The buildings within the resource are visually cohesive in design and materials, and approximately half feature International style elements, such as flat roofs, glass doors with no ornamentation, and metal frame windows. The resource's historic buildings feature few alterations, and are relatively intact, despite continued industrial and commercial use.

The eligible NRHP boundary consists of a visual boundary, and is roughly bounded by Armour Drive NE to the north and northwest, Clayton Drive NE to the southwest, and the Norfolk Southern railroad to the east. The eligible boundary, comprising approximately 57 acres, contains all NRHP qualifying characteristics and features of the resource, and includes the associated buildings, their

landscaped grounds, Armour Drive NE, Clayton Drive NE, sidewalks, and curbing within the district (see Appendix B).

### **Georgia, Carolina & Northern Railway**

The GCAN passes through the project area in an east-west direction, and is located between Peachtree Road NE to the west and I-85 to the east (see Figure 2). It consists of a single track throughout the project area. The resource is now owned and operated by CSX Transportation (see Property Information Form in Appendix B). The GCAN was evaluated for eligibility for listing in the NRHP under Criteria A and C. The resource possesses a state level of significance in the areas of commerce, transportation, community planning and development, and exploration/settlement. It is significant within these areas because the alignment and location of the railroad contributed to the overall development of the city of Atlanta, connecting it to numerous other major Piedmont cities of the Southeast, and spurred the development of other communities along its route within Georgia. The resource also possesses a state level of significance in the areas of engineering and architecture because the essential linear quality and majority of the historic length of the railroad remains intact as an example of 19th century rail construction. While there are no associated buildings within the proposed project area, the resource also possesses architectural significance for the numerous historic depots otherwise located along the rail line.

In the area of the proposed project, the NRHP-eligible boundary corresponds to the current and historic railroad corridor ROW. The NRHP-eligible boundary corresponds to the entirety of the mainline of the GCAN, which stretches from Atlanta eastward to Calhoun Falls, South Carolina (see Appendix B).

### **Peachtree Hills Historic District**

The Peachtree Hills Historic District is a residential district with historic residences dating from the early to mid-twentieth century (see Figure 2). The district features a variety of house types, including Bungalows, Extended Hall-Parlors, American Small Houses, Ranch Houses, and Split-Levels, as well as a mix of recognized architectural styles including Craftsman, English Vernacular Revival, and Colonial Revival. Streets are curvilinear, with some ending in cul-de-sacs. Lots vary in size, and most are simply landscaped with grassed lawns, mature trees and shrubs (see Property Information Form in Appendix B). This resource was evaluated for eligibility for listing in the NRHP under Criteria A and C. The resource possesses a local level of significance in the areas of community planning and development, architecture, and landscape architecture as an early- to mid-twentieth-century residential district. The resource is significant as a largely intact garden suburb that evolved over four decades. Many of the contributing properties within the district retain a high level of integrity and are considered good and representative examples of early- to mid-twentieth century residential architecture. The dwellings represent house types and styles identified in Georgia's Living Places: Historic Houses in Their Landscaped Settings which are considered significant in Georgia's architectural history.

The eligible NRHP boundary consists of a visual boundary, and is bounded roughly by Sharondale Drive NE, Kinsey Court NE and Peachtree Creek to the east, by Peachtree Creek to the south and southwest, by Glenwood Road NE to the west, and by Lindbergh Drive NE and Sharondale Court NE to the north. The eligible boundary, comprising approximately 147 acres, contains all NRHP qualifying characteristics and features of the resource, and includes the district's houses, their immediate surrounds, and the roadways within the resource (see Appendix B).

### **Valley Court Apartments**

Valley Court Apartments is a modern apartment complex, consisting of seventeen two-story Masonry Vernacular apartment buildings, located at 311 Peachtree Hills Avenue NE, on the south side of the road, approximately 1000 feet east of the intersection of Peachtree Hills Avenue NE and Virginia Avenue NE (see Figure 2). All buildings are clad in a cream-colored brick veneer and have hip roofs covered in asphalt shingles. The apartment buildings feature a variety of window sizes, indicating the difference in public and private space in the individual apartments. The resource features open, grassed lawns, and a historic covered pedestrian bridge over a tributary of Peachtree Creek, which runs through the resource (see Property Information Form in Appendix B). This resource was evaluated for eligibility for listing in the NRHP under Criteria A and C. The resource possesses a local level of significance in the areas of community planning and development and architecture as a modern Atlanta apartment complex in the Masonry Vernacular style built during a time of growth in the Atlanta region. The complex contains landscape features that are unique to the topography of the parcel, such as the historic covered pedestrian bridge. Sidewalks, grassed lawns, and landscaping further contribute to the creation of a park-like sense of place and pedestrian circulation throughout the complex. The resource was constructed in the 1960s, during an era of rapid growth in Atlanta, and is the last extant example of a modern apartment complex in the immediate area of Peachtree Hills. The resource also possesses many of the character defining features of the Masonry Vernacular style, including buildings with a rectangular footprint, masonry materials, hip roofs, unadorned entrances, and symmetrical façades. Because of the size and scale of the resource, as well as its intact linear site plan, the resource is able to convey its significance as a good and representative example of a modern apartment complex.

The eligible NRHP boundary of the resource corresponds to the legal property boundary and comprises approximately 8.10 acres. All significant and character defining features of the resource are included within the legal boundary (see Appendix B). The edge of pavement along Peachtree Hills Avenue NE forms the northern border of the eligible boundary because the area within the existing ROW contains a portion of the resource's lawn. This landscape feature is considered a contributing element of the setting of the resource.

### **Lovable Brassiere Company**

The Lovable Brassiere Company is a former manufacturing plant with International stylistic features, located at 2400 Piedmont Road NE, in the southwest quadrant of the intersection of Piedmont Road NE and Lindbergh Way NE (see Figure 2). The resource is clad in red brick veneer and has a flat roof. The easternmost half of the building, constructed in 1955, reflects the International style, and its windows are paired, one-paned fixed sash steel windows set in vertical strips and symmetrically spaced on the north and east elevations. The western half of the building, constructed c.1965, has a glassed-in entrance with a metal paneled bulkhead on the south elevation, and regularly spaced vents throughout. Since 1999, the resource has been used by MARTA as an operations annex and police station (see Property Information Form in Appendix B). This resource was evaluated for eligibility for listing in the NRHP under Criteria A and C. The resource possesses a local level of significance in the areas of commerce, industry, and architecture as a manufacturing plant. The resource is the oldest extant building in Atlanta associated with the Lovable Brassiere Company, a business which had a significant impact on the commercial history of the city. The resource was constructed as a fabric cutting and manufacturing center for the company and expanded in the late 1960s and also housed the company's headquarters. Designed to implement innovative manufacturing techniques, and employing 1,000 people, the resource was recognized as one of Atlanta's premier manufacturing plants in 1959 by the Metro Atlanta Chamber of Commerce. The company formed partnerships with national department



store brands, including Sears & Roebuck and J.C. Penney, and had international retail agreements in 25 foreign countries. The resource possesses many of the character defining features of the International style, including a flat roof, uniform wall surfaces, large expanses of windows, lack of ornamentation, and windows often extending from floor to ceiling in a single pane, and, as such, is able to convey its architectural significance through its historic form and materials.

The eligible NRHP boundary of the resource corresponds to a portion of the legal property boundary of Fulton County parcel 17 0058 LL0493, and comprises approximately 12.5 acres. The area of MARTA ROW to the west of the resource does not form part of the eligible NRHP boundary (see Appendix B).

## ASSESSMENT OF EFFECTS

### Atlanta and Charlotte Air Line Railway

A finding of No Adverse Effect is anticipated for the ACAL. In the area of the resource, project implementation would consist of the construction of sections of a shared-use paved trail within the NRHP-eligible boundary. The majority of the trail within the NRHP-eligible boundary would consist of elevated sections constructed over and alongside the ACAL rail bed. A portion of one at-grade section of trail to the south of the project area would follow the existing alignment of the original Beltline Railroad spur, and would entail the removal of an approximately 0.14-mile section of abandoned track. The remainder of this portion of at-grade trail would mostly follow a short section of Mayson Street NE, which would be part-paved and have curb and gutter added. A second section of at-grade paved trail, immediately north of Peachtree Creek, would be constructed below an elevated section of the resource, within the NRHP-eligible boundary. Approximately 1.83 acre (79,867 square feet) of permanent easement, and 0.78 acre (34,028 square feet) of temporary easement, would be required for the construction of the shared-use trail within the NRHP-eligible boundary of the resource (see Figures 3A-3G. Proposed Improvements in the Area of the Atlanta & Charlotte Air Line Railway.)

Project implementation would result in physical destruction of part of the resource; however, this effect would not be considered adverse. Project implementation would include acquisition of approximately 1.83 acre of permanent easement, and 0.78 acre of temporary easement, within the NRHP-eligible boundary. An approximately 0.14 mile section of the BeltLine Railroad track would be removed from within the NRHP-eligible boundary, and the majority of its existing rail bed would be replaced with the proposed shared-use trail. However, this track, and its rail bed, are no longer in use, and all track along the BeltLine Railroad spur's rail bed, south of the elevated MARTA tracks, has already been removed for the construction of the existing Eastside BeltLine Trail (Photos 1, 2).

While the extant section of track would be removed, and the majority of the historic rail bed would be paved, the proposed shared-use trail would largely follow and reflect the historic alignment of the original spur. There would otherwise be no change in the grade or linear qualities of the resource as a result of the construction of the shared-use trail within the NRHP boundary. The majority of the trail within the NRHP-eligible boundary would consist of elevated sections constructed over and alongside the resource's existing rail bed. Supports for these elevated sections would be constructed within the NRHP boundary of the resource; however, the supports would be constructed outside of the existing rail bed, on its western side, in an area of wooded built-up embankment (Photo 3).

While this built-up embankment is considered a contributing feature of the resource, the proposed construction of the shared-use trail would impact no more than approximately 250 linear feet of contributing embankment within the NRHP boundary of the resource, which in total stretches from central Atlanta to the South Carolina border. A short portion of the existing alignment of Mayson Street NE, which provides vehicular access to the resource within the NRHP-eligible boundary, would be partially-paved and have curb and gutter and below-grade drains installed (Photo 4).

Additionally, another short portion of shared-use trail would be constructed below an elevated section of the resource, within the NRHP-eligible boundary, on the northern bank of Peachtree Creek. This portion of trail would follow the approximate alignment of an existing gravel drive below the elevated section of the resource (Photo 5).

However, as motorized access points for maintenance, neither Mayson Street NE nor the existing gravel drive are considered contributing elements of the resource. Additionally, the area within the NRHP-eligible boundary below the elevated tracks of the resource is comprised of naturally occurring slopes, which do not represent engineered or landscape-designed features of the resource. Therefore, while project implementation would result in physical destruction of part of the resource, this effect would not be considered adverse.

Project implementation would not result in a change in the character of the property's use. There are no direct or indirect effects anticipated to the ACAL that would alter the character of the continued use of the resource for transportation purposes. Any construction activities that may affect the operation of the rail line would be temporary and coordinated with the current owners, Norfolk Southern. An approximately 0.14 mile section of track would be removed from within the NRHP-eligible boundary, and the majority of its existing rail bed would be replaced with the proposed shared-use trail. However, this section of track, and its rail bed, are no longer in use, and all track along this spur's rail bed, south of the elevated MARTA tracks, has already been removed for the construction of the existing Eastside BeltLine Trail. There would otherwise be no restriction of access, or change in the grade or linear qualities of the resource, as a result of the construction of the shared-use trail within the NRHP boundary. Therefore, project implementation would not result in a change in the character of the property's use.

Project implementation would result in a change in the character of the resource's physical features within the resource's setting that contribute to its historic significance; however, this effect would not be considered adverse. An approximately 0.14 mile section of track would be removed from within the NRHP-eligible boundary, and the majority of its existing rail bed would be replaced with the proposed shared-use trail. However, this track, and its rail bed, are no longer in use, and all track along this spur's rail bed, south of the elevated MARTA tracks, has already been removed for the construction of the existing Eastside BeltLine Trail. While this contributing section of track would be removed, and the majority of its historic rail bed would be paved, the proposed shared-use trail would largely follow and reflect the historic alignment of the original BeltLine Railroad spur. There would otherwise be no change in the grade or linear qualities of the resource as a result of the construction of the shared-use trail within the NRHP boundary. Additionally, supports for elevated sections of the shared-use trail would be constructed within the NRHP boundary of the resource; however, the supports would be constructed outside of the existing rail bed and/or in an area of wooded built-up embankment. While the built-up embankment is considered a contributing feature of the resource, the proposed construction of the shared-use trail would impact no more than approximately 250 linear feet of contributing embankment within the NRHP boundary of the resource, which stretches from central Atlanta to the South Carolina border. Therefore, while implementation of the proposed project would result in a change in the character of the resource's physical features within the resource's setting that contribute to its historic significance, these effects would not be considered adverse.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the resource's significant historic characteristics or features. Within the project area, sections of at-grade and elevated shared-use trail would be constructed within the NRHP-eligible boundary of the resource. However, this would not be considered an adverse effect to the visual elements of the resource. At the southern project terminus, the visual character of the resource has already been compromised by the removal of rails, ties, and ballast along the existing Eastside BeltLine Trail (Photo 2). The resource's visual character has been further compromised by the non-historic construction of elevated sections carrying both I-85 and MARTA tracks immediately east of the NRHP-eligible boundary. Additionally, the resource's setting is punctuated by several instances of non-historic construction both to the east and west, including a large non-historic MARTA facility (Photo 6).

Contrary to what might be anticipated for a rail corridor in a more rural setting, this railroad corridor runs through a dynamic, heavily urbanized area in which dramatic changes in the historic setting have frequently occurred, and these kinds of changes would generally be expected in this type of urban environment. As a result, the visual changes resulting from project implementation would be part of this broader pattern of change in the surrounding area, and none of them would severely diminish the integrity of the resource's significant historic characteristics or features.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the resource's significant historic characteristics or features. There would be no atmospheric effect to this resource as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not audibly affect the ACAL. The railroad is not a noise-sensitive receptor. The railroad is a noise generator and no noise study is required.

Project implementation is not anticipated to affect indirectly the ACAL. Project implementation would consist of the acquisition of permanent and temporary easement from within the NRHP-eligible boundary; however, this effect is not considered adverse. Any construction activities occurring within the NRHP-eligible boundary would be coordinated with the current owners of the railroad, Norfolk Southern, in order to minimally affect railroad operations. Project implementation would not alter or affect the continued transportation use of the resource and would not alter the character-defining grading and alignment of the railroad. The approximately 0.14 mile section of track to be removed is no longer in use, and all track south of the project area along this spur has already been removed for the construction of the existing Eastside BeltLine Trail. While chain-link gates and removable bollards would be added to the short section of trail along Mayson Street NE, vehicular access to the resource from Mayson Street NE would be retained. No new points of access to the resource would be created, and no existing access would be removed within the project area. There are no known development plans or land use changes that would potentially alter the continued transportation use of the railroad or result in its potential removal or relocation. The future viability of the resource would not be altered or affected by project implementation. Therefore, project implementation would not indirectly affect the resource.



**Photo 1.** View of the existing Beltline Railroad tracks and rail bed from Mayson Street NE, below the elevated MARTA tracks, facing north. Source: Google Street View.

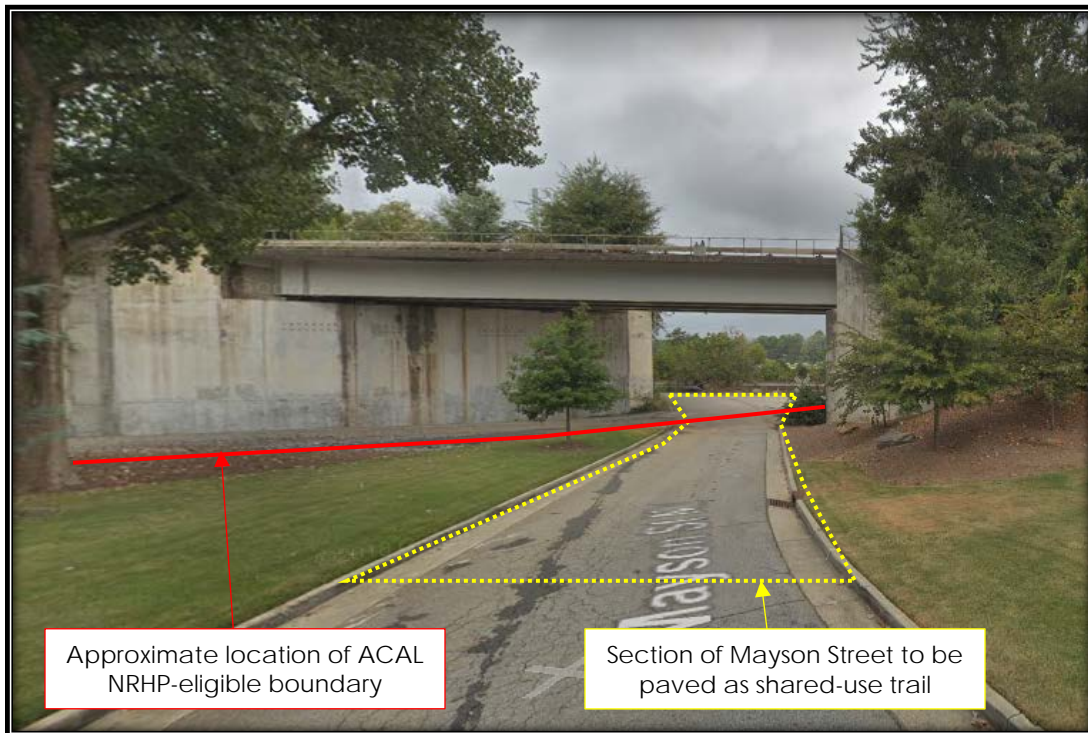


**Photo 2.** View along the existing Eastside Beltline Trail from Mayson Street NE, below the elevated MARTA tracks, facing south towards the elevated section of I-85. Source: Google Street View.



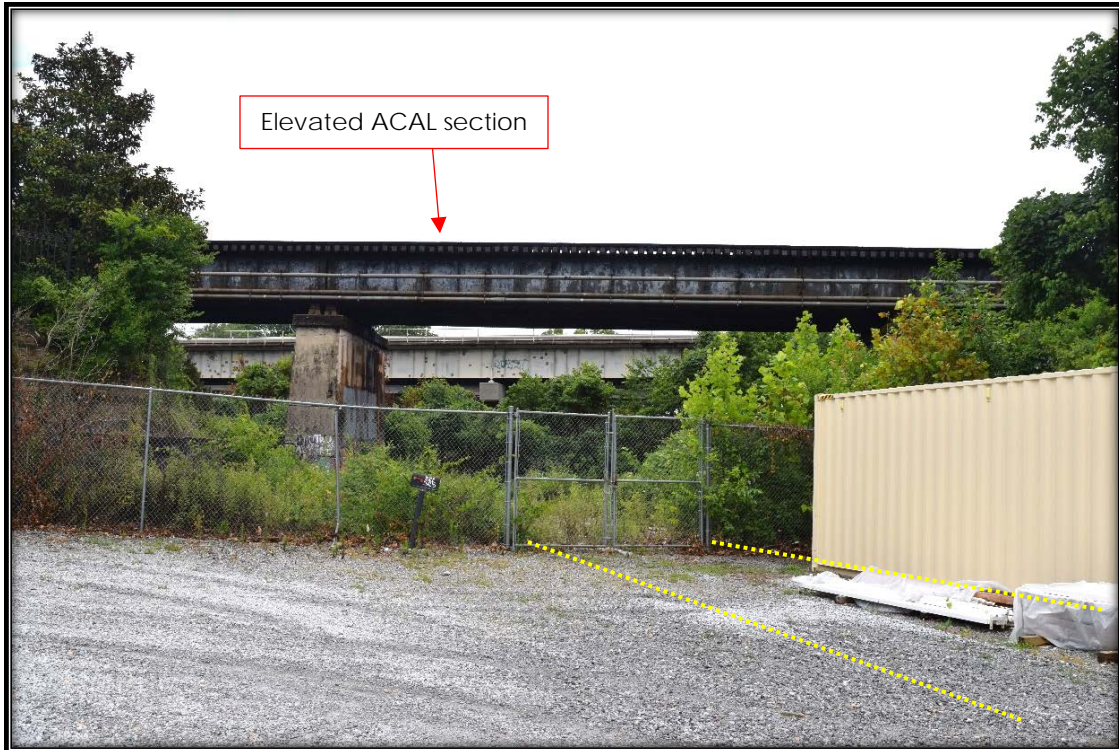


**Photo 3.** View of the area of wooded built up embankment to the west of the ACAL rail bed, with the approximate location of the elevated section of shared-use trail highlighted, facing northwest from Mayson Street NE.

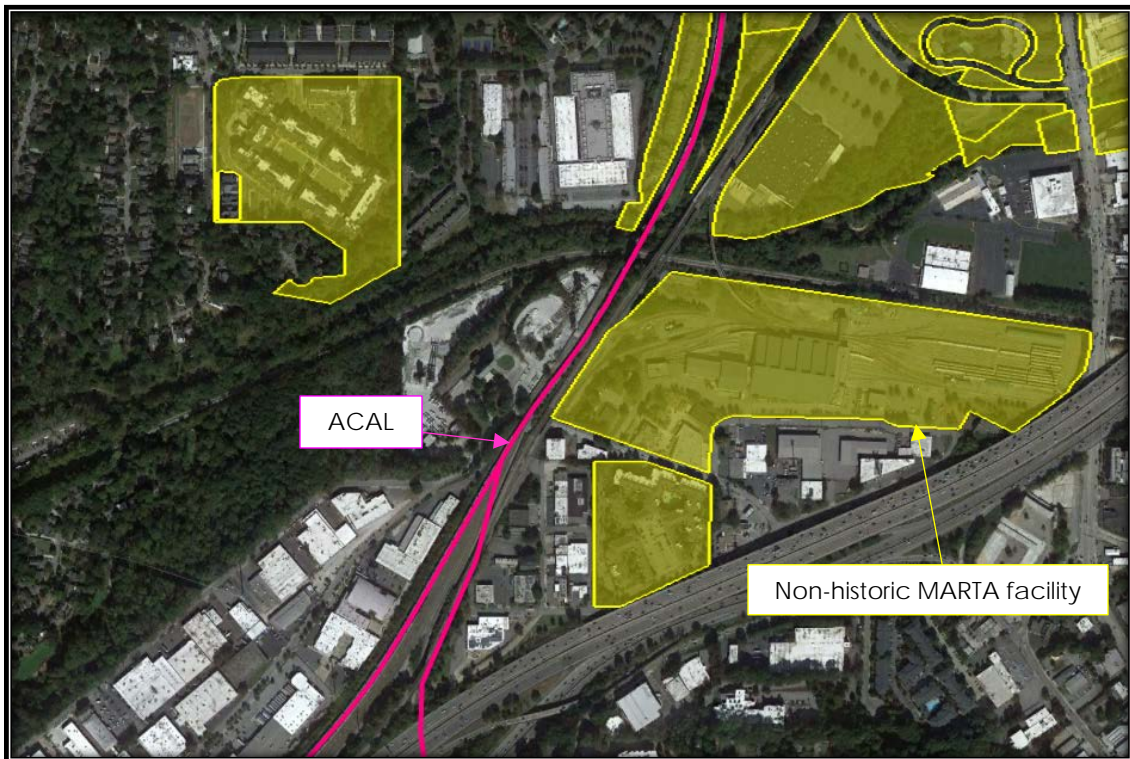


**Photo 4.** View along Mayson Street NE towards the section to be paved as part of the shared-use trail, facing west. Source: Google Street View.

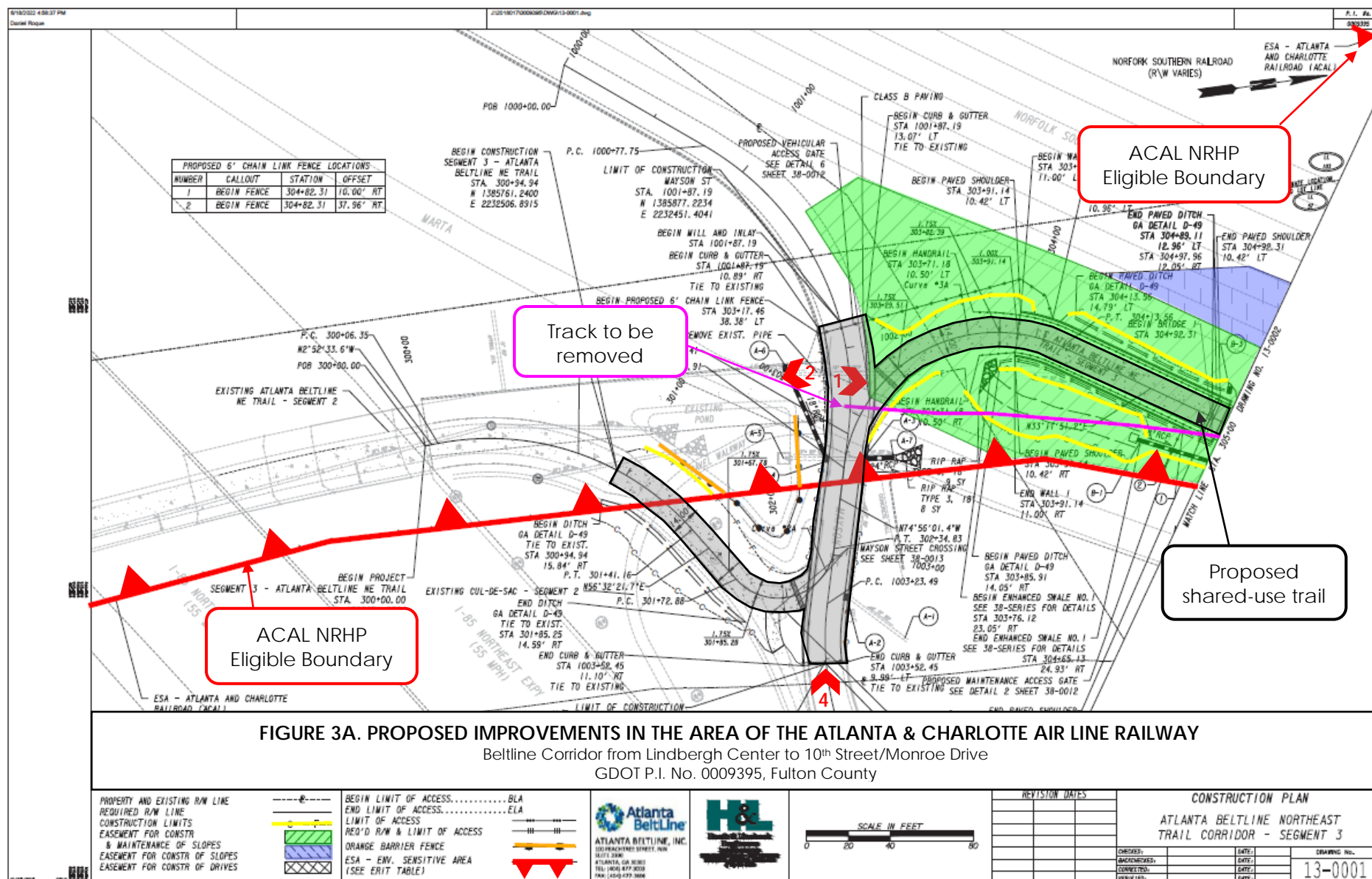




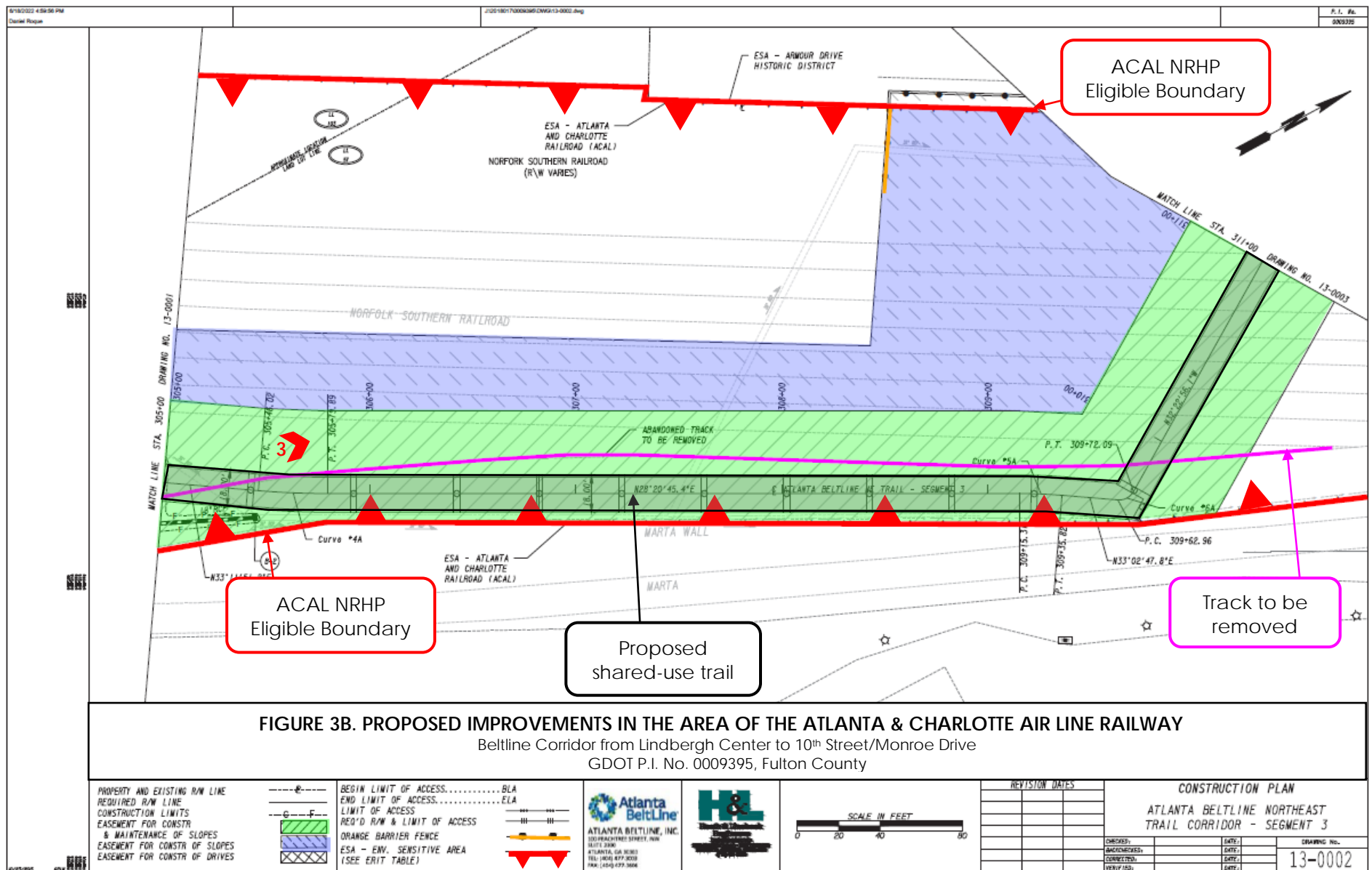
**Photo 5.** View facing east towards a chain link gate leading to the existing gravel drive below the elevated section of the resource, with the approximate alignment of the proposed shared-use trail highlighted.



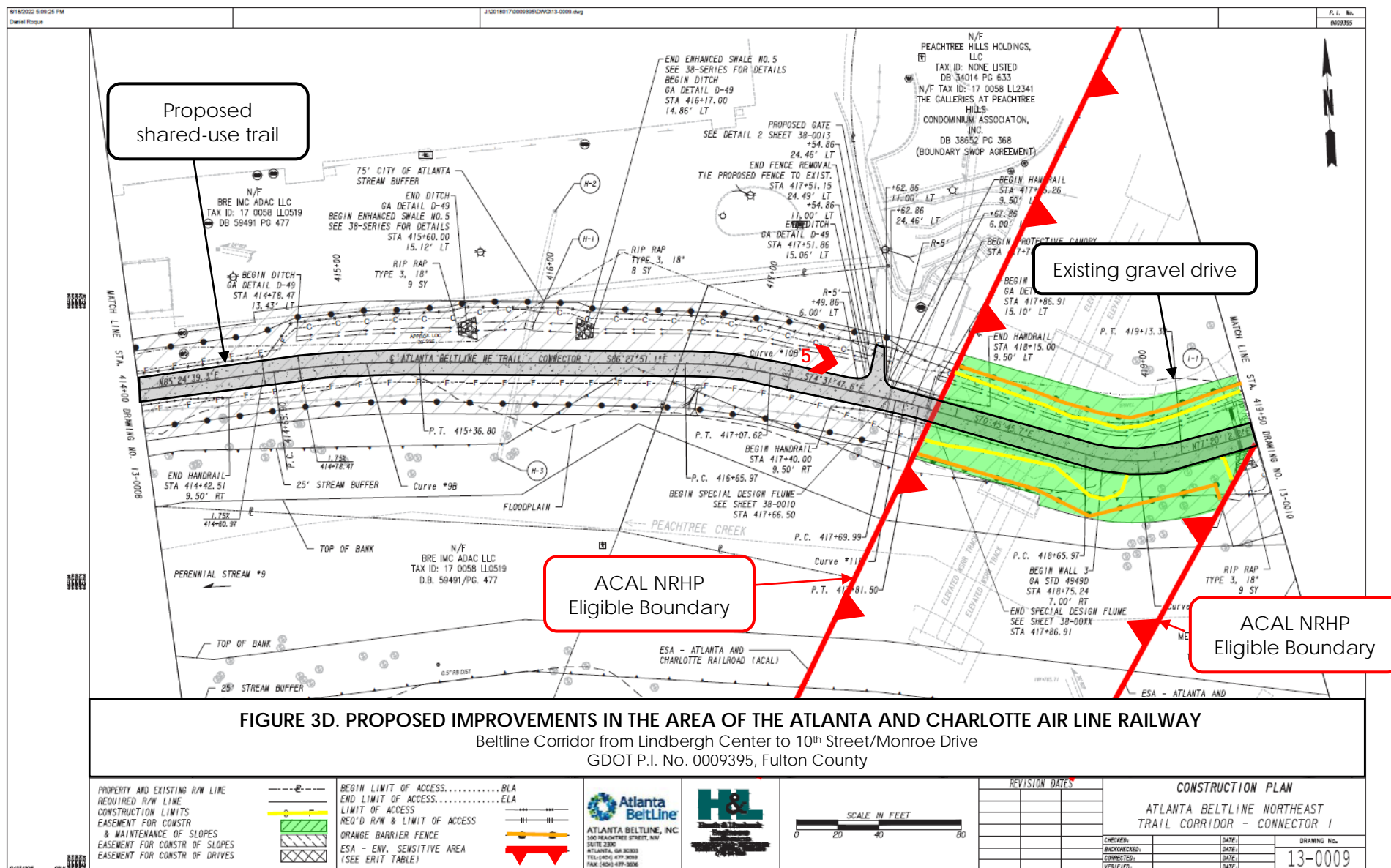
**Photo 6.** 2022 aerial of the project area in the area of the ACAL, with non-historic development highlighted in yellow. Source: Google Earth Pro.







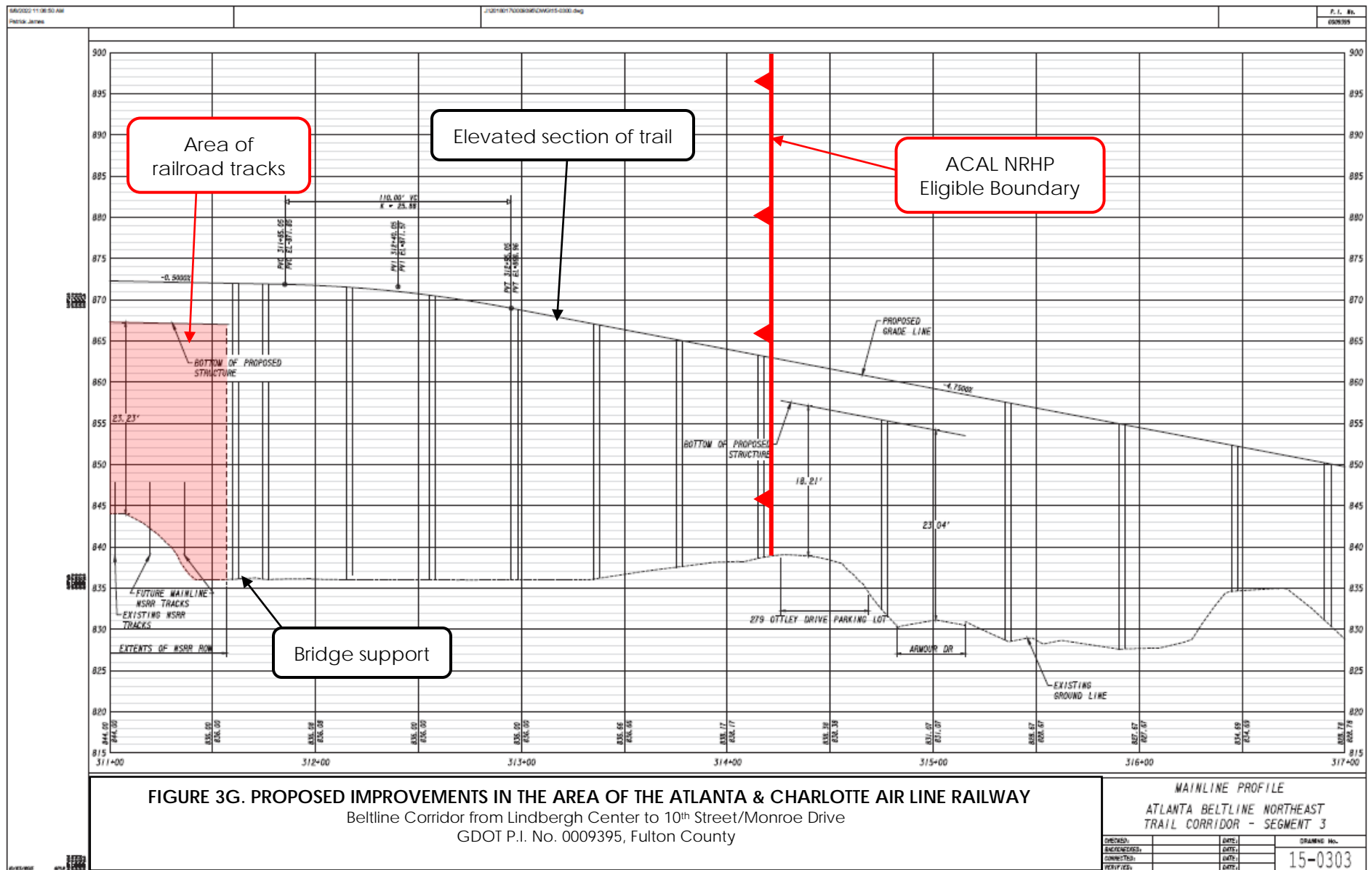












### Armour Drive Historic District

A finding of No Adverse Effect is anticipated for the Armour Drive Historic District. In the area of the resource, project implementation would consist of the construction of a shared-use paved trail both within and outside the NRHP-eligible boundary. A short section of elevated trail would be constructed within the NRHP-eligible boundary, at the northern end of the district, to cross over Armour Drive NE as well as a small section of parking lot. In the southwestern corner of the district, a short section of at-grade paved trail would be constructed to curve through the existing right-angled pavement within the NRHP-eligible boundary. A below-grade drain and curb and gutter would also be installed within the NRHP-eligible boundary in the southwestern corner. The trail would otherwise be constructed outside the eligible NRHP boundary, mostly at grade, though a short portion running parallel to the northern boundary would be elevated. Approximately 0.34 acre (14,834 square feet) of permanent easement, and 0.04 acre (1,743 square feet) of temporary easement, would be required for the construction of the shared-use trail within the NRHP-eligible boundary of the resource (see Figures 4A-4I. Proposed Improvements in the Area of the Armour Drive Historic District.)

Project implementation would result in physical destruction of part of the resource; however, this effect would not be considered adverse. Project implementation would include acquisition of approximately 0.34 acre of permanent easement and 0.04 acre of temporary easement within the NRHP-eligible boundary. At the northern end of the district, one support for the elevated section of the shared-use trail would be constructed within a narrow strip between a contributing parking lot and Armour Drive NE within the NRHP-eligible boundary. The narrow strip is un-landscaped and features no contributing features of the district other than curbing, which would be retained (Photo 7). In the southwestern portion of the district, a small section of pavement within the NRHP-eligible boundary would be removed for the construction of a curving section of at-grade paved trail, and a below-grade drain and curb and gutter would also be installed. The area of pavement that would be removed would total no more than approximately 200 square feet, out of the total of 57 acres which comprise the resource, and the proposed change would therefore be considered imperceptible (Photo 8). Additionally, a small section of sidewalk and grass strip within the NRHP-eligible boundary, on Clayton Road NE, would be removed and replaced with an Americans with Disabilities Act (ADA)-compliant section of sidewalk for accessing the shared-use trail on the opposite side of the roadway (Photo 9). However, this section of sidewalk and grass strip is non-historic, and is therefore considered a non-contributing feature of the resource.

Project implementation would not result in a change in the character of the resource's use. There are no direct or indirect effects anticipated to the Armour Drive Historic District that would alter the character of the continued commercial and industrial use of the property. The elevated section of the proposed shared-use trail would be constructed above both the Armour Drive NE roadway and an existing parking lot at the northern end of the resource. Due to the elevated nature of the trail, there would be no restriction of access to either the resource itself via Armour Drive NE or to the existing parking lot. Therefore, project implementation would not result in a change in the character of the property's use.

Project implementation would not result in a change in the character of the resource's physical features within the property's setting that contribute to its historic significance. Within the resource's NRHP-eligible boundary, contributing features include grassed lawns, paved parking lots, concrete sidewalks, and curbing along the inner side of Armour Drive NE, as well as along Ottley Drive NE and Clayton Road NE. One support for an elevated section of the shared-use trail would be constructed within a narrow strip between a parking lot and Armour Drive NE within the NRHP-eligible boundary. However, the narrow strip is un-landscaped and features no contributing

features of the district other than curbing, which would be retained. The elevated section of trail would cross over both the parking lot and Armour Drive NE itself, and neither feature would be impacted by project implementation (Photo 7). The at-grade section of trail would be constructed almost entirely outside the NRHP-eligible boundary of the resource. A small area of pavement within the NRHP boundary, totaling no more than approximately 200 square feet, would be removed for the construction of a curved section of trail with curb and gutter and drainage (Photo 8). However, the area of pavement to be removed from within the NRHP-eligible boundary is so small that the proposed change would be considered imperceptible. Therefore, project implementation would not result in a change in the character of the resource's physical features within the property's setting that contribute to its historic significance.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. Within the NRHP-eligible boundary of the resource, a short section elevated shared-use trail would be constructed, while outside of the NRHP boundary, the shared-use trail would consist of both elevated and at-grade sections. However, the construction of both elevated and at-grade sections of the trail would not be considered an adverse effect to the visual elements of the resource. The integrity of the resource has already been diminished by the non-historic construction of elevated sections carrying both I-85 and MARTA tracks east of the NRHP-eligible boundary of the resource, which are visible from the resource on the eastern side of the Norfolk Southern railroad (Photo 10). Additionally, orange barrier fencing would be installed alongside all construction activity outside of the NRHP-eligible boundary to limit the impacts on the undeveloped wooded areas which surround the resource to the north, south and west. The preliminary lighting plan for the project shows that pole-mounted pathway lighting fixtures, varying in height depending on the height of the elevated sections of trail within and outside the NRHP-eligible boundary, would be installed at regular intervals along the elevated sections of the shared-use trail. Pole-mounted pathway lighting fixtures, 14 feet in height, would also be installed along the at-grade section of the trail, outside of the NRHP-eligible boundary. However, street lighting is already in place along the full lengths of both Armour Drive NE and Clayton Road NE, and the highly directional nature of the proposed pathway lighting means that little more than the proposed trail itself would be additionally illuminated (Photo 11). Therefore, the construction of the proposed shared-use trail over and alongside the resource would not further compromise the visual character of the resource.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features. There would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not audibly affect the Armour Drive Historic District. Based on an analysis of similar projects, it has been determined that the proposed improvements would not result in increases in traffic-generated noise. This project qualifies as a Type III project; therefore, no noise study was required. A Type III project, as defined in Highway Traffic Noise: Analysis and Abatement Guidance (FHWA 2011), is a project that does not involve added capacity, construction of new through lanes or auxiliary lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source. The proposed project would only consist of a shared-use trail and would not result in increases in traffic-generated noise. Therefore, the Armour Drive Historic District would not be audibly affected as a result of project implementation.

Project implementation is not anticipated to affect indirectly the Armour Drive Historic District. According to the Atlanta BeltLine Master Plan, Subarea 7 (Atlanta BeltLine Inc. 2009), the Atlanta



BeltLine is divided into 10 subareas. The Armour Drive Historic District is located in Subarea 7. The planning goals for land use and design within this subarea include the identification and preservation of historic resources and the encouragement of adaptive reuse of historic buildings when feasible. According to the Atlanta BeltLine Subarea 7: Project Summary Map (with Land Use), there is no proposed future land use change in the area of the Armour Drive Historic District which is dependent on project implementation (see Figure 4J. Atlanta BeltLine Master Plan, Subarea 7: Project Summary Map (with Land Use)). Additionally, there would be no change in existing traffic patterns in the area of the resource as a result of project implementation. No additional vehicular access to the resource would be created, and no existing access would be removed. Instead, project implementation would enhance pedestrian and bicycle access to the resource, and would not affect the future viability of the resource. Also, according to the Master Plan, the ultimate goal is to construct light rail adjacent to the BeltLine pedestrian trail; but it does not appear, according to the Master Plan, that any proposed transit project would significantly modify the future land use patterns in the area of the resource. Therefore, project implementation is not anticipated to affect indirectly the Armour Drive Historic District.



**Photo 7.** View of the approximate future location of an elevated section of the shared-use trail, facing northeast along Armour Drive NE, with the approximate location of the proposed bridge support highlighted. Source: Google Street View.



**Photo 8.** View of the pavement at the corner of Armour Drive NE and Clayton Road NE, with approximate location of section to be replaced highlighted, facing southwest. Source: Google Street View.



**Photo 9.** View of the non-historic sidewalk and grass strip on Clayton Road NE, with approximate location of section to be removed highlighted, facing northwest from Ottley Drive NE. Source: Google Street View.

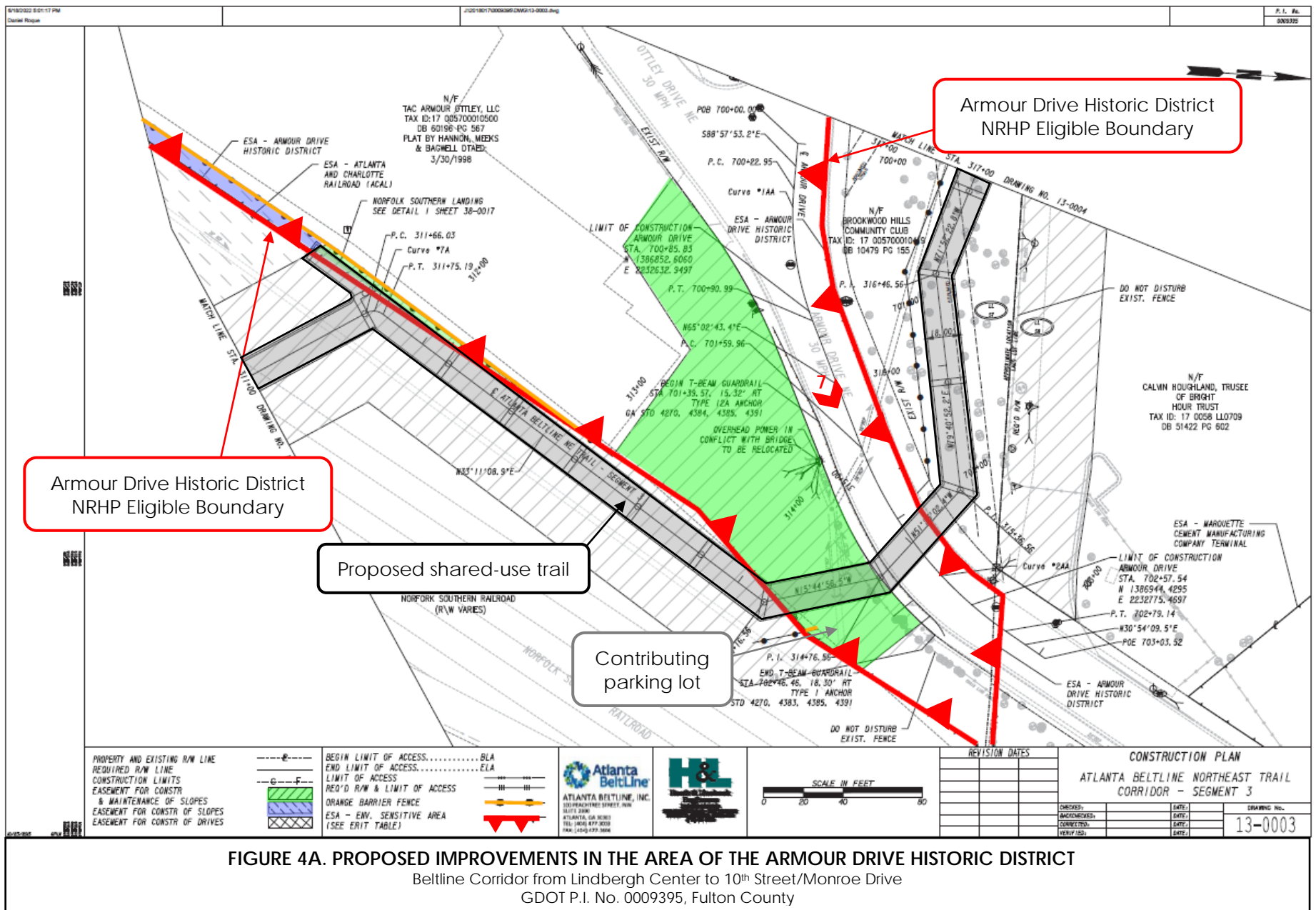


**Photo 10.** Example view towards the non-historic elevated section of MARTA tracks from within the resource, facing southeast from Ottley Drive NE. Source: Google Street View.





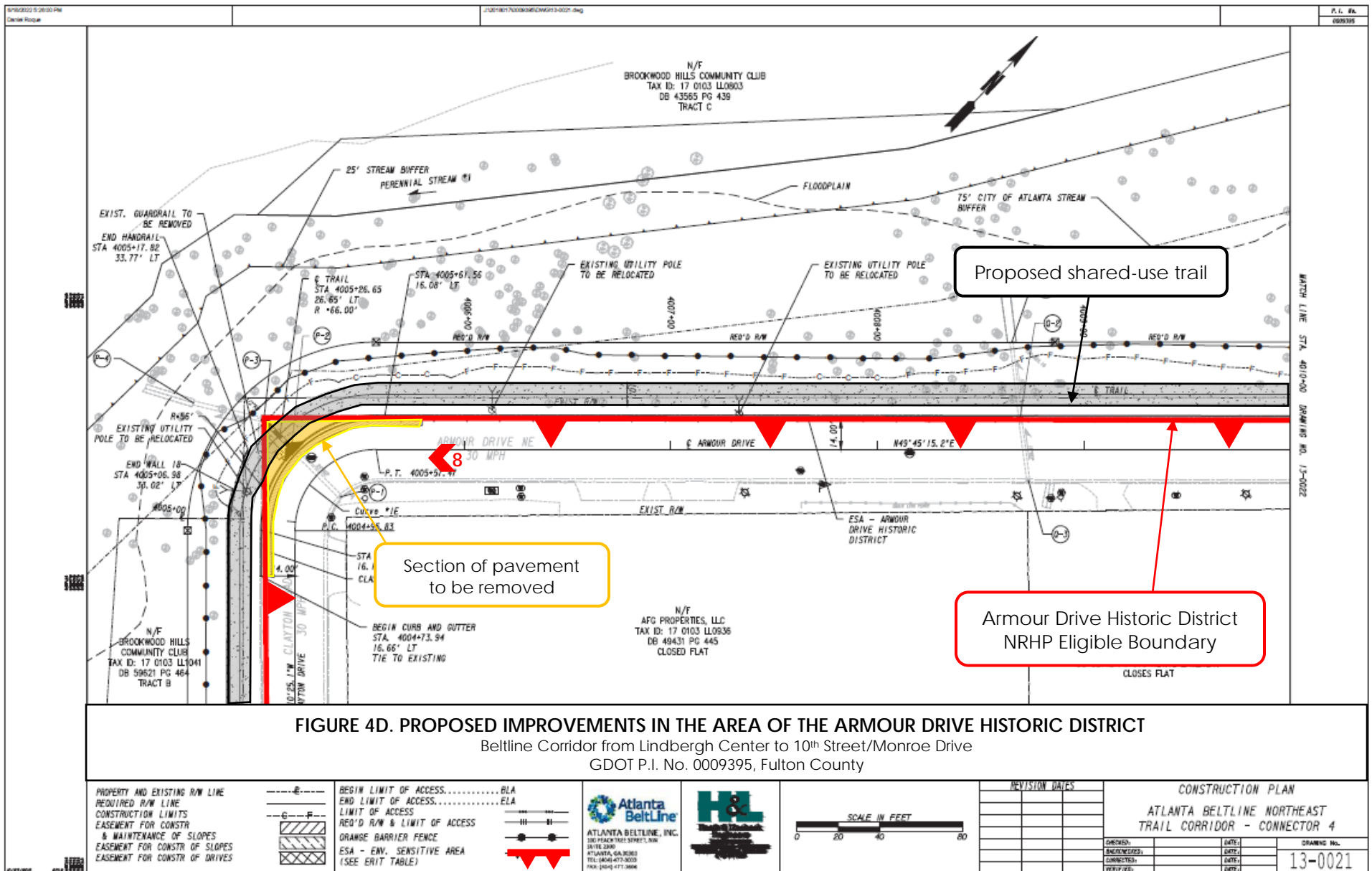
**Photo 11.** Example view of the pathway lighting fixtures on a completed section of at-grade shared-use trail on the Eastside BeltLine Trail.



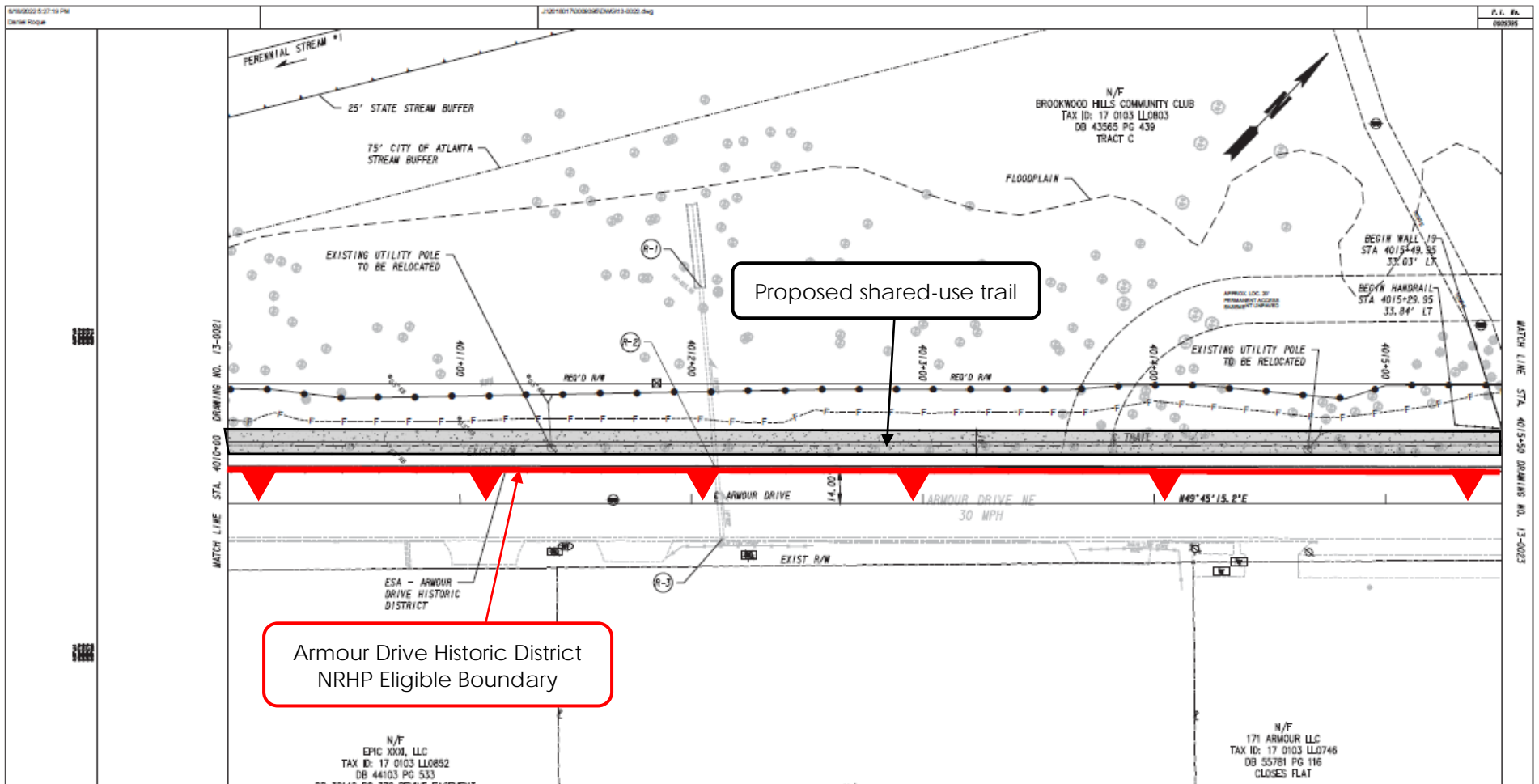








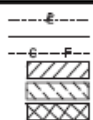




**FIGURE 4E. PROPOSED IMPROVEMENTS IN THE AREA OF THE ARMOUR DRIVE HISTORIC DISTRICT**

Beltline Corridor from Lindbergh Center to 10<sup>th</sup> Street/Monroe Drive  
 GDOT P.I. No. 0009395, Fulton County

PROPERTY AND EXISTING R/W LINE  
 REQUIRED R/W LINE  
 CONSTRUCTION LIMITS  
 EASEMENT FOR CONSTR  
 & MAINTENANCE OF SLOPES  
 EASEMENT FOR CONSTR OF SLOPES  
 EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA  
 END LIMIT OF ACCESS.....ELA  
 LIMIT OF ACCESS  
 REQ'D R/W & LIMIT OF ACCESS  
 ORANGE BARRIER FENCE  
 ESA - ENV. SENSITIVE AREA  
 (SEE ERIT TABLE)



REVISION	DATE

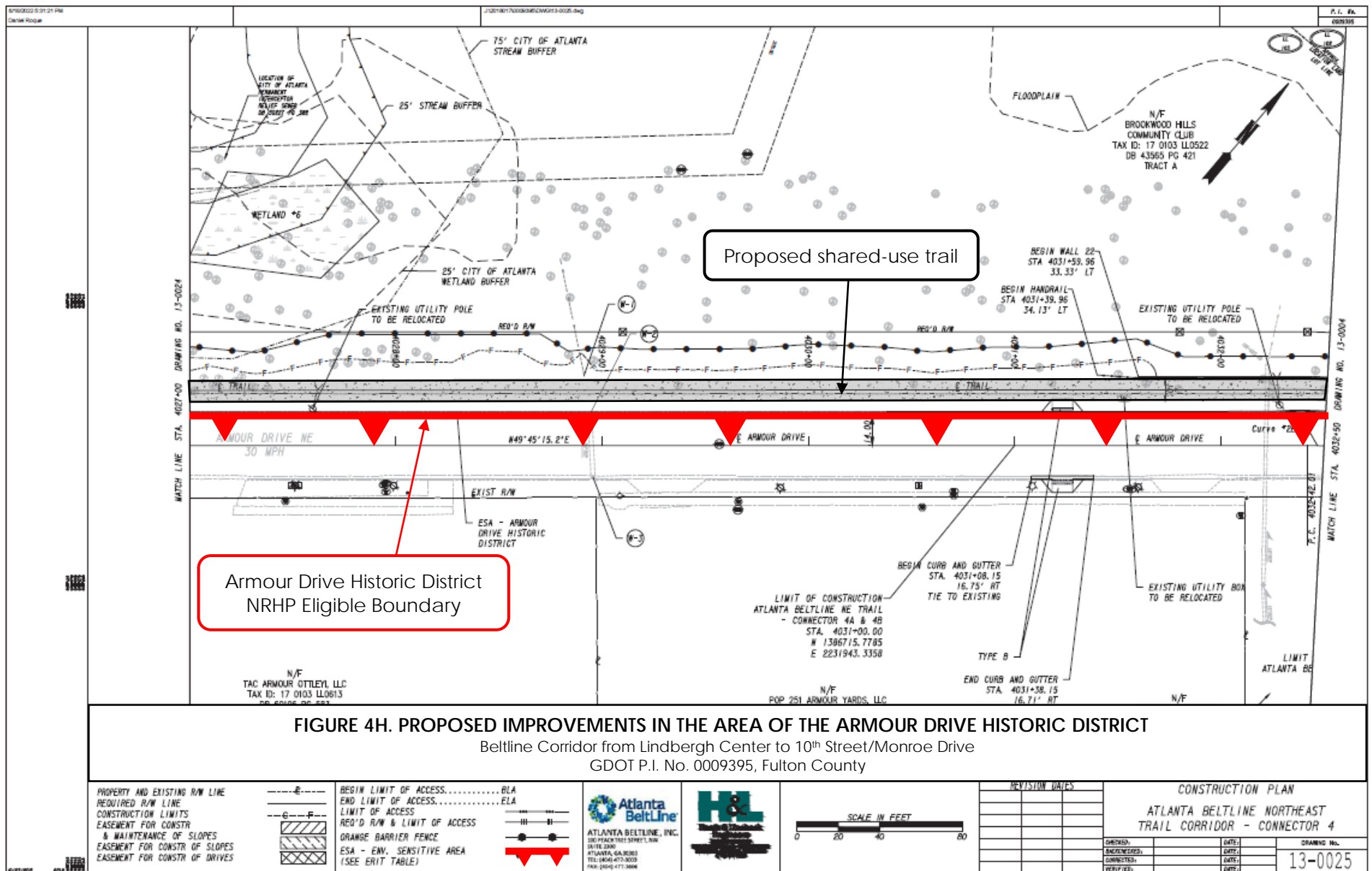
CONSTRUCTION PLAN  
 ATLANTA BELTLINE NORTHEAST  
 TRAIL CORRIDOR - CONNECTOR 4

DRAWN BY	DATE
CHECKED BY	DATE
CONSTRUCTED BY	DATE
VERIFIED BY	DATE

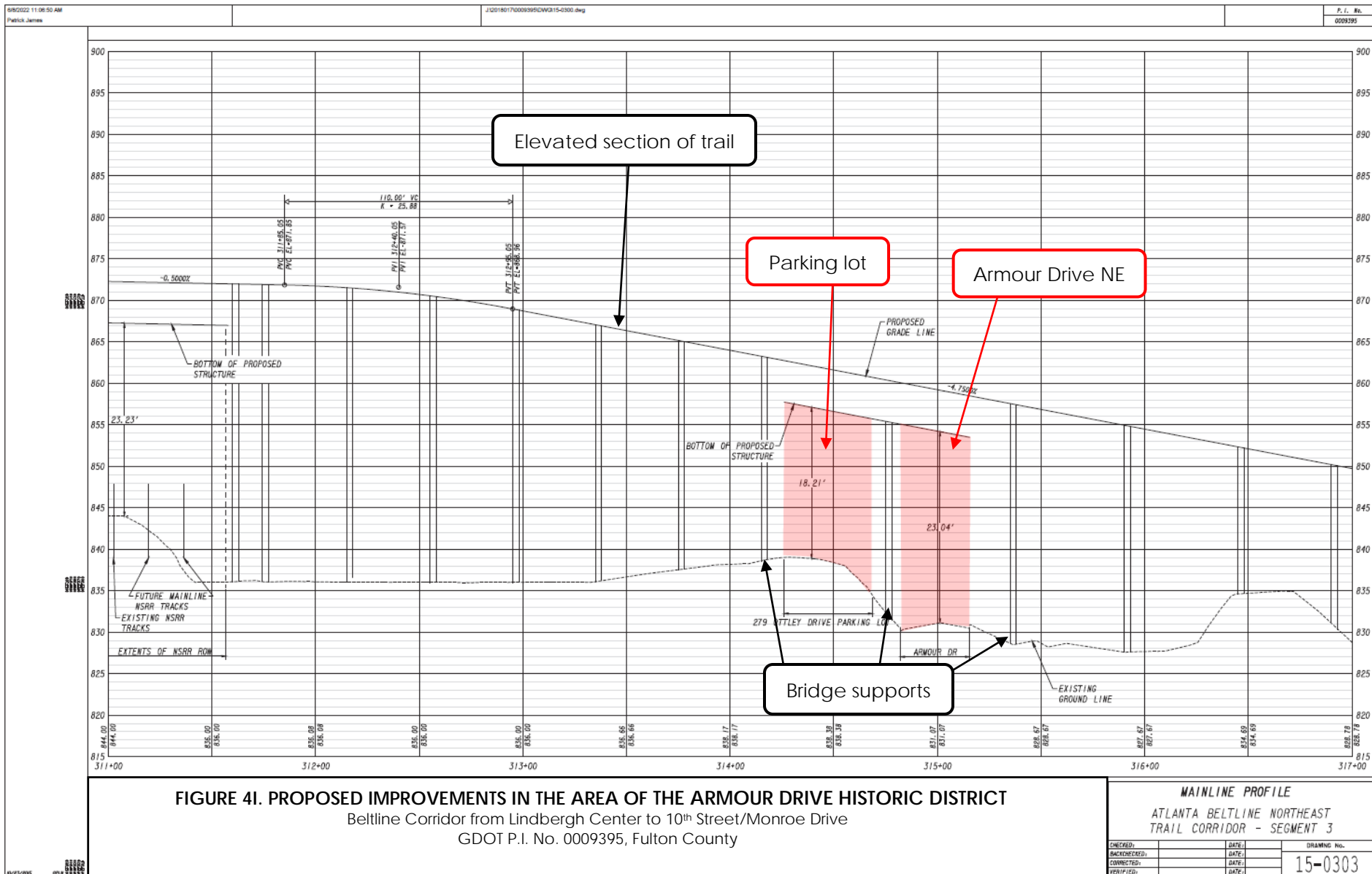
DRAWING NO.  
**13-0022**



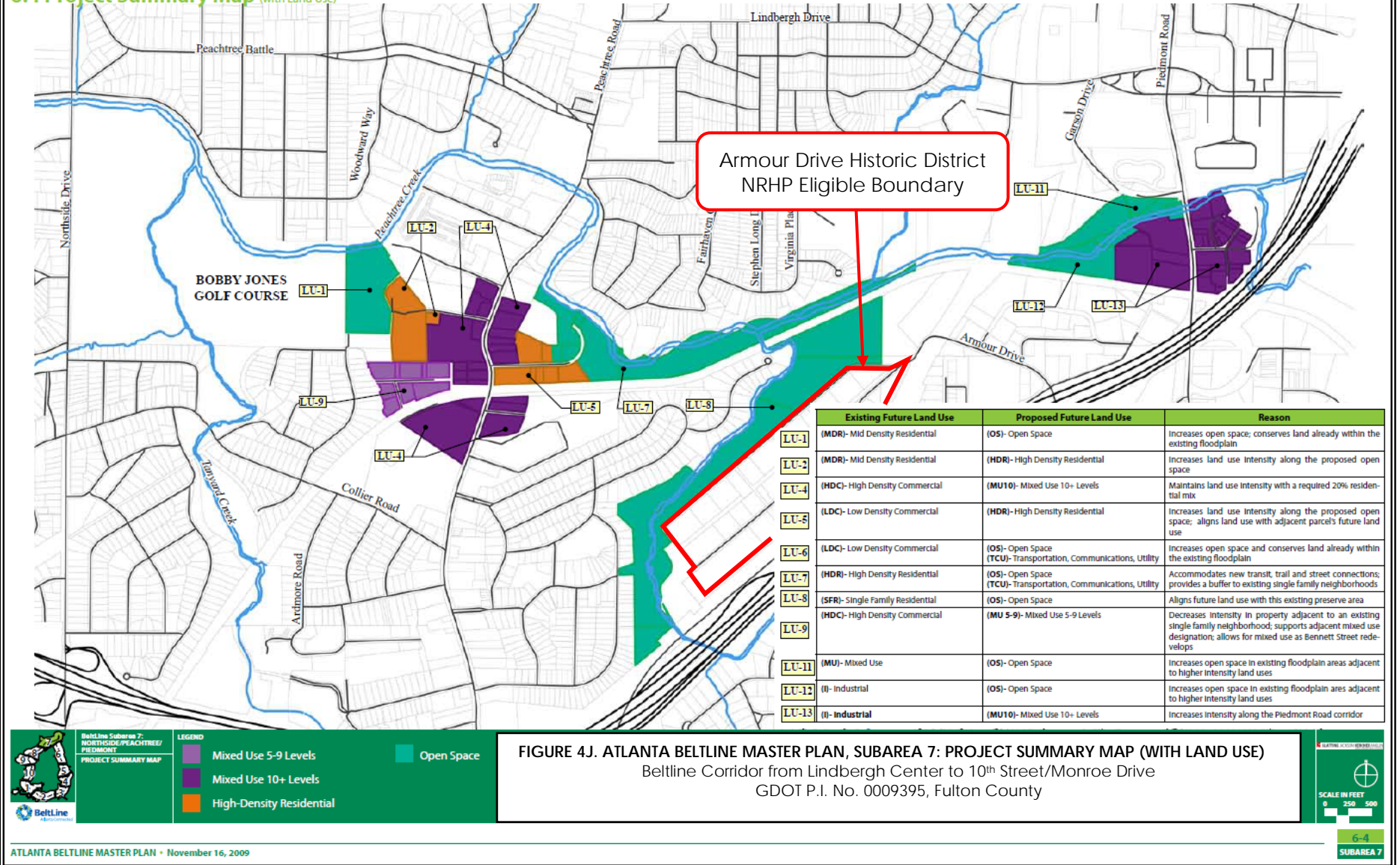








## 6.4 Project Summary Map (with Land Use)



### **Georgia, Carolina & Northern Railway**

A finding of No Adverse Effect is anticipated for the GCAN. In the area of the resource, project implementation would consist of the construction of a bridge carrying a shared-use paved trail over the railroad corridor within the NRHP-eligible boundary. Approximately 0.47 acre (20,479 square feet) of temporary easement would be required within the NRHP-eligible boundary for the construction of the bridge (see Figures 5A-5C. Proposed Improvements in the Area of the Georgia, Carolina & Northern Railway.) Outside of the GCAN's NRHP-eligible boundary, the proposed shared-use trail would approximately parallel the alignment of the resource at an average distance of 200 feet, on the opposite side of Peachtree Creek, north of the resource (see Figure 2.)

Project implementation would result in physical destruction of or damage to part of the resource; however, this effect would not be considered adverse. Project implementation would include acquisition of 0.47 acre of temporary easement within the eligible boundary for the construction of the bridge carrying the shared-use trail over the resource. No permanent easement or ROW would be required. All bridge supports for the proposed shared-use trail would be constructed outside of the NRHP-eligible boundary, and would have no physical impact on the resource. A small area of rip rap would be installed on the north side of the resource, below the proposed bridge, within the NRHP-eligible boundary of the resource. However, the existing rail bed within the project area is already covered in rocks and gravel, which have been added non-historically. Therefore, the introduction of a small area of rip rap would be considered an imperceptible physical alteration within the NRHP-eligible boundary (Photo 12). There would be no change in the grade, linear qualities, or any other physical features of the railroad as a result of the construction of the bridge within the NRHP boundary.

Project implementation would not result in a change in the character of the property's use. There are no direct or indirect effects anticipated to the GCAN that would alter the character of the continued use of the resource for transportation purposes. Any construction activities that may affect the operation of the rail line would be temporary and coordinated with the current owners, CSX. There would be no change in access, alignment, or grading to the rail lines. Therefore, project implementation would not result in a change in the character of the property's use.

Project implementation would not result in a change in the character of the resource's physical features within the resource's setting that contribute to its historic significance. A small area of rip rap would be installed on the north side of the resource, below the proposed bridge, within the NRHP-eligible boundary of the resource. However, the existing rail bed within the project area is already covered in rocks and gravel that have been added non-historically, and which do not contribute to the NRHP eligibility of the resource. Therefore, the introduction of a small area of rip rap would be considered an imperceptible physical alteration within the NRHP-eligible boundary. The temporary easement within the NRHP-eligible boundary would not alter the grading or alignment of the rail lines, and no track would be removed. Therefore, implementation of the proposed project would not result in a change in the character of physical features within the property's setting that contribute to its historic significance.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the resource's significant historic characteristics or features. Within the project area, a bridge carrying a shared-use paved trail over the railroad corridor would be constructed within the NRHP-eligible boundary of the resource. However, this would not be considered an adverse effect to the visual elements of the resource. The resource's visual character has already been compromised by the non-historic construction of two bridges carrying MARTA tracks, which are located approximately 0.35 mile east of the location of the proposed bridge. Additionally, within

the project area, the resource's setting is punctuated by several instances of non-historic construction both to the north and south, including a large non-historic MARTA facility (Photo 13). Contrary to what might be anticipated for a rail corridor in a more rural setting, this railroad corridor runs through a dynamic, heavily urbanized area in which dramatic changes in the historic setting have frequently occurred, and these kinds of changes would generally be expected in this type of urban environment. As a result, the visual changes resulting from project implementation would be part of this broader pattern of change in the surrounding area, and none of them would severely diminish the integrity of the resource's significant historic characteristics or features.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the resource's significant historic characteristics or features. There would be no atmospheric effect to this resource as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

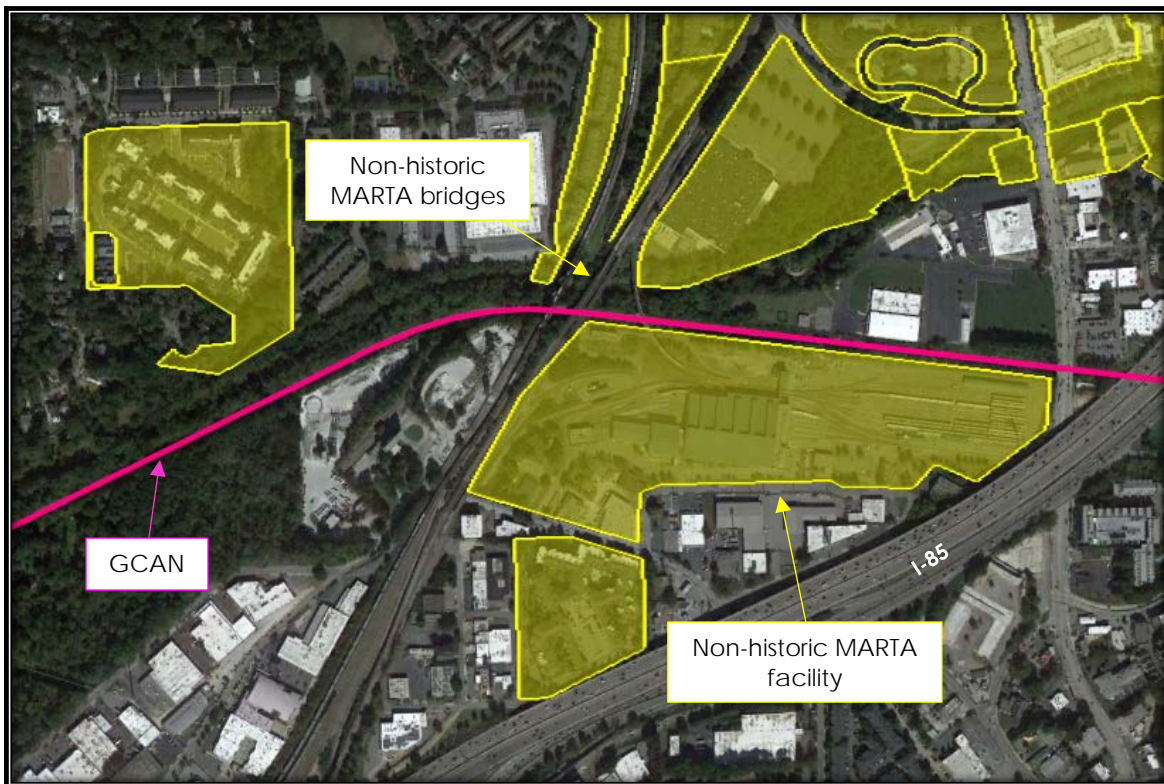
Project implementation would not audibly affect the GCAN. The railroad is not a noise-sensitive receptor. The railroad is a noise generator and no noise study is required.

Project implementation is not anticipated to affect indirectly the GCAN. Project implementation would consist of the acquisition of temporary easement from within the NRHP-eligible boundary; however, this effect is not considered adverse. Any construction activities occurring within the NRHP-eligible boundary would be coordinated with the current owners of the railroad, CSX, in order to minimally affect railroad operations. Project implementation would not alter or affect the continued transportation use of the resource and would not alter the character-defining grading and alignment of the railroad. Project implementation would not result in a change in access, creation of a new point of access, or remove access from the resource within the project area. There are no known development plans or land use changes that would potentially alter the continued transportation use of the railroad or result in its potential removal or relocation. The future viability of the resource would not be altered or affected by project implementation. Therefore, project implementation would not indirectly affect the resource.



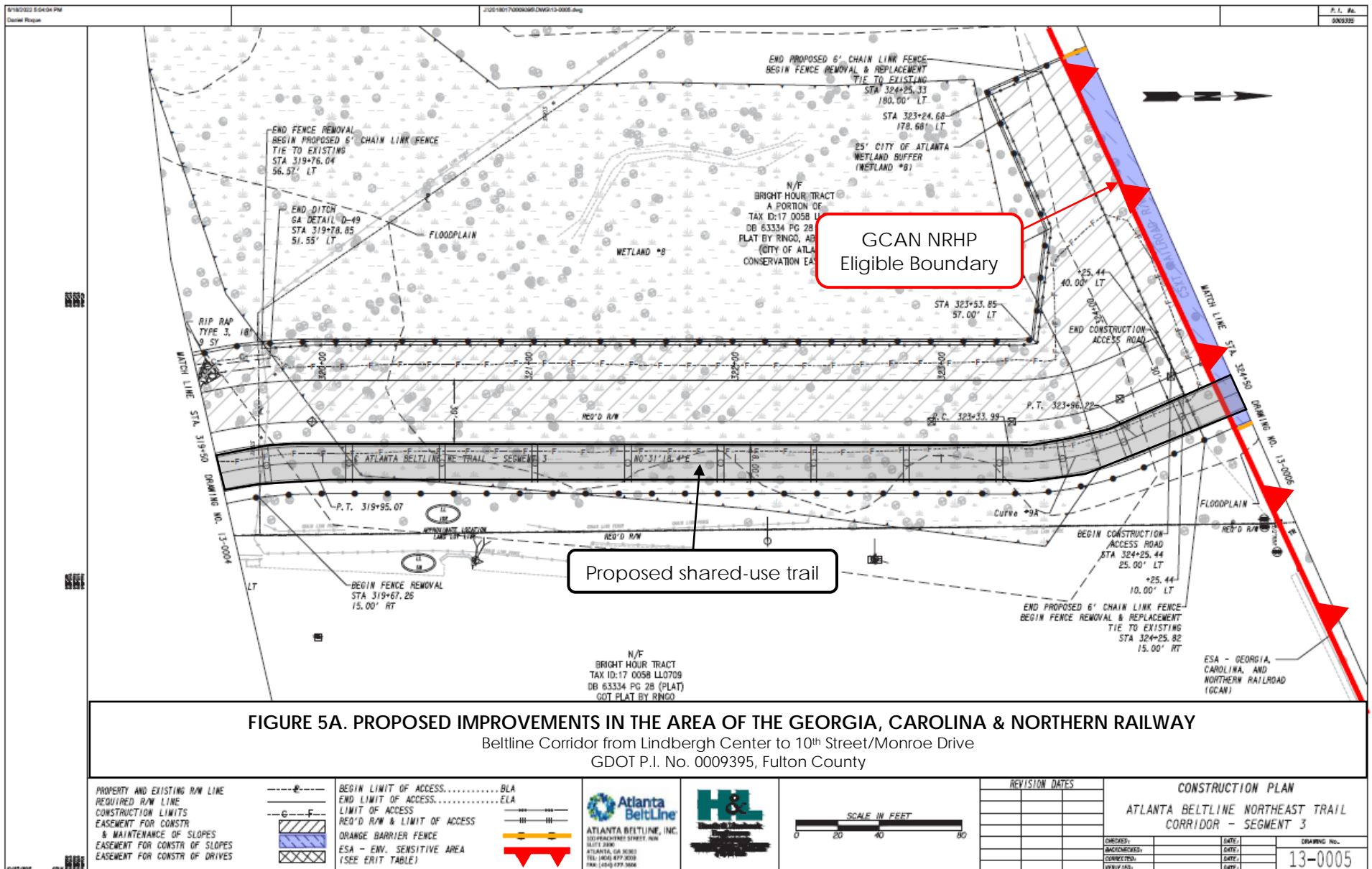


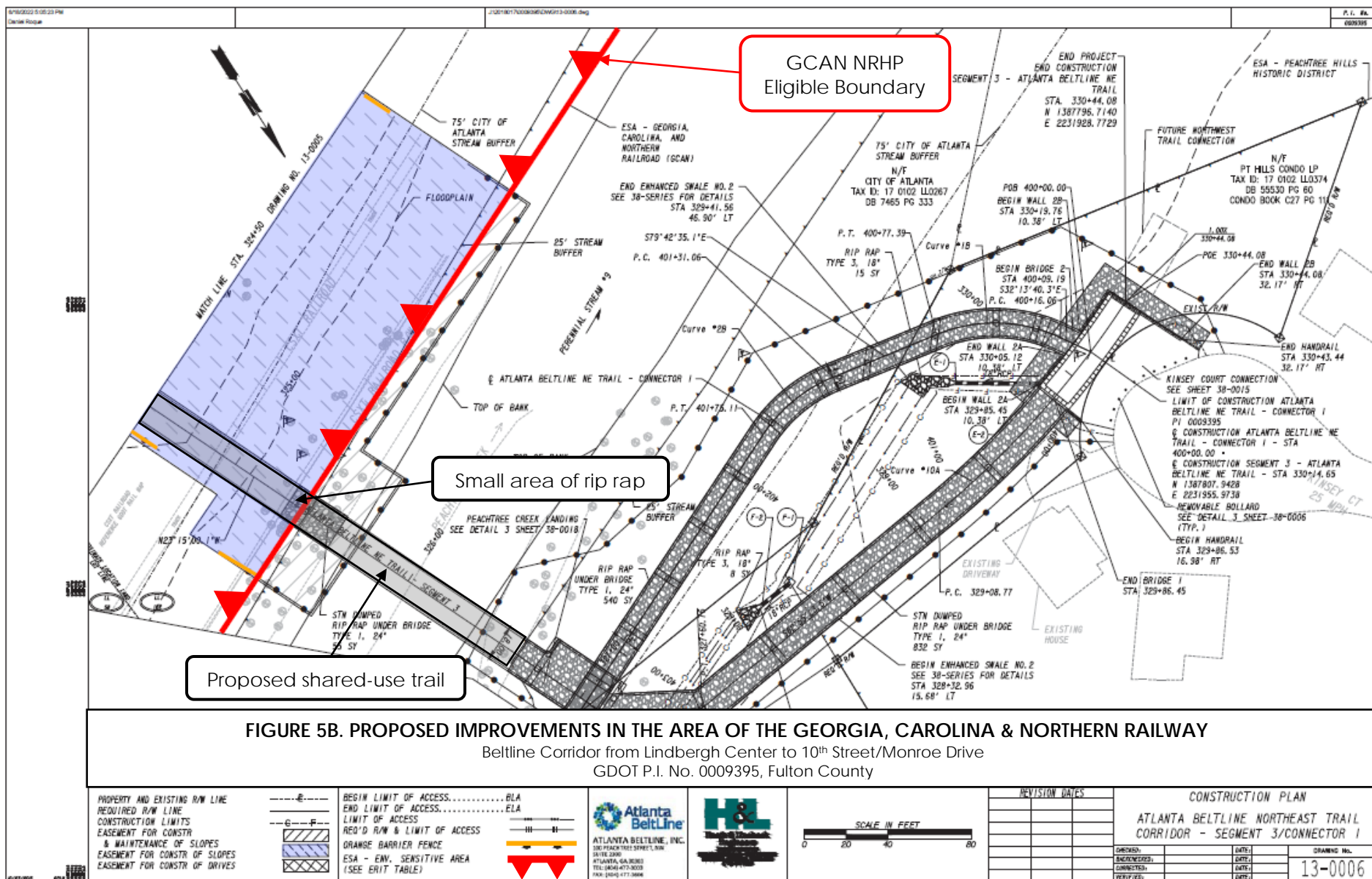
**Photo 12.** Representative view of the GCAN within the project area, facing southwest from the rear property line of 2170 Piedmont Road NE. Source: Google Street View.

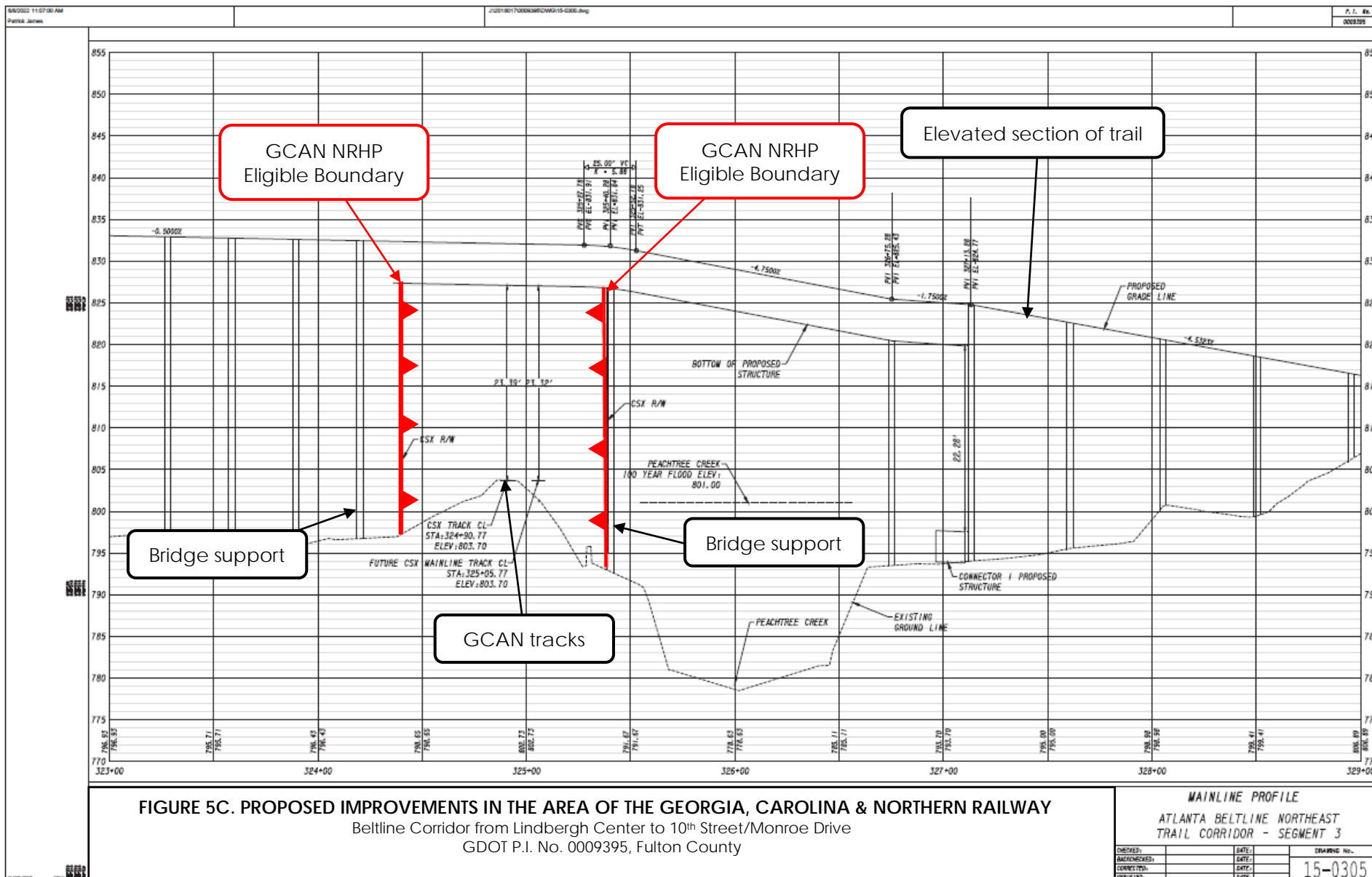


**Photo 13.** 2022 aerial of the project area in the area of the GCAN, with non-historic development highlighted in yellow. Source: Google Earth Pro.











### **Peachtree Hills Historic District**

A finding of No Adverse Effect is anticipated for the Peachtree Hills Historic District. In the area of the resource, project implementation would consist of the acquisition of approximately 0.42 acre (18,142 square feet) of ROW at the southeastern terminus of Kinsey Court NE, within the NRHP-eligible boundary. Sections of at-grade and elevated paved shared-use trail would be constructed, and below-grade drain pipes with areas of rip rap at the outlets would be installed. Areas of volunteer vegetation growth both within and outside the NRHP-eligible boundary would be cleared for the construction of the shared-use trail (see Figure 6A. Proposed Improvements in the Area of the Peachtree Hill Historic District).

Project implementation would result in physical destruction of or damage to part of the resource; however, this effect would not be considered adverse. Approximately 0.42 acre of ROW at the southeastern terminus of Kinsey Court NE, within the NRHP-eligible boundary, would be acquired for the construction of sections of paved shared-use trail, and the installation of below-grade drain pipes with areas of rip rap at the outlets. However, aerial photography indicates that the area of ROW to be acquired from within the NRHP-eligible boundary has been historically vacant since at least 1955, approximately 15 years after the Kinsey Court NE section of the district was first developed, and possesses no features which contribute to the historic significance of the resource (Photo 14). A section of driveway currently pertaining to the property at 260 Kinsey Court NE would fall within the proposed area of ROW to be acquired within the NRHP-eligible boundary. However, the section of driveway which falls within the proposed area of ROW appears to represent a non-historic widening of the original driveway beyond the neighboring property line, and therefore this non-historic section of widened driveway is considered a non-contributing feature of the resource (Photos 14, 15). Areas of volunteer vegetation growth within the NRHP-eligible boundary would be cleared for the construction of the shared-use trail. However, the areas of vegetation within the proposed area of ROW are naturally occurring and do not represent contributing landscaped or design features of the district (Photo 16). Furthermore, orange barrier fencing would be installed around the area of construction activity to limit impacts to both the original driveway at 260 Kinsey Court NE and to the existing volunteer vegetation growth. Therefore, while project implementation would result in physical destruction of or damage to part of the resource, this effect would not be considered adverse.

Project implementation would not result in a change in the character of the resource's use. There are no direct or indirect effects anticipated to the Peachtree Hills Historic District that would alter the character of the continued residential use of the property. The paved shared-use trail would be constructed on a historically vacant portion of the resource which does not feature, and has never featured, any residences. The shared-use trail would be intended for pedestrian and/or bicycle use alone. There would be no change in motorized access to the resource, and no alteration to current motorized circulation patterns throughout the resource. While a section of non-historic driveway pertaining to 260 Kinsey Court NE would be acquired through ROW, the historic driveway at the property would be retained for residential parking. Therefore, project implementation would not result in a change in the character of the resource's residential use.

Project implementation would not result in a change in the character of the resource's physical features within the property's setting that contribute to its historic significance. Within the project area, Kinsey Court NE is comprised of a cul-de-sac with a historic, landscaped turning circle, and houses encircling it to the north, east, and west (Photo 17). The houses are sited on deep narrow lots which are informally landscaped with grassed lawns, mature trees and shrubs. South of the turning circle is a historically vacant section of the resource filled with volunteer vegetation growth. Approximately 0.42 acre of ROW would be acquired from this historically vacant section within the NRHP-eligible boundary of the resource for the construction of the proposed shared-use trail, and

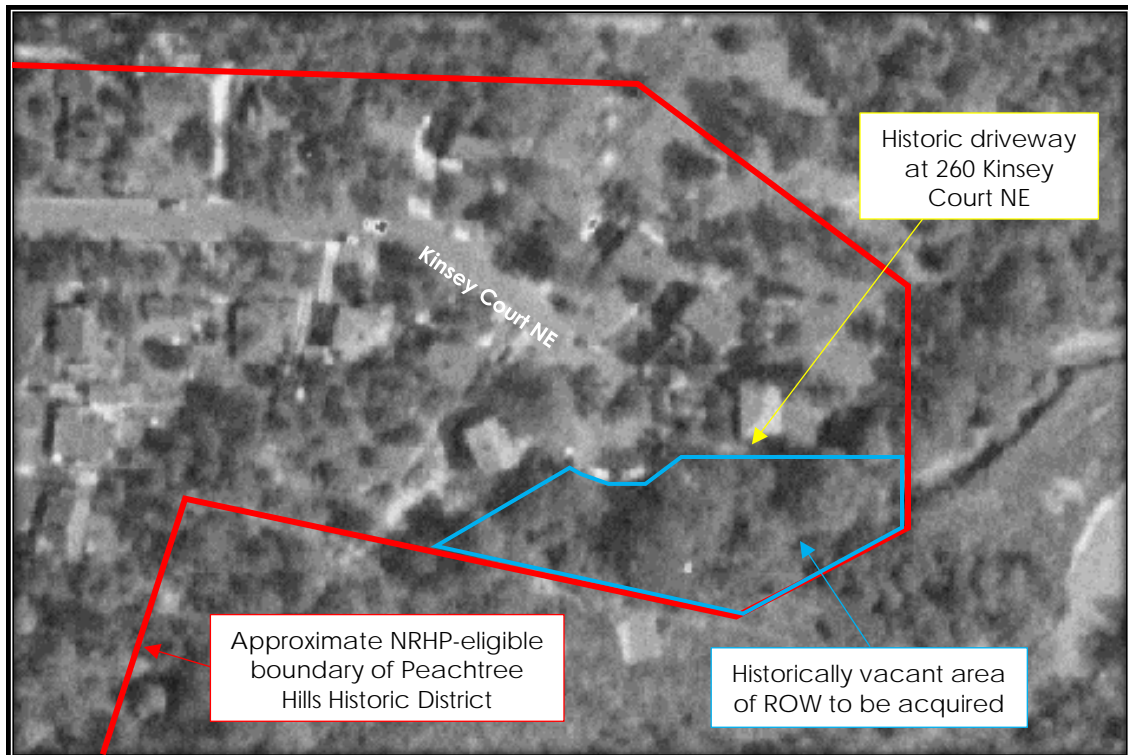
the installation of below-grade drain pipes. This historically vacant section possesses no physical features which contribute to the historic significance of the resource. A section of driveway currently pertaining to the property at 260 Kinsey Court NE would fall within the proposed area of acquired ROW within the NRHP-eligible boundary. However, this section of driveway represents a non-historic widening of the original driveway beyond the neighboring property line, and therefore this non-historic section of widened driveway is considered a non-contributing feature of the resource. Areas of volunteer vegetation growth within the historically vacant section of the resource would be cleared for the construction of the shared-use trail. However, the vegetation within the proposed area of ROW is naturally occurring, and, unlike the grassed lawns, mature trees and shrubs in the yards of the nearby properties, does not represent a landscaped or design feature of the district that contributes to its historic significance.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the resource's significant historic characteristics or features. Within the project area, sections of at-grade and elevated paved shared-use trail would be constructed, and below-grade drain pipes would be installed. Areas of volunteer vegetation growth both within and outside the NRHP-eligible boundary would be cleared for the construction of the shared-use trail within the NRHP-eligible boundary of the resource. However, the implementation of the proposed project would not be considered an adverse effect to the visual elements of the resource. Along Kinsey Court NE, the visual character of the resource has already been compromised by the non-historic construction of a seven-story apartment complex directly beyond the rear property lines on the northeast side of the road (Photo 18). The elevation of the proposed raised section of trail as it would depart from the terminus of Kinsey Court NE would vary from zero to 12 feet above the grade of the Kinsey Court NE roadway, with this highest point being located approximately 250 feet south of Kinsey Court NE, on the south bank of Peachtree Creek, 175 feet outside of the NRHP-eligible boundary. Given that existing areas of volunteer vegetation growth would also be retained around the construction area, the visual intrusion created by the trail would be minor in comparison to the size and height of the non-historic apartment complex immediately to the northeast of Kinsey Court NE. The preliminary lighting plan for the project shows that pole-mounted pathway lighting fixtures, varying in height depending on the height of the sections of trail within and outside the NRHP-eligible boundary, would be installed at regular intervals along the proposed shared-use trail. However, street lighting is already in place along the full length of Kinsey Court NE, and the highly directional nature of the proposed pathway lighting means that little more than the proposed trail itself would be additionally illuminated (Photos 18, 19). Therefore, the construction of the proposed shared-use trail would not further compromise the visual character of the resource within the project area.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the resource's significant historic characteristics or features. There would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not audibly affect the Peachtree Hills Historic District. The proposed improvements consist only of the construction of a shared-use trail, and would not result in increases in traffic-generated noise. This project qualifies as a Type III project; therefore, no noise study was required. A Type III project, as defined in Highway Traffic Noise: Analysis and Abatement Guidance, is a project that does not involve added capacity, construction of new through lanes or auxiliary lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source. Therefore, the Peachtree Hills Historic District would not be audibly affected as a result of project implementation.

Project implementation is not anticipated to affect indirectly the Peachtree Hills Historic District. According to the Atlanta BeltLine Master Plan, Subarea 7 (Atlanta BeltLine Inc. 2009), the Atlanta BeltLine is divided into 10 subareas. The Peachtree Hills Historic District is located in Subarea 7. The planning goals for land use and design within this subarea include the identification and preservation of historic resources and the encouragement of adaptive reuse of historic buildings when feasible. According to the Atlanta BeltLine Subarea 7: Project Summary Map (with Land Use), there is no proposed future land use change in the area of the Peachtree Hills Historic District which is dependent on project implementation (see Figure 6B. Atlanta BeltLine Master Plan, Subarea 7: Project Summary Map (with Land Use)). The presence of neighborhood historic development patterns and street networks and the assessment of future utility as well as historic significance of historic properties in the subarea are also emphasized in this section of the Master Plan. Additionally, there would be no change in existing traffic patterns in the area of the resource as a result of project implementation. No additional vehicular access to the district would be created, and no existing access would be removed. Instead, project implementation would enhance pedestrian and bicycle access to the resource, and would not affect the future viability of properties within the resource. Residents of the Peachtree Hills Historic District have also expressed support for the proposed trail accessing the resource both at and following a question-and-answer session held in June 2019. Therefore, project implementation is not anticipated to affect indirectly the Peachtree Hills Historic District.



**Photo 14.** 1955 aerial of a portion of the Peachtree Hills Historic District. Source: Georgia State University Sprawling of Atlanta.



**Photo 15.** View of 260 Kinsey Court NE, with non-historic section of widened driveway highlighted, facing east. Source: Google Street View.





**Photo 16.** View of proposed area of ROW acquisition on Kinsey Court NE, with approximate area of required ROW highlighted. Source: Google Street View.



**Photo 17.** 2019 view of the southeastern terminus of Kinsey Court NE, facing southeast towards the project area. Source: Google Street View.

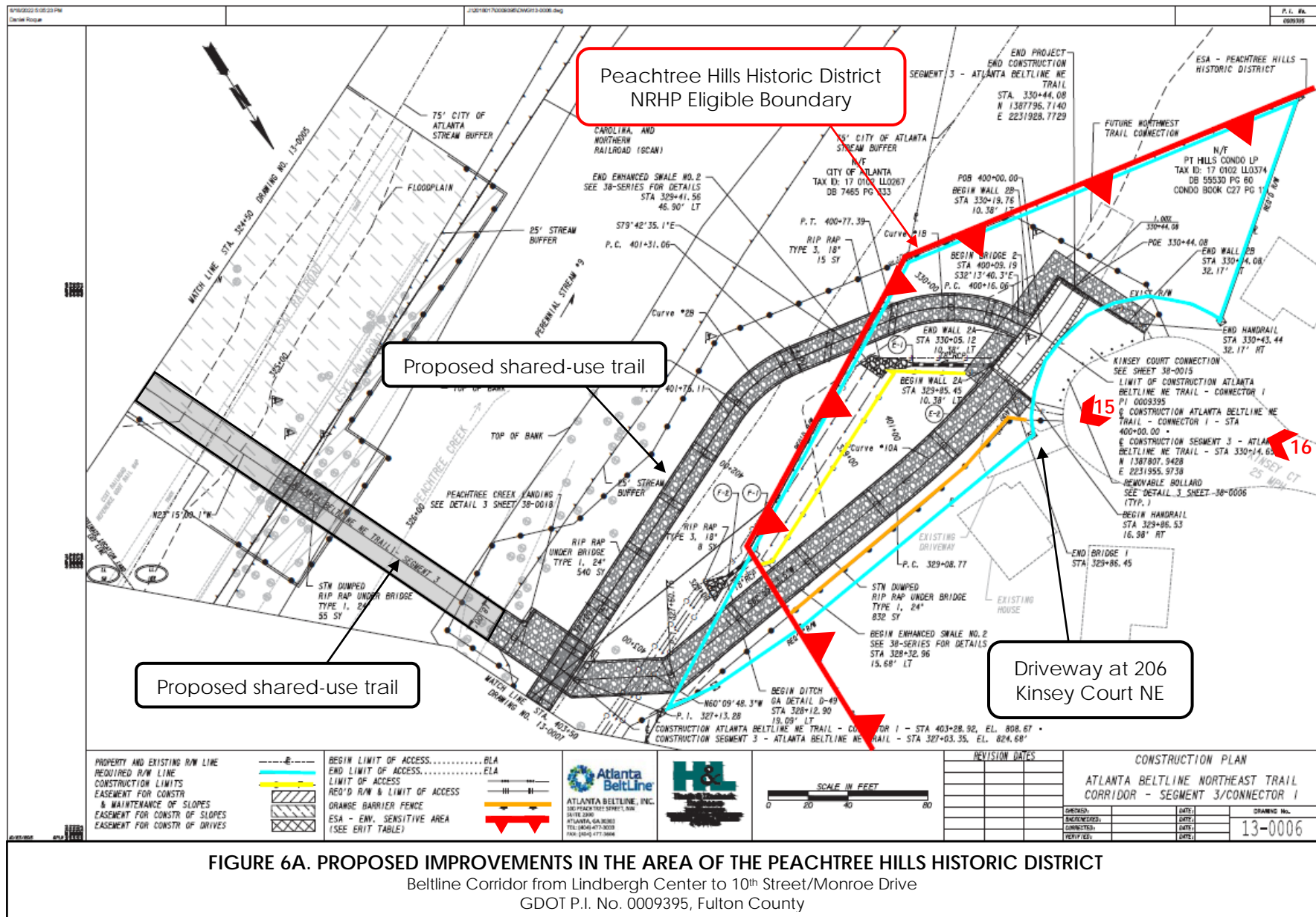




**Photo 18.** 2019 view along Kinsey Court NE, facing southeast towards the project area, with the non-historic apartment complex nearing completion beyond. Source: Google Street View.

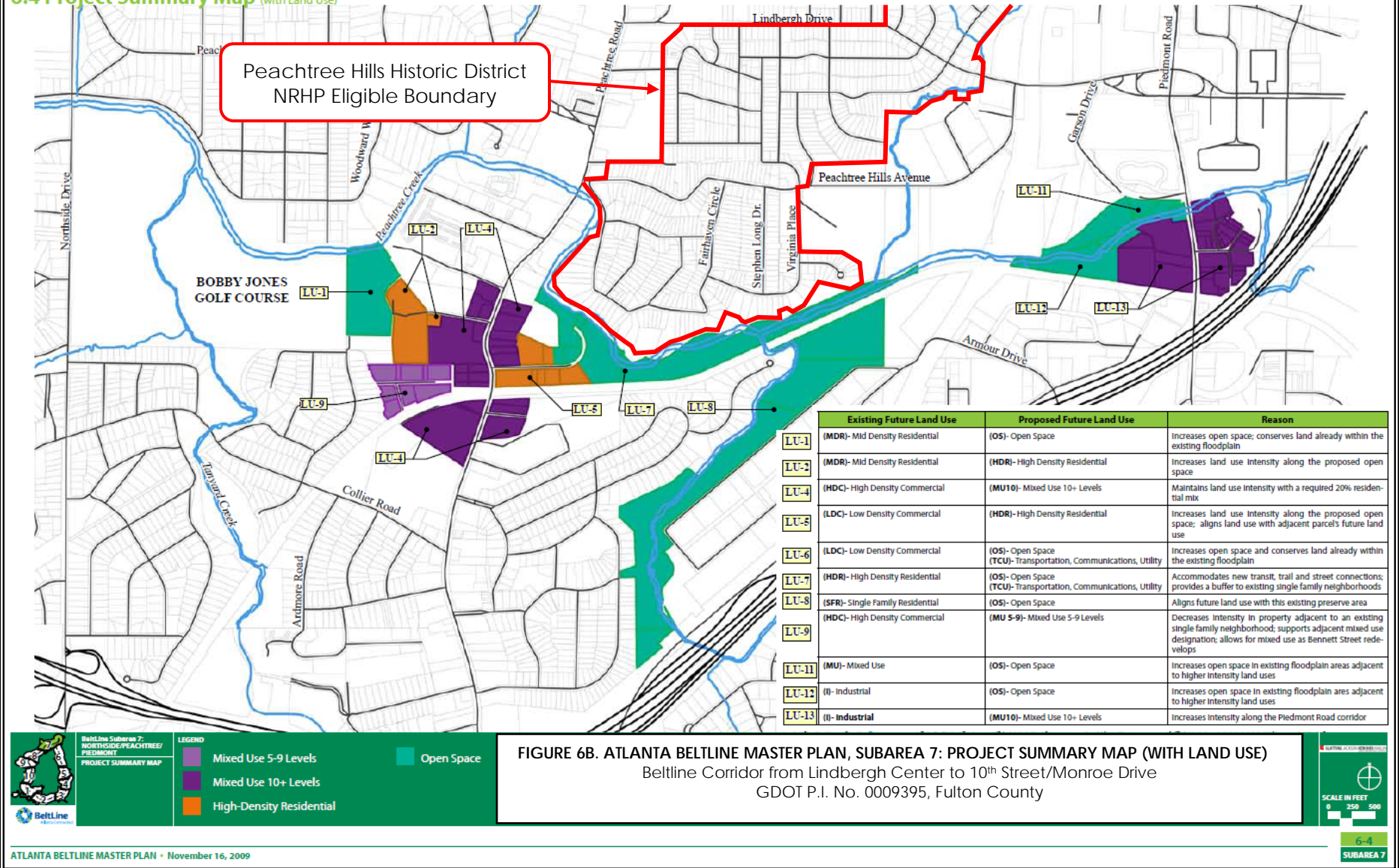


**Photo 19.** Example view of the pathway lighting fixtures on a completed section of at-grade shared-use trail on the Eastside BeltLine Trail.





## 6.4 Project Summary Map (with Land Use)





### Valley Court Apartments

A finding of No Adverse Effect is anticipated for the Valley Court Apartments. In the area of the resource, project implementation would consist of approximately 0.57 acre (24,994 square feet) of permanent easement for the construction and maintenance of a paved shared-use trail with handrail alongside Peachtree Creek, which would be separated from the resource by a chain-link fence on the trail's northern side. A small paved trail spur would be constructed to access the resource via a security gate reserved solely for residents. Cut and fill activity would take place within the area of permanent easement, with the construction of ditches with below-grade drains and small areas of rip rap. Some trees in an area of volunteer growth along the northern bank of Peachtree Creek would be removed for the construction of the paved trail (see Figures 7A and 7B. Proposed Improvements in the Area of Valley Court Apartments.)

Project implementation would result in physical destruction of or damage to part of the property; however, this effect would not be considered adverse. The paved shared-use trail and its short spur would be constructed through an area of grassed lawn at the southern end of the resource, within the NRHP-eligible boundary, close to Peachtree Creek. However, aerial photography dated 1968 shows that, up to and at least beyond that time, the existing grassed area was comprised of a wooded section of land that was traversed by a dirt access road (Photo 20). The 1968 imagery indicates that, unlike the other landscaped areas around the swimming pool and throughout the rest of the resource, the existing section of grassed lawn within the project area was not an original designed element of the resource and is, therefore, considered a non-historic, non-contributing feature. Additionally, the construction of the paved shared-use trail would entail the removal of a number of trees in an area of non-contributing volunteer growth between the southernmost apartment block and swimming pool and Peachtree Creek, within the NRHP-eligible boundary. However, orange barrier fencing would be installed on either side of the construction area in order to limit the impact on existing landscape features as well as to the volunteer tree growth within the NRHP-eligible boundary of the resource. The construction of the proposed shared-use trail would not result in physical destruction of or damage to any of the resource's contributing buildings, driveways, parking lots, its historic swimming pool, or any other landscaped feature. Therefore, while project implementation would result in physical destruction of or damage to part of the property, this effect would not be considered adverse.

Project implementation would not result in a change in the character of the resource's use. There are no direct or indirect effects anticipated to Valley Court Apartments that would alter the character of the continued residential use of the property. The proposed paved shared-use trail would be constructed approximately 30 feet south of the southernmost apartment building and the resource's swimming pool, within the NRHP-eligible boundary. Project implementation would have no direct or indirect impacts on the apartment buildings within the resource or its pool. Project implementation would not impact existing driveways within the resource, vehicular circulation patterns into and throughout the resource would remain unaltered, and no new motorized vehicle access points would be added. Therefore, project implementation would not result in a change in the character of the resource's residential use.

Project implementation would not result in a change in the character of the property's physical features within the property's setting that contribute to its historic significance. The paved shared-use trail and its short spur would be constructed through an area of grassed lawn at the southern end of the resource, within the NRHP-eligible boundary, close to Peachtree Creek. However, aerial photography dated 1968 shows that, up to and at least beyond that time, the existing grassed area was comprised of a wooded section of land that was traversed by a dirt access road (Photo 20). Therefore, this section of grassed lawn is considered non-historic and is a non-contributing feature of the resource. Additionally, the construction of the paved shared-use trail would entail

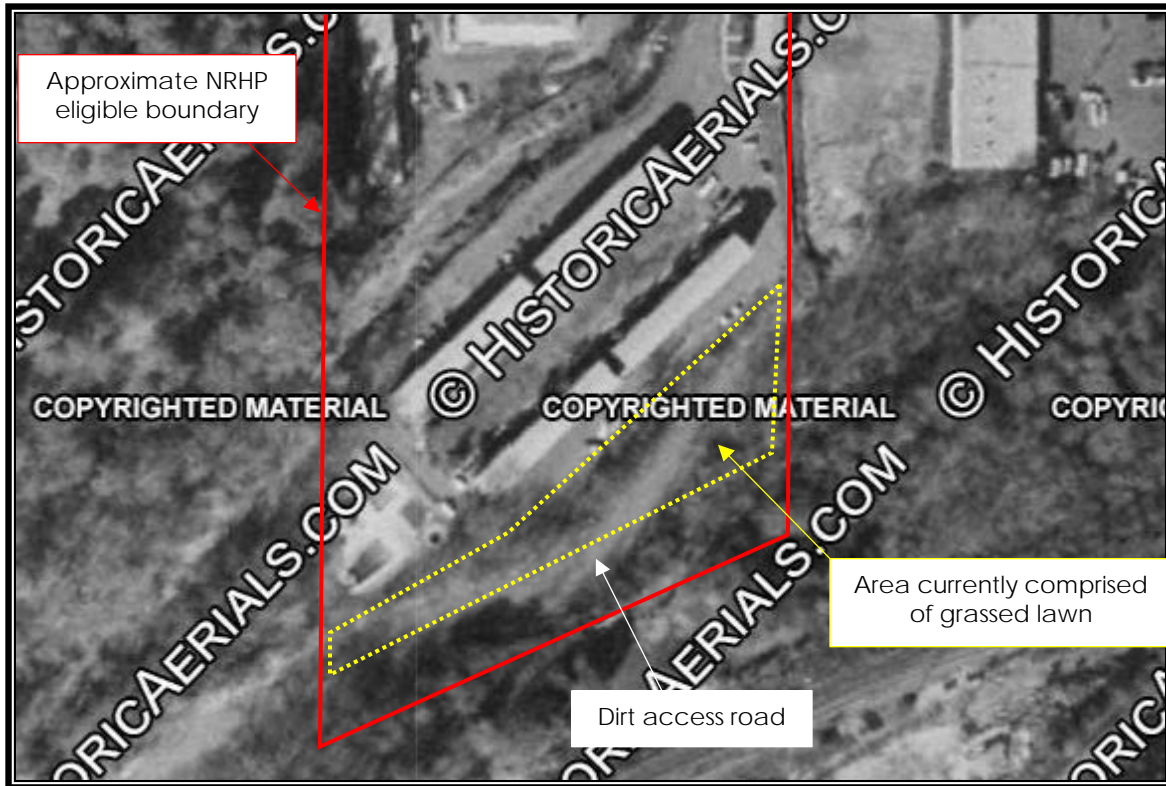
the removal of a number of trees within an area comprising approximately 0.3 acre between the southernmost apartment block and the swimming pool and Peachtree Creek, within the resource's NRHP-eligible boundary. However, this un-landscaped, wooded area along the Peachtree Creek bank is made up entirely of volunteer tree growth, and is therefore also considered a non-contributing feature to the resource's historic significance. Moreover, orange barrier fencing would be installed on either side of the construction area in order to limit the impact on existing tree growth and landscape features within the NRHP-eligible boundary in the project area. None of the apartment buildings would be displaced by the project, and none of the driveways or parking lots would be removed or converted to a different use. The historic swimming pool and other contributing landscape features within the NRHP-eligible boundary would remain intact following project implementation.

Project implementation would result in the introduction of visual elements that alter the integrity of the property's historic setting; however, this effect would not be considered adverse. The historic setting of the property has already been substantially compromised in the viewshed immediately beyond the resource's eligible boundary by the non-historic construction of a large seven-story apartment complex, with parking lots, a dog park, and a cell tower, immediately to the west of the resource (Photo 21). Given their height, the non-historic apartment complex and cell tower are clearly visible from within the resource. Within the resource's NRHP-eligible boundary, a chain link fence and gate would be installed on the north side of the proposed shared-use trail and its spur, within the NRHP-eligible boundary, to separate the trail from the apartment buildings and swimming pool within the resource. However, non-historic chain link fencing already surrounds the area around the historic swimming pool, and the resource as a whole is separated from neighboring properties by non-historic fencing and walls. Orange barrier fencing would be installed during project implementation to limit construction activities, and retain the landscaped hedging and tree growth between the pool area and the location of the proposed paved shared-use trail (Photo 22). Additionally, landscaping in the form of hedging would be added alongside the chain link fence on the north side of the shared-use trail to further shield the trail from view of the apartment blocks within the resource. Project implementation would not remove or damage any other elements of contributing historic landscaping or vegetation within the resource's historic boundary. As a result, the vast majority of the resource's total area, and all of its notable contributing features within its setting, would remain intact after project implementation. The preliminary lighting plan for the project shows that pole-mounted pathway lighting fixtures, 14 feet in height, would be installed at regular intervals along the proposed shared-use trail. However, the highly directional nature of the proposed pathway lighting means that little more than the proposed trail itself would be additionally illuminated (Photo 23). Therefore, the construction of the proposed shared-use trail would not further compromise the visual character of the resource within the project area.

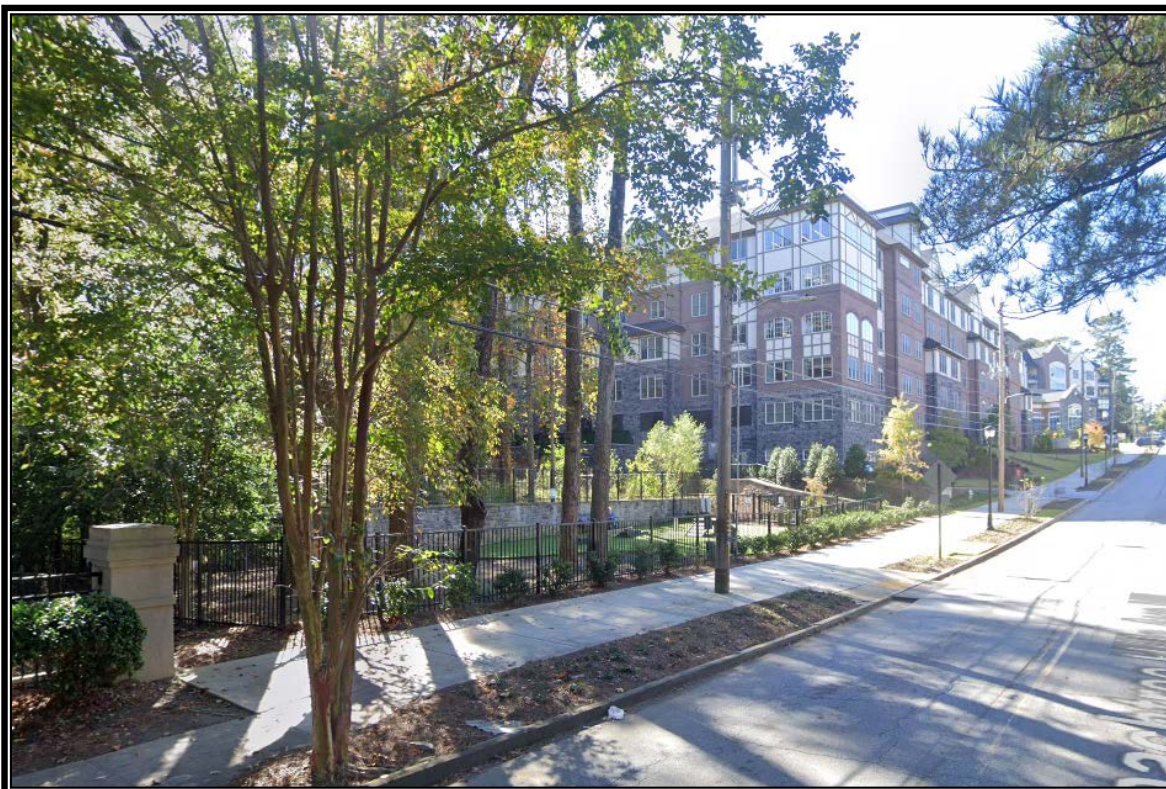
Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features. There would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not audibly affect the Valley Court Apartments. The proposed improvements would only consist of a shared-use trail and would not result in increases in traffic-generated noise. This project qualifies as a Type III project; therefore, no noise study was required. A Type III project, as defined in Highway Traffic Noise: Analysis and Abatement Guidance, is a project that does not involve added capacity, construction of new through lanes or auxiliary lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source. Therefore, the Valley Court Apartments would not be audibly affected as a result of project implementation.

Project implementation is not anticipated to affect indirectly the Valley Court Apartments. According to the Atlanta BeltLine Master Plan, Subarea 7 (Atlanta BeltLine Inc. 2009), the Atlanta BeltLine is divided into 10 subareas. The Valley Court Apartments is located in Subarea 7. The planning goals for land use and design within this subarea include the identification and preservation of historic resources. According to the Atlanta BeltLine Subarea 7: Project Summary Map (with Land Use), there is no proposed future land use change in the area of the Valley Court Apartments which is dependent on project implementation (see Figure 7C. Atlanta BeltLine Master Plan, Subarea 7: Project Summary Map (with Land Use)). The presence of neighborhood historic development patterns and street networks and the assessment of future utility as well as historic significance of historic properties in the subarea are also emphasized in this section of the Master Plan. Neither the shared-use trail, or any of the landscaping elements to be introduced as a result of project implementation, would be likely to promote subsequent infrastructure development in the area or encourage a change in the existing residential use of the property. In addition, all vehicular access to the property is via security gates on Peachtree Hills Avenue NE at the northern boundary of the resource, approximately 850 feet north of the location of the proposed shared-use trail. There would be no changes in, or removal of, these vehicular access points after project implementation. There would also be no new vehicular access points to the resource created by the project, and circulation patterns within the resource would remain unchanged. Instead, project implementation would enhance pedestrian and bicycle access to the resource for residents. Existing land use in the area is predominately residential interspersed with some commercial and institutional properties. There are no known planned developments or proposed zoning changes in the area of the resource that are dependent on project implementation; nor are there any known proposed developments that would threaten the resource's continued residential viability. Therefore, project implementation is not anticipated to affect indirectly the Valley Court Apartments.



**Photo 20:** 1968 aerial of the southern portion of the resource. Source: Historic Aerials.



**Photo 21:** View of the non-historic apartment complex as seen from the western boundary of the resource, facing west along Peachtree Hills Avenue NE. Source: Google Street View.

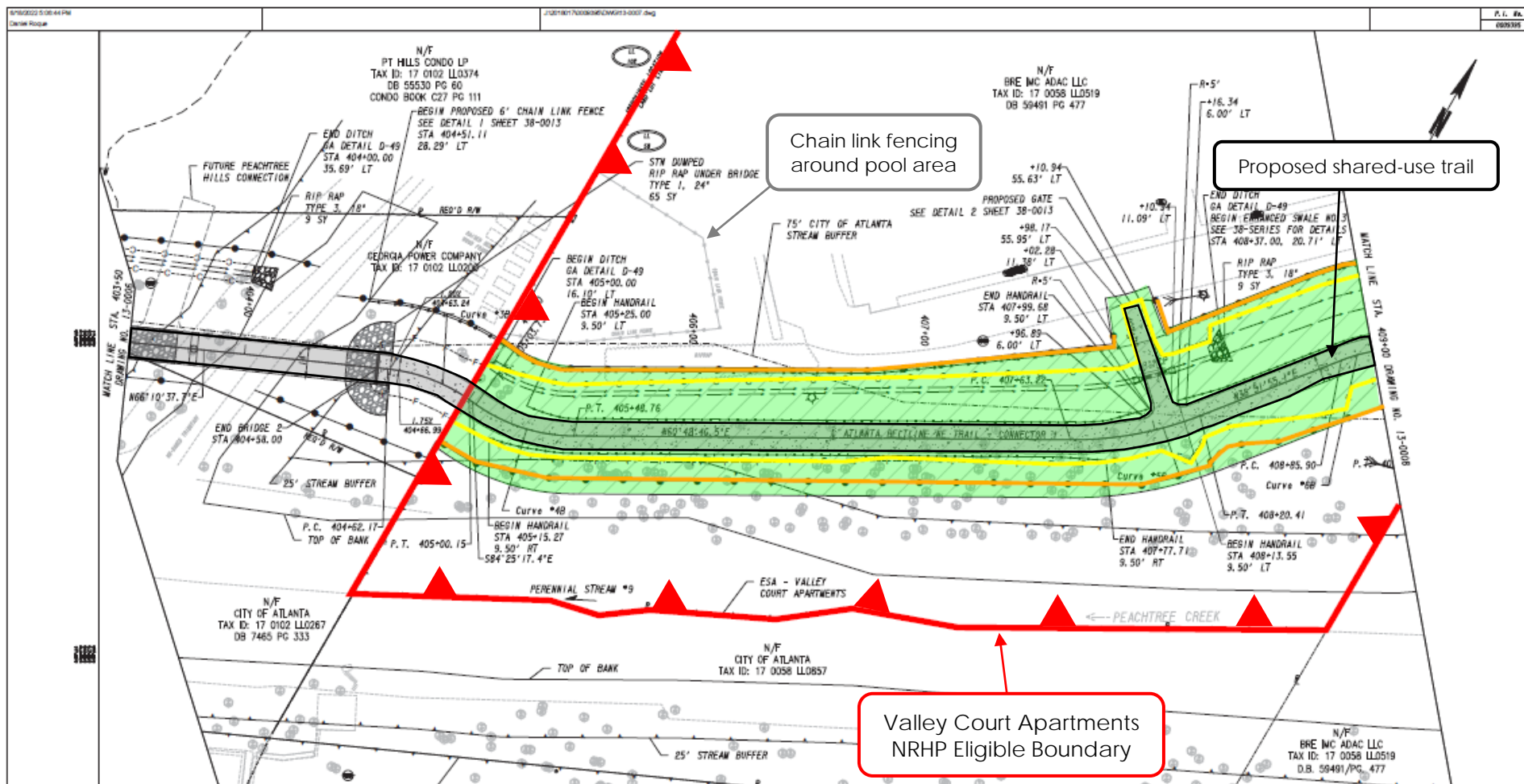




**Photo 22:** View of the resource's pool, facing southwest. Source: <https://www.redfin.com/GA/Atlanta/311-Peachtree-Hills-Ave-NE-30305/unit-5D/home/24779882>



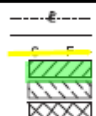
**Photo 23.** Example view of the pathway lighting fixtures on a completed section of at-grade shared-use trail on the Eastside BeltLine Trail.



**FIGURE 7A. PROPOSED IMPROVEMENTS IN THE AREA OF VALLEY COURT APARTMENTS**

Beltline Corridor from Lindbergh Center to 10<sup>th</sup> Street/Monroe Drive  
 GDOT P.I. No. 0009395, Fulton County

PROPERTY AND EXISTING R/W LINE  
 REQUIRED R/W LINE  
 CONSTRUCTION LIMITS  
 EASEMENT FOR CONSTR  
 & MAINTENANCE OF SLOPES  
 EASEMENT FOR CONSTR OF SLOPES  
 EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA  
 END LIMIT OF ACCESS.....ELA  
 LIMIT OF ACCESS  
 REQ'D R/W & LIMIT OF ACCESS  
 ORANGE BARRIER FENCE  
 ESA - ENV. SENSITIVE AREA  
 (SEE ERIT TABLE)



SCALE IN FEET  
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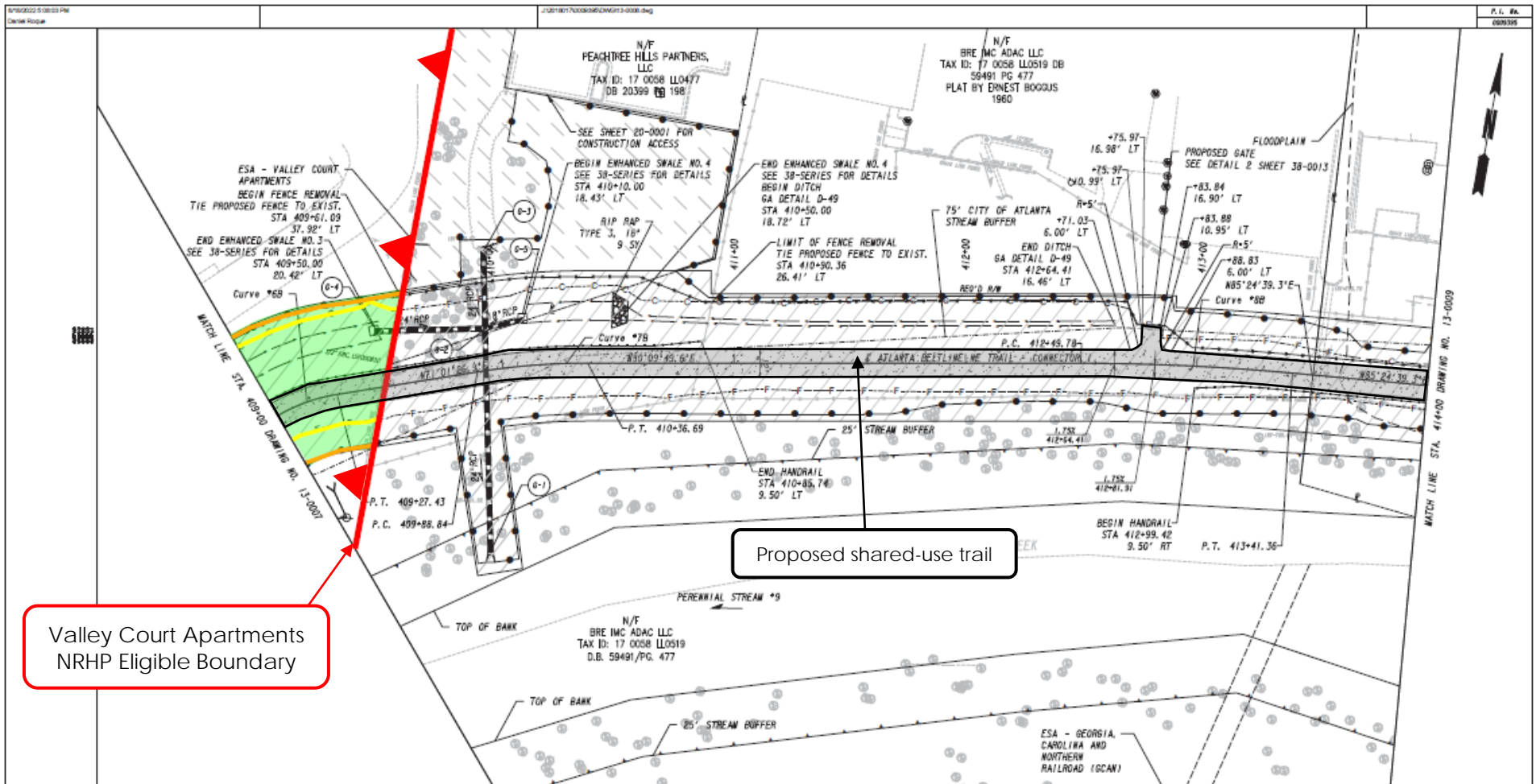
REVISION DATES

NO.	DATE	DESCRIPTION

CONSTRUCTION PLAN  
 ATLANTA BELTLINE NORTHEAST  
 TRAIL CORRIDOR - CONNECTOR 1

DRAWN:	DATE:	DRAWING NO.
CHECKED:	DATE:	13-0007
DESIGNED:	DATE:	
VERIFIED:	DATE:	

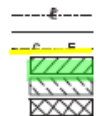




**FIGURE 7B. PROPOSED IMPROVEMENTS IN THE AREA OF VALLEY COURT APARTMENTS**

Beltline Corridor from Lindbergh Center to 10<sup>th</sup> Street/Monroe Drive  
 GDOT P.I. No. 0009395, Fulton County

PROPERTY AND EXISTING R/W LINE  
 REQUIRED R/W LINE  
 CONSTRUCTION LIMITS  
 EASEMENT FOR CONSTR  
 & MAINTENANCE OF SLOPES  
 EASEMENT FOR CONSTR OF SLOPES  
 EASEMENT FOR CONSTR OF DRIVES



BEGIN LIMIT OF ACCESS.....BLA  
 END LIMIT OF ACCESS.....ELA  
 LIMIT OF ACCESS  
 REQ'D R/W & LIMIT OF ACCESS  
 ORANGE BARRIER FENCE  
 ESA - ENV. SENSITIVE AREA  
 (SEE ERIT TABLE)



**Atlanta BeltLine**  
 ATLANTA BELTLINE, INC.  
 230 PEACHTREE STREET, NW  
 SUITE 2000  
 ATLANTA, GA 30303  
 TEL: 404-477-3000  
 FAX: 404-477-3006



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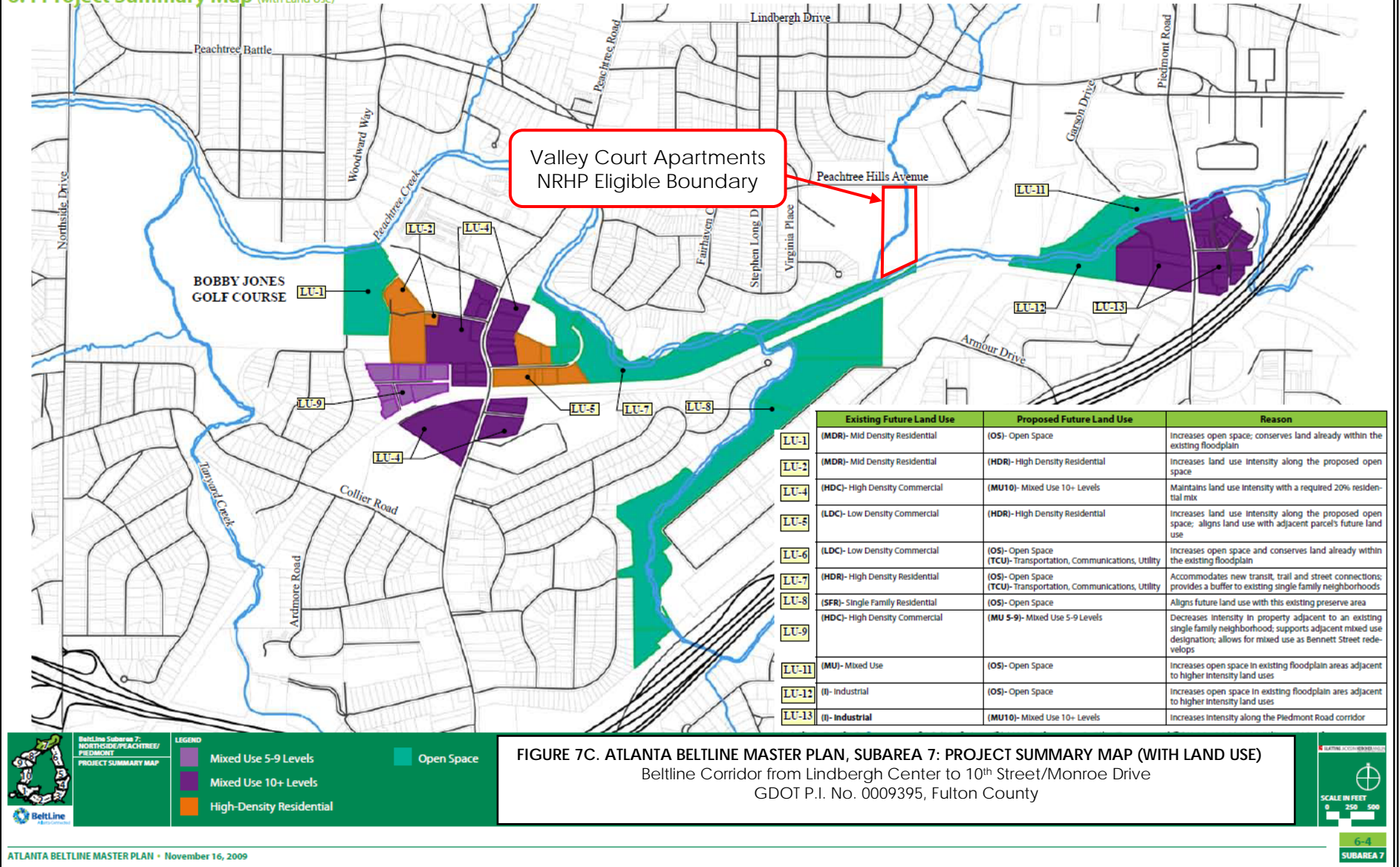
REVISION DATES

NO.	DATE	DESCRIPTION

CONSTRUCTION PLAN  
 ATLANTA BELTLINE NORTHEAST  
 TRAIL CORRIDOR - CONNECTOR 1

DRAWN	CHECKED	DATE	DRAWING NO.
			13-0008
CONSTRUCTED	VERIFIED	DATE	

## 6.4 Project Summary Map (with Land Use)





### **Lovable Brassiere Company**

A finding of No Effect is anticipated for the Lovable Brassiere Company. In the area of the resource, project implementation would consist of the replacement of the existing sidewalk on the west and southwest sides of Garson Drive NE with a paved shared-use trail. All ROW acquisition, temporary and permanent easements, and cut and fill activity would take place on the west and southwest sides of Garson Drive NE, outside of the resource's NRHP-eligible boundary (see Figures 8A-8C. Proposed Improvements in the Area of the Lovable Brassiere Company.)

Physical destruction of or damage to all or part of the Lovable Brassiere Company would not occur. All construction and ground-disturbing activity would take place on the west and southwest sides of Garson Drive NE, outside the NRHP-eligible boundary. Therefore, project implementation would not result in physical destruction of or damage to all or part of the resource.

Project implementation would not result in a change in the character of the resource's use. There are no direct or indirect effects anticipated to the Lovable Brassiere Company that would alter the character of the continued institutional use of the resource. No additional access would be created to the resource as a result of project implementation, and no current access from Garson Drive NE would be removed. Therefore, project implementation would not result in a change in the character of the resource's use.

Project implementation would not result in a change in the character of the resource's physical features within the resource's setting that contribute to its historic significance. Within the NRHP-eligible boundary, the resource features asphalt-paved surface parking lots, edged by mature trees. All construction and ground-disturbing activity would take place on the west and southwest sides of Garson Drive NE, outside the NRHP-eligible boundary. Therefore, project implementation would not result in a change in the character of the resource's physical features within the resource's setting.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the resource's significant historic characteristics or features. The resource is largely shielded from view of the existing sidewalk along Garson Drive NE by mature trees, and would continue to be mostly shielded from the replacement paved shared-use trail by this same vegetation. The visual perception from the resource would not change. The horizontal and vertical alignment of the replacement paved shared-use trail would remain the same as that of the existing sidewalk. The distance from the resource to the existing sidewalk would not change following the construction of the replacement paved trail. Additionally, the visual character of the area surrounding the resource has already been compromised by modern commercial and residential development, and the replacement of the existing sidewalk with the paved trail would not further compromise the visual character of the resource (Photo 24). The preliminary lighting plan for the project shows that pole-mounted pathway lighting fixtures, 14 feet in height, would be installed at regular intervals along the proposed shared-use trail on Garson Drive NE. However, Garson Drive NE and the parking lots surrounding the resource already feature streetlighting, and the highly directional nature of the proposed pathway lighting means that little more than the proposed trail itself would be additionally illuminated (Photo 25). Therefore, the construction of the proposed shared-use trail would not further compromise the visual character of the resource within the project area.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the resource's significant historic characteristics or features. There would be no atmospheric effect to this resource as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not audibly affect the Lovable Brassiere Company. The proposed improvements would only consist of a shared-use trail and would not result in increases in traffic-generated noise. This project qualifies as a Type III project; therefore, no noise study was required. A Type III project, as defined in Highway Traffic Noise: Analysis and Abatement Guidance, is a project that does not involve added capacity, construction of new through lanes or auxiliary lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source. Therefore, the Lovable Brassiere Company would not be audibly affected as a result of project implementation.

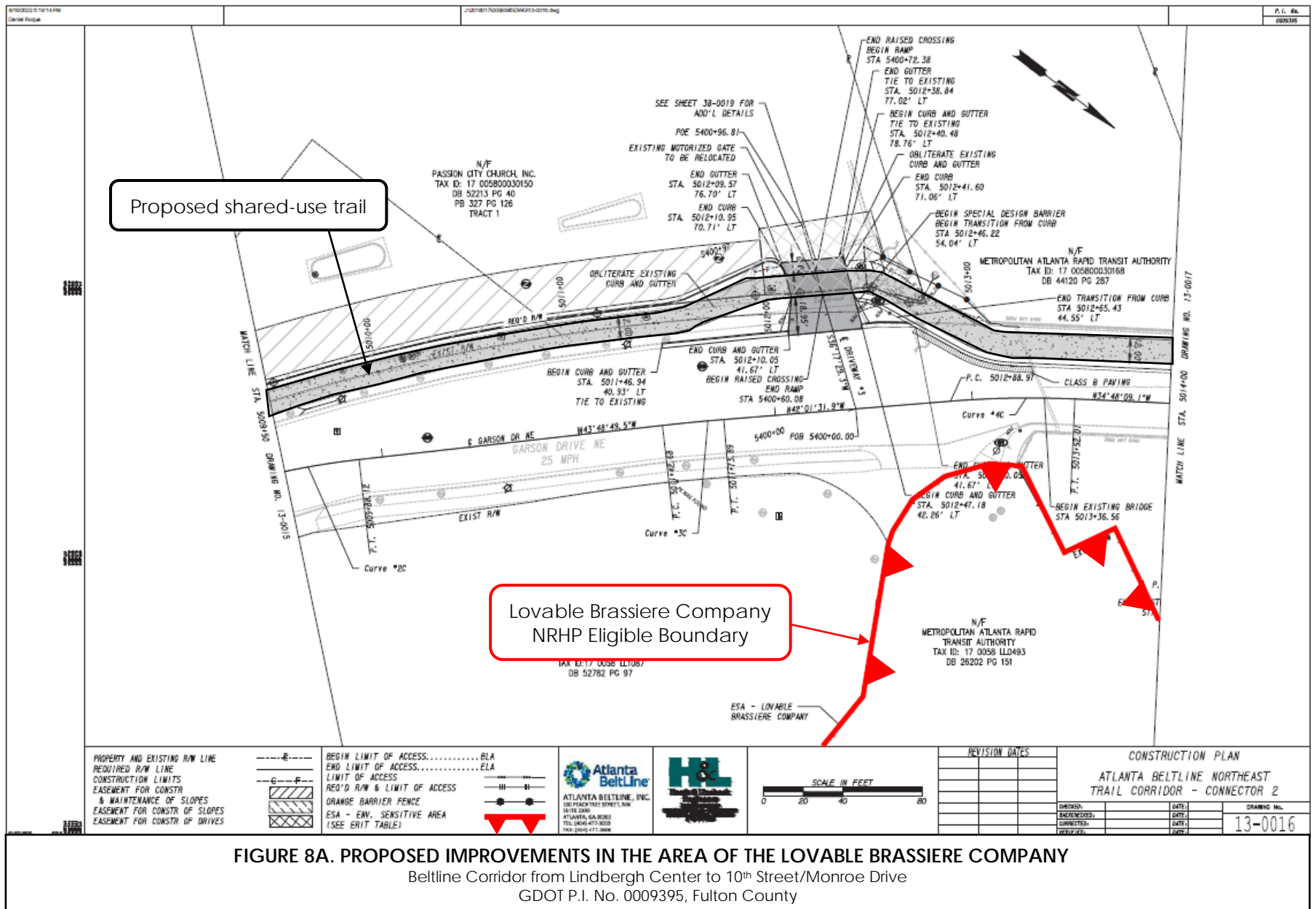
Project implementation is not anticipated to affect indirectly the Lovable Brassiere Company. According to the Atlanta BeltLine Master Plan, Subarea 7 (Atlanta BeltLine Inc. 2009), the Atlanta BeltLine is divided into 10 subareas. The Lovable Brassiere Company is located in Subarea 7. The planning goals for land use and design within this subarea include the identification and preservation of historic resources and the encouragement of adaptive reuse of historic buildings when feasible. According to the Atlanta BeltLine Subarea 7: Project Summary Map (with Land Use), there is no proposed future land use change in the area of the Lovable Brassiere Company which is dependent on project implementation (see Figure 8D. Atlanta BeltLine Master Plan, Subarea 7: Project Summary Map (with Land Use)). Additionally, there would be no change in existing traffic patterns in the area of the resource as a result of project implementation. Motorized circulation patterns along the Garson Drive NE roadway would remain unaltered. No additional access would be created to the resource, and no current access from Garson Drive NE would be removed. Instead, project implementation would enhance pedestrian and bicycle access to the resource, and would not affect the future viability of the resource. Also, according to the Master Plan, the ultimate goal is to construct light rail adjacent to the BeltLine pedestrian trail; however, it does not appear, according to the Master Plan, that any proposed transit project would significantly modify the future land use patterns in the area of the resource. Therefore, project implementation is not anticipated to affect indirectly the Lovable Brassiere Company.



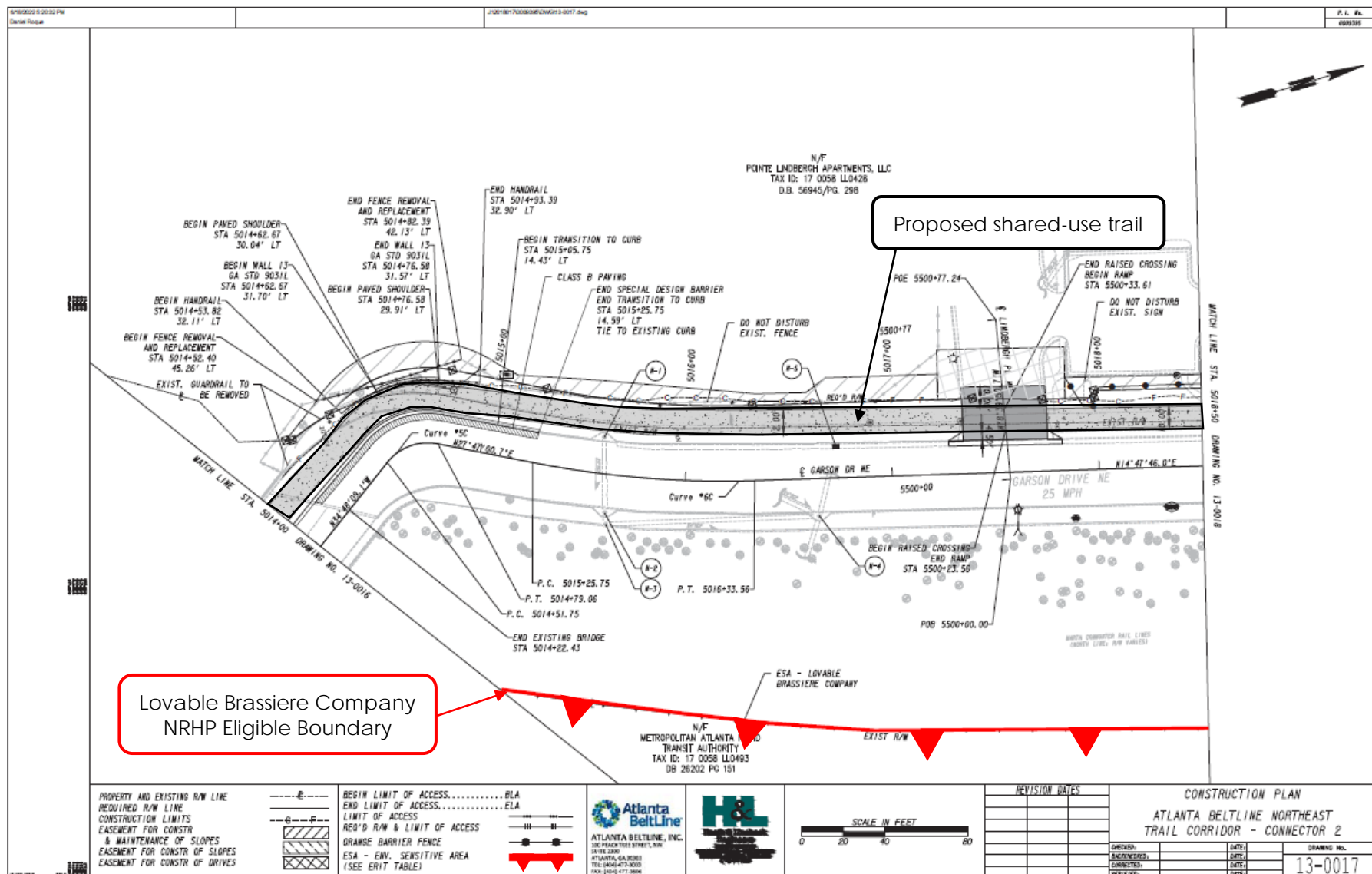
**Photo 24.** 2022 aerial of the area surrounding the Lovable Brassiere Company, with non-historic developments highlighted in yellow. Source: Google Earth Pro.



**Photo 25.** Example view of the pathway lighting fixtures on a completed section of at-grade shared-use trail on the Eastside BeltLine Trail.

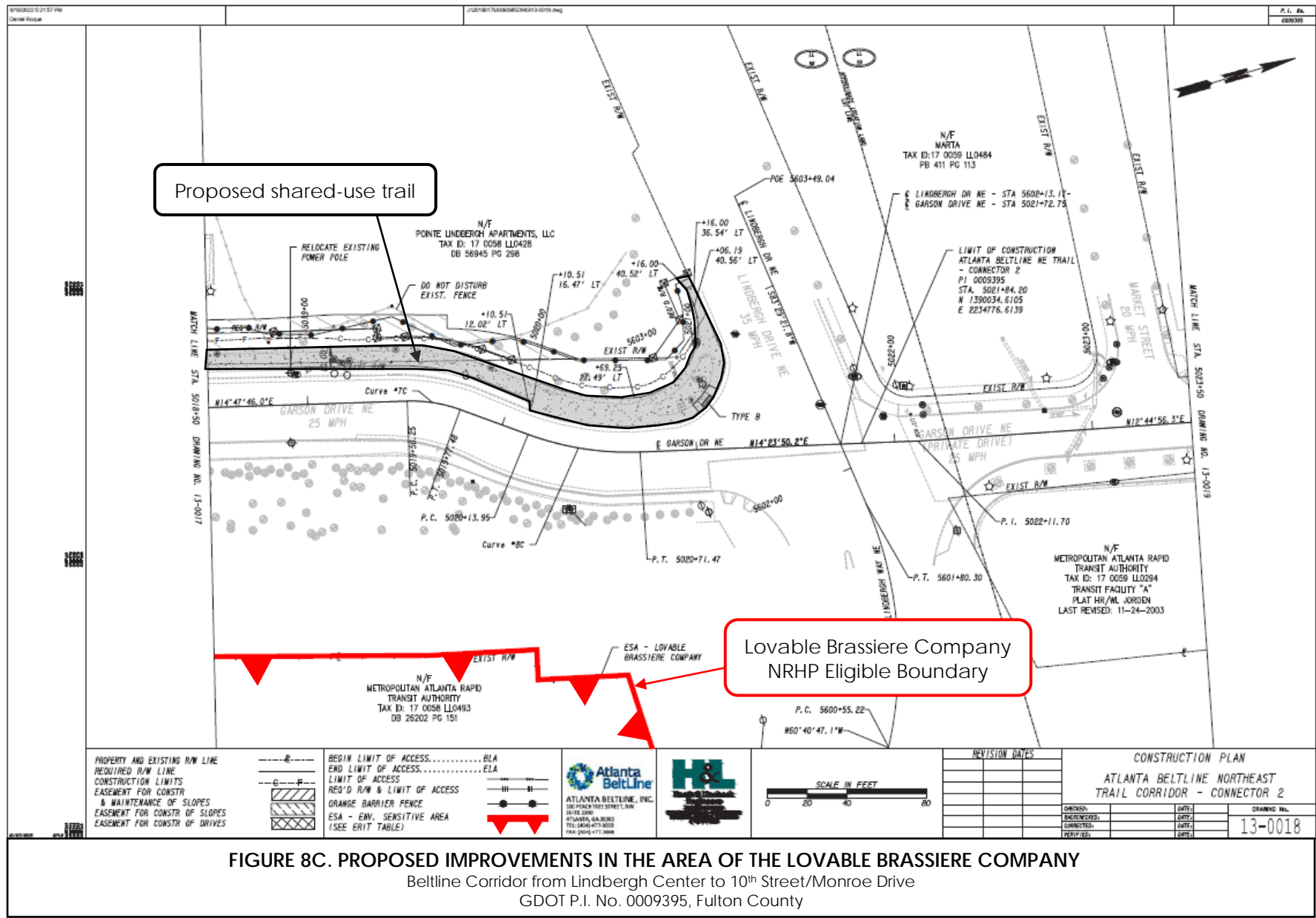




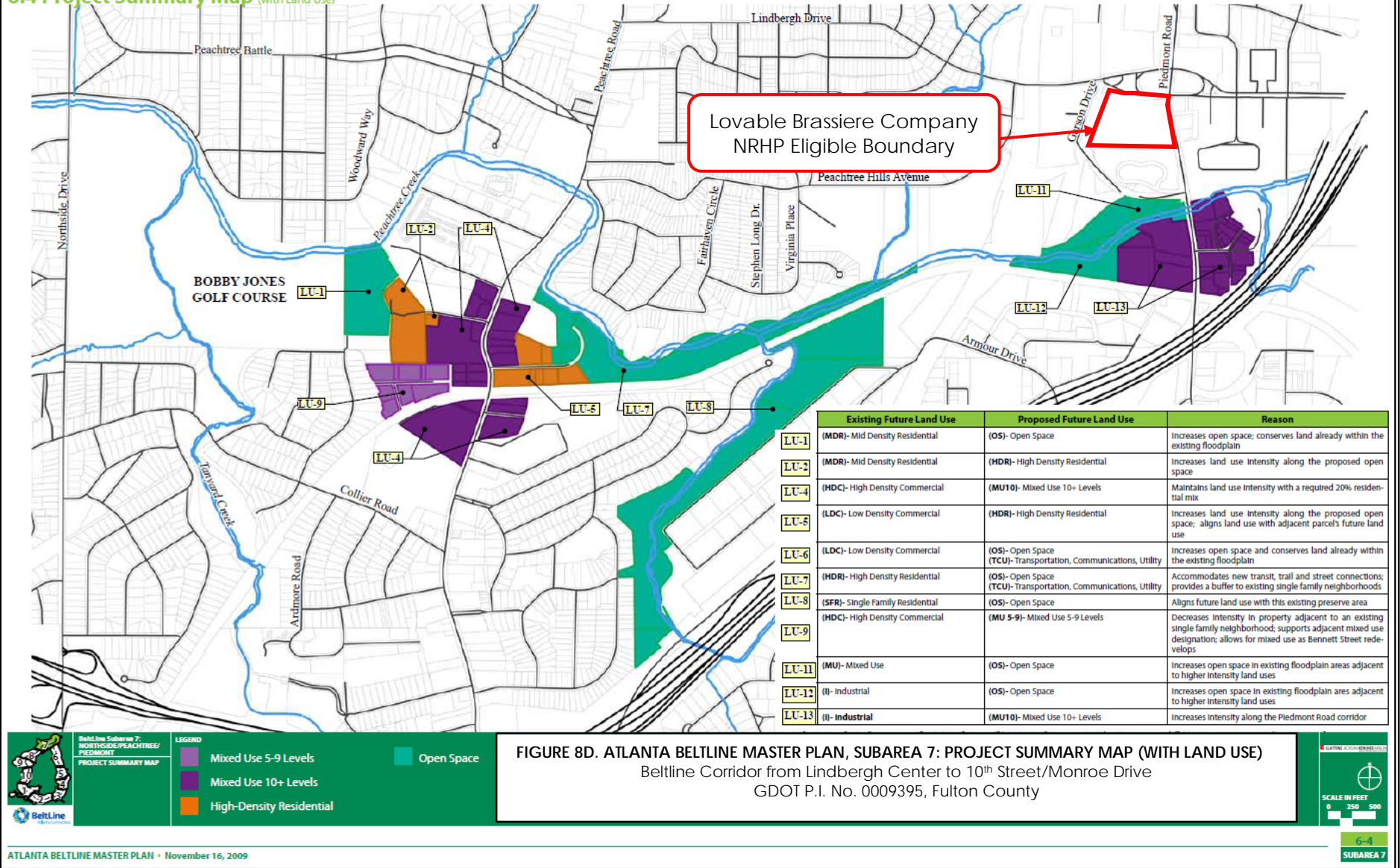


**FIGURE 8B. PROPOSED IMPROVEMENTS IN THE AREA OF THE LOVABLE BRASSIERE COMPANY**

Beltline Corridor from Lindbergh Center to 10<sup>th</sup> Street/Monroe Drive  
 GDOT P.I. No. 0009395, Fulton County



## 6.4 Project Summary Map (with Land Use)



## SUMMARY

Implementation of the proposed project would result in a finding of No Adverse Effect for:

- Atlanta & Charlotte Air Line Railway
- Armour Drive Historic District
- Georgia, Carolina & Northern Railway
- Peachtree Hills Historic District
- Valley Court Apartments

Implementation of the proposed project would result in a finding of No Effect for:

- Lovable Brassiere Company

## PLANNING TO MINIMIZE HARM

Planning to minimize harm was taken into consideration to the extent possible during project development. All efforts were made to avoid construction and ground-disturbing activity within the boundaries of historic resources to the fullest extent possible.

Regarding the design process, the design team, in consultation with Atlanta BeltLine Inc., went through an iterative process for each of the possible trail alignments before deciding on the proposed project's design. This process involved multiple public meetings and question-and-answer sessions over a period of approximately three years. While no specific concerns regarding cultural resources were raised during these public involvement activities, efforts were made to incorporate other concerns raised regarding parking availability, trail interconnectivity, and existing tree cover into the final proposed trail alignment.

An Avoidance and Minimization Measures Meeting (A3M) for this project was held on May 16, 2022 via Microsoft Teams to discuss specific potential impacts to NRHP eligible properties within the APE of the proposed project. Regarding Valley Court Apartments, it was agreed that existing vegetation removal both within and outside the NRHP eligible boundary should be kept to a minimum wherever possible, and that landscaping would be added to provide a further visual barrier between the shared-use trail and the southernmost apartment block and swimming pool area. Orange barrier fencing would also be installed on the north side of the construction area to limit impacts to the existing landscaped areas around the pool and adjacent to the southernmost apartment block. It was also agreed that vegetation removal both within and outside the NRHP eligible boundary of the Peachtree Hills Historic District should also be kept to a minimum wherever possible, and that orange barrier fencing would be installed to limit impacts to the volunteer tree and vegetation growth in the project location, as well as to the historic drive at 260 Kinsey Court NE. It was also noted that, while construction of the proposed shared-use trail would impact the vacant land at the southeastern terminus of Kinsey Court NE, both within and outside the NRHP eligible boundary of Peachtree Hills Historic District, public engagement sessions had indicated that residents in the area are encouraging of trail access being provided at this location.



## APPENDICES

APPENDIX A  
NOTIFICATION  
AND  
CORRESPONDENCE

**June 1, 2020**

**NOTIFICATION: Initiation of Section 106 Process for  
GDOT P.I. No. 0009395, Fulton County**

The Georgia Department of Transportation (Department) is in the beginning stages of project development for this proposed transportation project. In compliance with Section 106 of the National Historic Preservation Act (NHPA), the Department has determined that because of the nature and the scope of this undertaking, the proposed project has the potential to cause effects to historic properties if any such properties exist in the project area. The Department is attempting to identify historic properties already listed in the National Register of Historic Places (NRHP) and any properties not already listed that would be considered eligible for listing that are located within the geographic area of potential effects (APE) of the proposed project.

The proposed Atlanta BeltLine NE Trail is a 14-foot-wide concrete shared-use path approximately 3 miles in length (refer to attached Figure 1. Project Location Map). The project includes several walls and bridges and a tunnel. The proposed Atlanta BeltLine NE Trail begins south of I-85 just north of Montgomery Ferry Drive. The corridor runs along the old railroad alignment that crosses over the existing Buford Spring Connector on the existing bridge (that will be retained) and crosses under I-85 in the existing tunnel. At the end of the tunnel the trail will be on a proposed wall under the existing MARTA bridge and will transition to a proposed bridge over the three active Norfolk Southern railway tracks. After crossing the Norfolk Southern railway tracks, the trail will continue at grade adjacent to Armour Drive around the existing industrial area before bridging over the CSX Transportation railroad and Peachtree Creek. The trail will remain on structure until reaching an existing gravel parking area behind a building complex. The trail will then be at-grade before continuing under the Norfolk Southern railway and MARTA bridges near Peachtree Creek. From there the trail continues behind Passion City Church along Peachtree Creek before bridging up to Garson Drive. The proposed trail will continue at-grade along Garson Drive crossing the existing MARTA overpass. This will require a road diet to make room for the proposed trail with the oversized lanes on Garson Drive reduced from existing 12-18-foot-wide lanes to 11-foot-lanes, allowing room for a curb and gutter section and a 5-foot buffer. The trail then continues adjacent to Garson Drive and crosses the Lindbergh Drive intersection at grade before tying into the Lindbergh MARTA station plaza.

There would be two spur alignments off the mainline trail. The first spur alignment runs at-grade from Armour Circle to the mainline trail near the intersection of Ottley Drive and Armour Drive. This spur would provide pedestrian and bicycle access to the Armour-Ottley district and the mainline trail by tunneling under the Norfolk Southern railway and MARTA railways. The second spur alignment would serve as a connection to the existing PATH 400 trail by spurring off the mainline trail to the east of Passion City Church, following Peachtree Creek, passing under the Piedmont Road overpass and running along the 2:1 slopes on structure until tying into PATH 400 near Parkland Drive. The existing right-of-way (ROW) is 50 feet on Armour Drive NE and varies from 50-85 feet on Garson Drive NE. Additional ROW would be required for the proposed project. The proposed ROW would vary from 50-90 feet on Armour Drive and 50-85 feet on Garson Drive NE.

The APE for the proposed project would include the areas within the proposed ROW, within which all construction and ground disturbing activity would occur, and all properties within the viewshed of the proposed project. The potential for indirect effects will be evaluated as projected data becomes available and a clearer picture of possible changes in traffic patterns and development pressures emerges.

Section 106 of the NHPA requires the Federal Highway Administration and the Department, in consultation with the Georgia State Historic Preservation Officer (SHPO), to identify potential consulting parties and to invite them to participate in the Section 106 process. This Notification letter is one of several methods the Department uses to encourage public participation in this process, and it serves as your invitation to participate as a consulting party in the Section 106 process for this project.

A written request to become a consulting party for cultural resources for this project should be directed to:

Edwards-Pitman Environmental, Inc.  
2700 Cumberland Parkway SE  
Suite 300  
Atlanta, Georgia 30339-3331

Attn: Sarah Rogers

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification number (P.I. No. 0009395) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for this project are the Atlanta Regional Commission, Georgia SHPO, the Georgia Trust for Historic Preservation, the Atlanta Urban Design Commission, the Atlanta History Center, the Atlanta Preservation Center, Historic Atlanta, the Buckhead Heritage Society, the Atlanta City Council, and the Fulton County Board of Commissioners. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the Department.

Also, on behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Cherokee Nation, Alabama-Coushatta Tribe of Texas, Alabama-Quassarte Tribal Town, Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, and the Thlopthlocco Tribal Town. Responses to this Notification regarding tribal concerns should be addressed to the attention of Heather Mustonen, the Department's American Indian liaison.

Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed two National Register-listed Historic Districts, no National Historic Landmarks, and one bridge determined eligible for inclusion in the NRHP in the updated Georgia Historic Bridge Survey (GHBS) located within the proposed project's APE. The NRHP-listed districts are the Ansley Park Historic District and the Brookwood Hills Historic District. The eligible bridge is GDOT Bridge 121-5135-0. A Department of Natural Resources (DNR) survey in this area of Fulton County has not been completed and could not be reviewed.

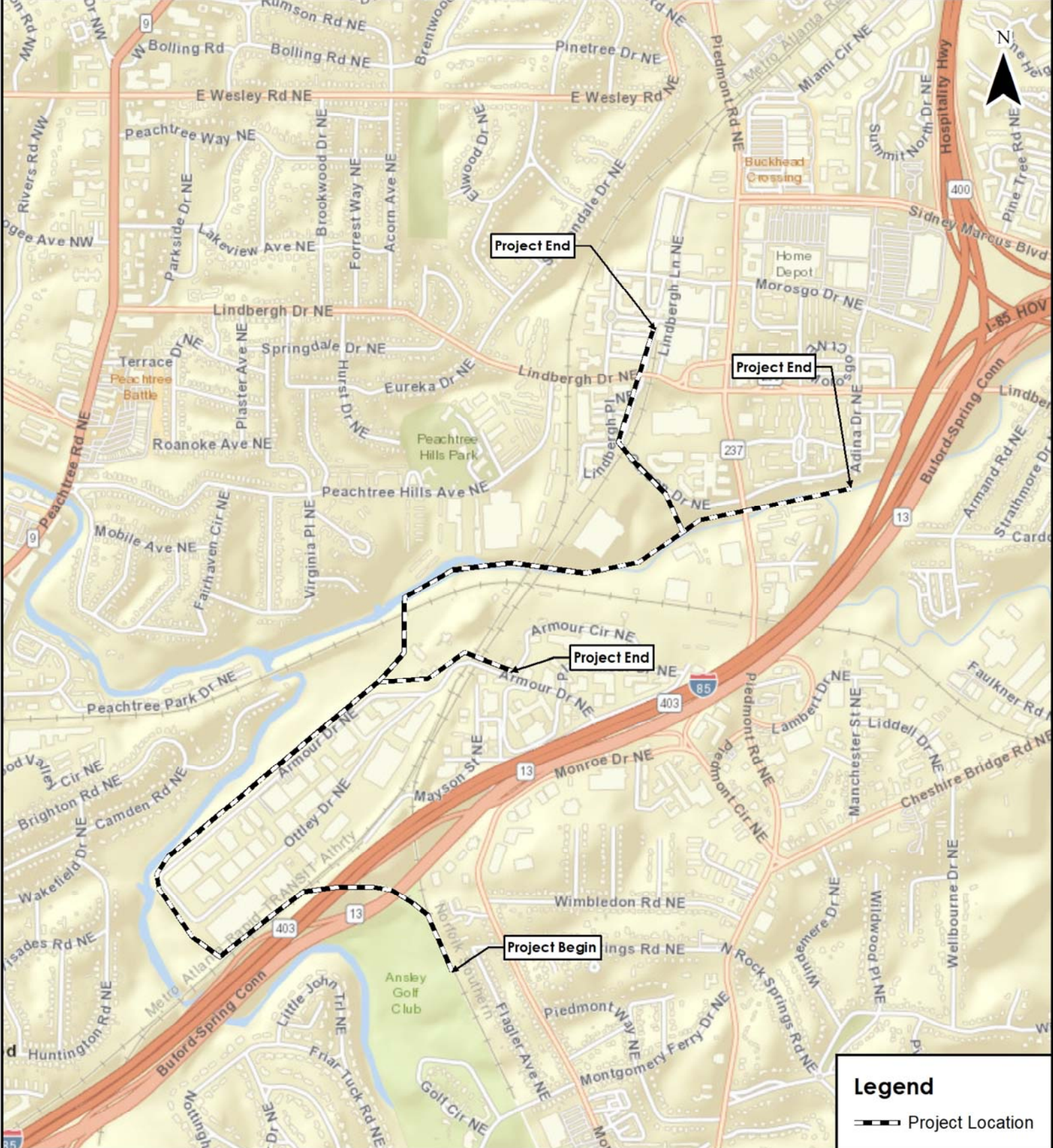
The proposed project will be field surveyed for both historic properties and archaeological sites and the Criteria of Eligibility will be applied to any identified properties in consultation with the



Georgia SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

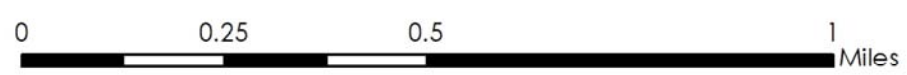
Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the NRHP or that could be eligible for listing in the NRHP that are not identified in this Notification letter. In accordance with Section 106 of the NHPA, the Department will assess project effects to any identified historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and produce a cultural resources Assessment of Effects report. This document will be provided to all consulting parties for comment when completed. The Department also wishes to know of any past, present or future local developments or zoning plans which may result in indirect or cumulative impacts to archaeological sites and historic structures as they relate to the proposed project.

Individuals and organizations that do not wish to become a consulting party but would still like to comment on the proposed project will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Sarah Rogers (770-333-9484 or [srogers@edwards-pitman.com](mailto:srogers@edwards-pitman.com)) of Edwards-Pitman Environmental, Inc.; archaeological resource concerns, including cemetery and other human burials, can be addressed to Heather Mustonen (404-631-1166 or [hmustonen@dot.ga.gov](mailto:hmustonen@dot.ga.gov)) of the Department's Office of Environmental Services. Questions concerning general design or location issues may be addressed to Patrick Peters ([ppeters@heath-lineback.com](mailto:ppeters@heath-lineback.com)) of Heath and Lineback Engineers, Inc.



**Figure 1. Project Location Map**

Beltline Corridor from Lindbergh Center to 10th Street/Monroe Drive  
GDOT P.I. No. 0009395, Fulton County



Source: ESRI World Street Map

**Legend**

Project Location







DEPARTMENT OF NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION

MARK WILLIAMS  
COMMISSIONER

DR. DAVID CRASS  
DIVISION DIRECTOR

MEMORANDUM

TO: Eric Duff  
State Environmental Administrator  
Office of Environmental Services  
Georgia Department of Transportation  
**Attn: Terri Lotti, History Team Leader**

FROM: Whitney Rooks *WR*  
Environmental Review Historian  
Historic Preservation Division

RE: Receipt of Early Coordination Information

**PI 0009395: Northeast Beltline Trail, Multiple Streets,  
near I-85, Atlanta**

**Project Number: HP-200601-001**

County: Fulton

DATE: June 10, 2020

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). Thank you for submitting this information. We look forward to working with you as this project progresses.

cc: Chetna Dixon-Thomas, FHWA  
Dennis Cheek, GDOT  
Heather Mustonen, GDOT  
Mollie Bogle, Atlanta Regional Commission  
Sarah Rogers, Edwards-Pitman Environmental, Inc.

## Sarah Rogers

---

**From:** Richard Waterhouse <rwaterhouse@buckheadheritage.com>  
**Sent:** Monday, June 15, 2020 2:39 PM  
**To:** Sarah Rogers  
**Subject:** RE: Becoming a Consulting Party

Sarah,

We would like to be a consulting party for the NE Beltline project. I used to live on the NE Beltline near the corner of Flagler and Montgomery Ferry and remember the woods and railroad tracks. At one point, AMTRAK used to turn their trains around on that spur.

Take care,

Richard Waterhouse  
Executive Director  
Buckhead Heritage  
3180 Mathieson Drive, NE, Suite 200  
Atlanta, Georgia 30305  
404-467-9447  
[rwaterhouse@buckheadheritage.com](mailto:rwaterhouse@buckheadheritage.com)  
[www.buckheadheritage.com](http://www.buckheadheritage.com)

---

**From:** Sarah Rogers [mailto:srogers@edwards-pitman.com]  
**Sent:** Monday, June 15, 2020 1:35 PM  
**To:** Richard Waterhouse <rwaterhouse@buckheadheritage.com>  
**Cc:** Meg Pagan <mpagan@edwards-pitman.com>; Champeau, Cayley J <CChampeau@dot.ga.gov>  
**Subject:** Becoming a Consulting Party

Hi Richard,

Thanks for reaching out about becoming a consulting party for the NE Beltline project. Being a consulting party for a Section 106 project means that your organization would be copied on cultural resource (historic and archaeological) report submittals and given a chance to comment on those reports. There is no cost involved to your organization. The time commitment is also pretty low, mainly just the time to review those reports and provide any comments you have on them.

You can learn more about the Section 106 process (in general) here: <https://www.achp.gov/protecting-historic-properties/section-106-process/initiating-section-106> and feel free to let myself or Cayley Champeau, the GDOT Historian on the project (cc'ed here), any additional questions you may have.

**Sarah Rogers** | Architectural Historian  
**Edwards-Pitman**

*Certified Woman-Owned Small Business (DBE, FBE, SBE, SBA, WBENC, WOSB)*

2700 Cumberland Parkway Suite 300 | Atlanta, GA 30339

direct: 770.702.5098 | main: 770.333.9484 | [srogers@edwards-pitman.com](mailto:srogers@edwards-pitman.com)

[www.edwards-pitman.com](http://www.edwards-pitman.com)

Georgia | South Carolina | Florida



## Sarah Rogers

---

**From:** Charlie Paine <charlie@paineatl.com>  
**Sent:** Tuesday, January 19, 2021 9:59 AM  
**To:** Sarah Rogers  
**Subject:** Re: Notification: Initiation of Section 106 Process for GDOT P.I. 0009895, Fulton County

Good Morning Sarah,

I just noticed this morning our response never went through. We did want to be included in this process. Please advise if this is still possible.

Thank you,

Charles Paine

On Fri, Jul 31, 2020 at 4:03 PM Sarah Rogers <[srogers@edwards-pitman.com](mailto:srogers@edwards-pitman.com)> wrote:

Hello,

I tried mailing the attached Section 106 Notification to the mailing address on your website but it was returned today as undeliverable. Please accept this electronic version and let me know if you all are interested in becoming a consulting party for the project.

Thanks!

**Sarah Rogers** | Architectural Historian

**Edwards-Pitman**

*Certified Woman-Owned Small Business (DBE, FBE, SBE, SBA, WBENC, WOSB)*

2700 Cumberland Parkway Suite 300 | Atlanta, GA 30339

direct: 770.702.5098 | main: 770.333.9484 | [srogers@edwards-pitman.com](mailto:srogers@edwards-pitman.com)

[www.edwards-pitman.com](http://www.edwards-pitman.com)

**Georgia | South Carolina | Florida**

May 2, 2022

Eric Duff  
State Environmental Administrator  
Georgia Department of Transportation  
One Georgia Center  
600 West Peachtree Street NW, 16th Floor  
Atlanta, Georgia 30308  
**Attn: Lauren Patterson, Support Services Transportation Historian**

**RE: PI 0009395: Northeast Atlanta Beltline Trail, Multiple Streets, Near I-85  
Fulton County, Georgia  
HP-200601-001**

Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the documentation regarding the above-referenced project. Our comments are offered to assist the Federal Highway Administration (FHWA) and Georgia Department of Transportation (GDOT) in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided in the Historic Resources Survey Report prepared by Edwards-Pitman and dated March 9, 2022, HPD concurs that the previously identified Peachtree Hills Park, GDOT Bridges 121-0110-0, 121-0209-0, 121-0487-0, and 121-0488-0, as well as newly identified Resources 2, 3, 4, 7, 8, and 9 are not eligible for listing in the National Register of Historic Places (NRHP). Additionally, HPD concurs that the previously identified Orkin Rollins Building, Piedmont Heights Historic District, Goetz Building, Armour Drive Historic District, GDOT Bridge 121-5135-0, Georgia, Carolina, & Northern Railroad, Atlanta & Charlotte Railroad, and Peachtree Hills Historic District, as well as newly identified Resources 1/Expanded Brookwood Hills Historic District, 5/Marquette Cement Manufacturing Company Terminal, 6/Valley Court Apartments, and 10/Lovable Brassiere Company are eligible for listing in the NRHP and within the proposed project's area of potential effect (APE). Furthermore, HPD concurs that the NRHP-listed Ansley Park Historic District and Brookwood Hills Historic District are within the proposed project's APE.

However, HPD is unable to concur with the area(s) of significance for Resource 10/Lovable Brassiere Company. Although minimal photos were provided due to limited access, it appears to HPD that Resource 10's red brick veneer, flat surfaces (including the roof), lack of ornamentation, vertical strip windows, and glass wall entryway embody the distinctive characteristics of its mid-century date of construction and also evidence elements of the International style. Additionally, Resource 10's overall appearance and level of integrity appear to be consistent with the Sperry & Hutchison Company Warehouse, which was listed in the NRHP in 2021 under Criteria A and C in the area of Architecture as a good and representative example of a mid-century International style industrial building. According to the Property Information Form (PIF), the only apparent alterations to Resource 10 are the historic, circa 1965 addition and non-historic perimeter fencing. Therefore, it is HPD's opinion that in addition to Criterion A, Resource 10/Lovable Brassiere Company is eligible under Criterion C in the area of Architecture as a good and representative example of a mid-century International style industrial building and retains all aspects of integrity except setting.

Mr. Duff  
May 2, 2022  
HP-200601-001  
Page 2

Please refer to project number **HP-200601-001** in any future correspondence regarding this project. If we may be of further assistance, please do not hesitate to contact Santiago Martinez, Environmental Review Historian, at (404) 486-6425 or [Santiago.Martinez@dca.ga.gov](mailto:Santiago.Martinez@dca.ga.gov).

Sincerely,



Jennifer Dixon, MHP, LEED Green Associate  
Program Manager  
Environmental Review & Preservation Planning

JAD/sdm

cc: Daniel T. Hinton, FHWA (Attn: Chetna Dixon-Thomas)  
Mollie Bogle, Atlanta Regional Commission  
Sam Carter, GDOT  
Dennis Cheek, GDOT

**DATE:** May 6, 2022

**FROM:** Lauren Patterson, Historian, Office of Environmental Services

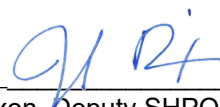
**TO:** Files

**SUBJECT:** GDOT Project Beltline Corridor from Lindbergh Center to 10<sup>th</sup> Street/Monroe Drive, Fulton County;  
P.I. #0009395 and HP #: 200601-001  
**Revised Property Information Form: Loveable Brassiere Company/Resource 10**

Please find attached the property information form (PIF) for the Loveable Brassiere Company/Resource 10 prepared by Sarah Rogers of Edwards-Pitman Environmental, Inc. This PIF reflects the SHPO's request for revisions by a letter dated May 2, 2022 (see attached).

LEP/

cc: Daniel T. Hinton, FHWA, w/attachment (Attn: Jessica Granell)  
Jennifer Dixon, Deputy SHPO, w/attachment  
Mollie Bogle, Atlanta Regional Commission, w/attachment  
Richard Waterhouse, Buckhead Heritage Society, w/ attachment  
Charlie Paine, Historic Atlanta, w/ attachment

**CONCUR:**   
Jennifer Dixon, Deputy SHPO

**DATE:** May 26, 2022

cc: Porshia Renee Hayden, GDOT Project Manager  
Jessica Kern, GDOT NEPA  
Sarah Rogers, Edwards-Pitman Environmental, Inc.



**APPENDIX B**

**PROPERTY INFORMATION FORMS FOR**

**ARMOUR DRIVE HISTORIC DISTRICT,**

**PEACHTREE HILLS HISTORIC DISTRICT,**

**VALLEY COURT APARTMENTS,**

**LOVABLE BRASSIERE COMPANY**

**and**

**SYSTEM FEATURE INVENTORY FORMS FOR**

**ATLANTA & CHARLOTTE AIR LINE RAILWAY,**

**GEORGIA, CAROLINA & NORTHERN RAILWAY**

## PROPERTY INFORMATION FORM

**Property Identification:** The Armour Drive Historic District is identified as THD-1 in the 2008 I-85/SR 400 Survey Report conducted by Terracon for GDOT Project NH-0085-02(153). The properties were not identified in the 1976 DNR Fulton County Survey.

**Location:** The proposed district is located along Armour Drive as the northernmost boundary, the intersection of Armour Drive and Ottley Drive as the easternmost boundary, the property lines north of the Norfolk Southern Rail Line, as the southern boundary, and Clayton Road as the westernmost boundary in Fulton County. The proposed district follows a cul-de-sac and extends in a north to south direction (refer to project location map).

**Date(s) of Development:** According to the tax assessor's records, of the approximate 24 resources located within the proposed Armour Drive Historic District, six were constructed from 1965-1989. The remaining 18 resources were constructed from 1940-1960 based upon tax assessor's records and the Terracon site reconnaissance. Of the historic 18 resources, all are considered contributing with only minor additions or alterations consistent with their continued use throughout the past 50 years. Historic aerials from 1955 show the land within Terracon's proposed boundaries of the district was cleared and Armour Drive NE and Ottley Drive were already constructed. The aerial shows construction first began along the northeast corner of Armour Drive NE. By the 1960 aerial, all parcels along Armour Drive NE, north of Ottley Drive, and some parcels on the eastern half of the district south of Ottley Drive were constructed. By the 1978 aerial, construction along Ottley Drive was complete to the western boundary.

The Norfolk Southern Rail Line runs directly south/southeast of the buildings south of Ottley Drive. Historic research did not find a direct link indicating the warehouses used the rail line for shipping their goods, therefore it is not included in the district but is instead a separate resource (T34). The 1955 aerial indicates a road (Armour Drive NE) was built to connect the district with I-85.

City directory research conducted by Terracon found a range of businesses and a change from light industrial manufacturing and warehouses in the 1960s and 1970s to retail commercial businesses as well as warehouses in the 1990s. Tenants from the 1960s include Washington-Oregon Shippers, Armour Wholesale Warehouses as well as three distributors and warehouses. Tenants in the 1970s include General Electric Manufacturing & Warehouse, Georgia Pacific Distribution Center, various warehouses and a chemical manufacturer. By 1980s only General Electric remained while the district saw the addition of air conditioning equipment manufactures and warehouses, cotton lintels, a wholesale tire warehouse, and the introduction of an advertising company and food brokers. In the early 1990s, only General Electric and the National Starch & Chemical Company remained while beauty supply warehouses and auto parts warehouses moved in. A music recording studio, various graphic arts and photography studios, as well as the Sweetwater Brewery are interspersed within the district today.

According to the *Atlanta Business Chronicle*, the city of Atlanta has more than 43 million square feet of industrial property north of I-20 situated in two main districts. The Chattahoochee Industrial District, located west of I-75 and midtown, became a hotbed for residential and office

conversion starting in 1991. The Armour Drive Historic District is the second district with around 2.5 million square feet of space. In the 1960s the area along Armour Drive NE between the district and I-85 continued to grow with light industrial warehouses. That area is known as the Armour Industrial Park and consists of approximately 356 buildings for a total of 16.5 million square feet of industrial space. That area is not included within the Armour Drive Historic District as it is physically separated by the Norfolk Southern railroad and its overpass. Additionally it was constructed after the district and was not part of the original plan of Armour Drive NE and Ottley Drive NE.

In mid-2000 an Atlanta developer petitioned the Atlanta City Council to rezone a parcel of approximately 1.5-acres for redevelopment for a residential loft construction atop a building within the district. Developers began looking at converting the buildings to lofts for their urban feel and the skyline views of downtown Atlanta. However the owners and tenants of the various buildings joined together to protest the rezoning and have successfully worked to save the industrial park.

**Description:** The proposed Armour Drive Historic District is a mid 20<sup>th</sup> century light industrial complex of warehouses and showrooms (Photographs 1-21). Approximately half of the buildings have International style elements that are largely illustrated by rectilinear massing, flat roofs without ledges or eaves, glass doors with no ornamentation, and metal frame windows, most either paired or in horizontal bands. The buildings are largely one to one and a half story with brick veneer exterior siding offices, loading docks with numerous bays consisting of brick exterior siding and flat roofs. Casement and single pane windows on various structures give the illusion of spanning both floors. The window sets are comprised of the first floor and second floor windows with large rectangular forms around each window set. The windows within the inset are separated from one another by a span of painted stucco. Many feature the historic metal casement windows and single pane glass doors with extended stoops to indicate the office entryways. The architectural style of the buildings is similar throughout the proposed Armour Drive Historic District.

The Armour Drive Historic District is located in a planned setting bound to the west and north by wooded land, to the east by Armour Drive NE followed by non-historic industrial warehouses and to the south by Norfolk Southern and Marta rail lines and I-85. The individual structures have manicured grass and paved parking lots on their property. Approximately 25% of the district consist of non-historic infill of industrial development dating from 1990-2005. Approximately 75% of the district contains historic structures. Future plans for the proposed BeltLine have the trail running along the north side of Armour Drive NE.

**National Register Recommendation:** The property is considered **Eligible** for inclusion in the National Register of Historic Places.

**National Register Criteria and Level of Significance:** Armour Drive Historic District was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. No associations were indicated or suggested as a result of background research on the project area

and deed research on the property, in any response to the Department's early consultation correspondence received from consulting parties or in an interview with the current occupants of the property. Therefore, there was no basis for evaluating the property under Criteria B. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

Armour Drive Historic District was evaluated under Criterion A and appears to possess a local level of significance in the areas of industry as an light industrial complex. The growth of industry in Atlanta heightened during World War II as industrial buildings were constructed to manufacture goods for Atlanta and the southeast. With the utilization of the new interstate to the south, goods were brought into the buildings, manufactured and stored before being distributed throughout Atlanta. Armour Drive Historic District remains an intact example of a mid-20<sup>th</sup> century complex developing with the growth of suburban Atlanta. Although the Chattahoochee Industrial District is another historic industrial complex important to the history of suburban Atlanta, it has been largely punctuated by the conversion of its buildings to residential space. The Armour Drive Historic District is an example of industrial land that remains although there is modern pressure for its conversion. Based on an aerial review and the paved roads prior to the buildings' construction, the complex was built on a planned landscape secluded from the surrounding area by the railroad and wooded land. The complex started as an outcropping of light industrial buildings in an area that was previously sparsely developed. However aerial views of 1960 and 1978 document the arrival of additional commercial and industrial buildings between the district and I-85. The development of the Armour Drive Historic District led to the growth of surrounding property. Aerial reviews of the area within 10 miles do not show any additional large scale light industrial complexes during this timeframe. The integrity of the Armour Drive Historic District with the utilization of the roadways retains sufficient integrity to add to the district's sense of time and place and historical development of industry within suburban Atlanta. Therefore, the Armour Drive Historic District is considered eligible for inclusion in the National Register under Criterion A.

Armour Drive Historic District was evaluated under Criterion C and appears to possess a local level of significance in the areas architecture. The Armour Drive Historic District structures have little historic and non-historic alterations and appear relatively intact, retaining an overall aesthetic sense as an industrial complex. Although the buildings do not represent a significant design, they do represent the characteristics of mass construction of light industrial warehouses constructed in the mid-20<sup>th</sup> century that have remained largely intact with a continued industrial use. The buildings are visually cohesive in design and materials and approximately half feature International style elements. The resources remain good examples of warehouse and industrial architecture with few alterations and therefore are considered eligible for inclusion in the National Register under Criterion C.

**Integrity:** The Armour Drive Historic District has been determined to possess integrity in the areas of location, association, setting, materials, workmanship, design, and feeling. The resources are located on their original site of construction and therefore retain integrity in location. Since the area has remained an industrial complex it has retained its integrity in association. Additionally, the immediate setting of the resources has not been altered thereby retaining integrity. Overall these resources have not had extensive additions/alterations which have altered



the design integrity. Due to a lack of historic or non-historic alterations, the resources retain an overall aesthetic sense as an industrial complex and thereby retaining integrity of feeling. Overall the historic materials such as siding, foundation and windows remain intact; therefore this district has retained materials integrity. Due to the lack of extensive alterations/additions and replacement materials, evidence of the builder's labor and skill remains. Therefore, these resources convey integrity in workmanship.

**Proposed Boundary (Justification and Description):** The proposed National Register boundary for the Armour Drive Historic District corresponds to the visual boundary. It is discussed as follows: being irregularly shaped with the western-most point of the proposed boundary includes a property line and Clayton Road, the right of way of Armour Drive NE as the north boundary, the intersection of Armour Drive NE and Ottley Drive NE as the easternmost boundary, and the southern boundary of the property lines as the southernmost boundary.

The edge of pavement along Armour Drive NE is proposed as the northern border of the proposed boundary because the area within the existing right-of-way contains a portion of the districts' grassed lawn, sidewalk, or curb. These landscape features are considered contributing elements of the setting of the proposed eligible district.

The land north of Armour Drive NE and west of Clayton Drive NE is undeveloped wooded land (Photographs 18-20). Therefore Armour Drive NE and Clayton Drive NE are the proposed north and west boundaries. Norfolk Southern Railroad runs directly south of the proposed southern district boundary. As no direct link was identified indicating the district warehouses used the rail line, the railroad was not included in the proposed district boundaries. Therefore the southern property boundaries are the proposed southern district boundary (Photograph 17). Ottley Drive NE and Armour Drive NE converge into one road at the eastern boundary of the proposed district. Just east of the proposed eastern boundary is a locomotive overpass, which separates the district from the Armour Industrial Park (Photograph 21). Therefore the intersection of Ottley Drive NE and Armour Drive NE is the proposed eastern boundary of the district.

The dimensions of the proposed boundary are labeled on the attached Proposed National Register Boundary graphic.

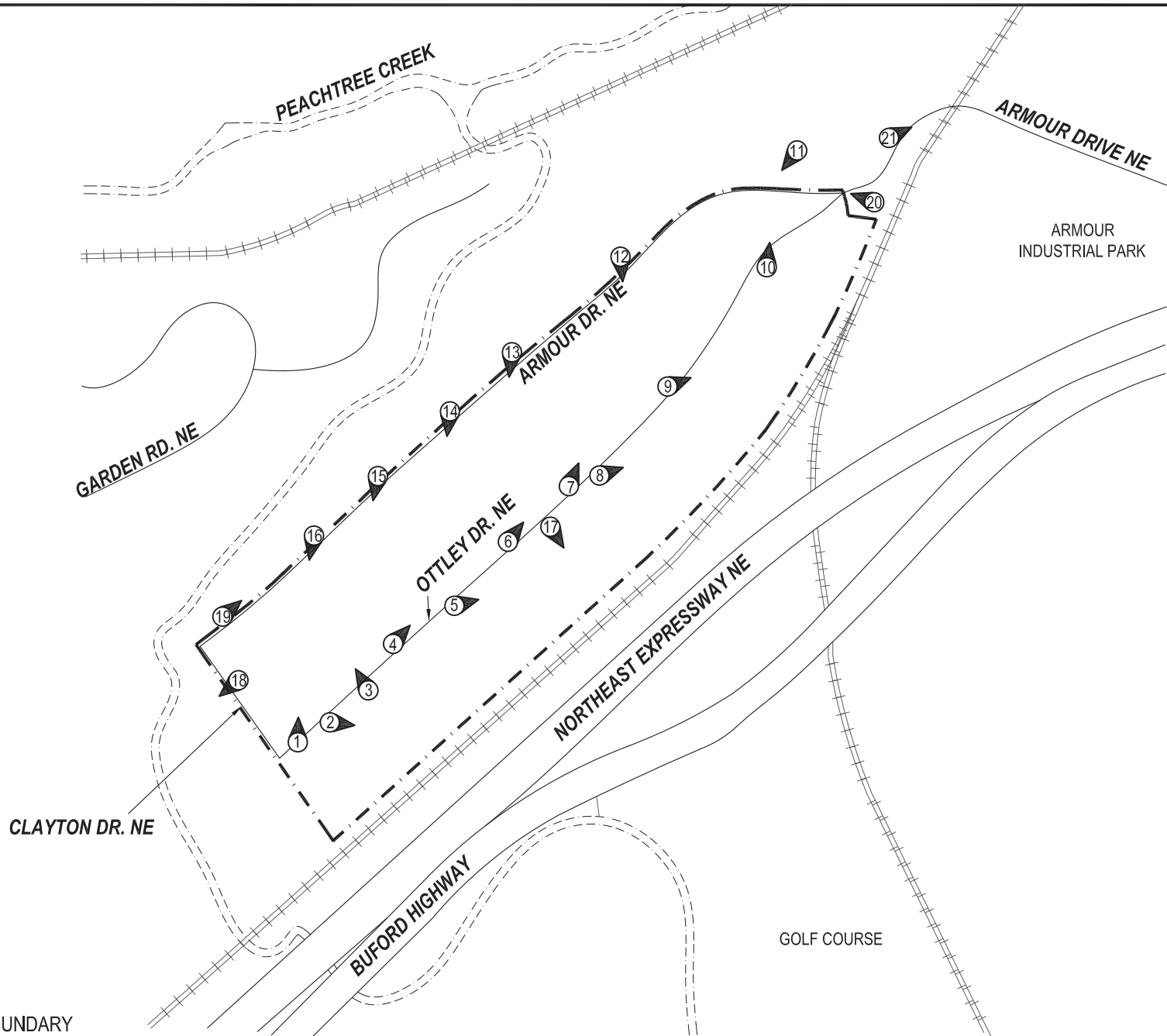
**UTM Coordinates:** 7.5 Minute Series Topographic Map. Northwest Atlanta – Georgia Quadrangle Zone 16 Easting 742619 Northing 3744210.

**Prepared:** Completed pursuant to 36 CFR Part 800.4(c) in compliance with Section 106 of the National Historic Preservation Act for GDOT Project NH-0085-02(153) Fulton County by:

Courtney Heston, M.A.  
Historian  
Terracon  
2855 Premiere Parkway  
Suite C  
Duluth, Georgia 30097  
(770) 623-0755

**Bibliography**

Monroe, Matt. "Go Live Somewhere Else." Atlanta Business Chronicle 4 August 2000.



## LEGEND



DISTRICT BOUNDARY



RAILROAD TRACK(S)



PHOTOGRAPHIC REFERENCE

THIS DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

Project Mng'r:	CLH	Project No.	49075633H
Drawn By:	SEG	Scale:	AS SHOWN
Checked By:	MRF/CLH	File No.	49075633H-THD1
Approved By:	SLN	Date:	MARCH 2008

**Terracon**  
Consulting Engineers and Scientists

2855 Premiere Parkway, Suite C Duluth, GA 30097  
(770) 623-0755 (770) 623-9628

## SITE DIAGRAM - PHOTOKEY

ARMOUR DRIVE HISTORIC DISTRICT (THD-1)

I-85/SR 400

P.I.# 762380

FULTON & DEKALB COUNTIES



**Photo #1** Looking northeast along Ottley Drive.



**Photo #2** Looking southeast along Ottley Drive.





**Photo #3** Looking northeast along Ottley Drive.

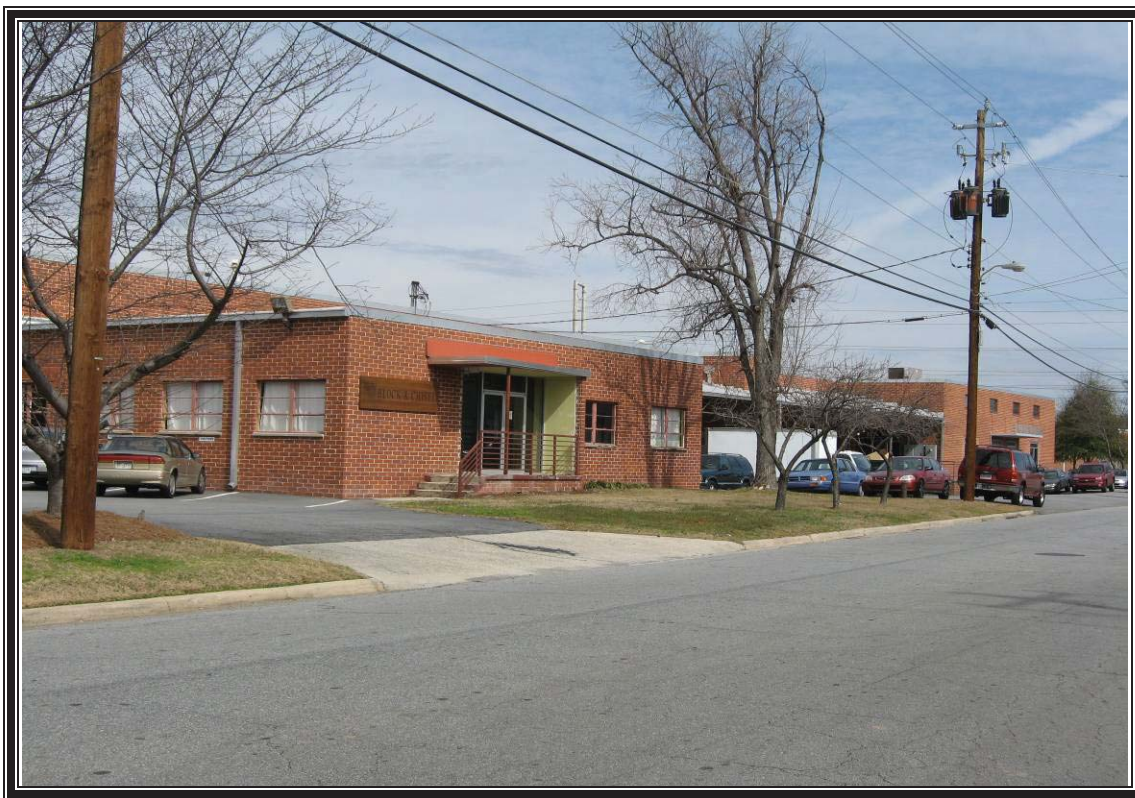


**Photo #4** Looking northeast along Ottley Drive.





**Photo #5** Looking southeast along Ottley Drive.



**Photo #6** Looking northeast along Ottley Drive.





**Photo #7** Looking northeast along Ottley Drive.



**Photo #8** Looking southeast along Ottley Drive.



**Photo #9** Looking southeast along Ottley Drive.



**Photo #10** Looking northeast along Ottley Drive.





**Photo #11** Looking southwest along Armour Drive.



**Photo #12** Looking southwest along Armour Drive.





**Photo #13** Looking southwest along Armour Drive.



**Photo #14** Looking southwest along Armour Drive.





**Photo #15** Looking southwest along Armour Drive.

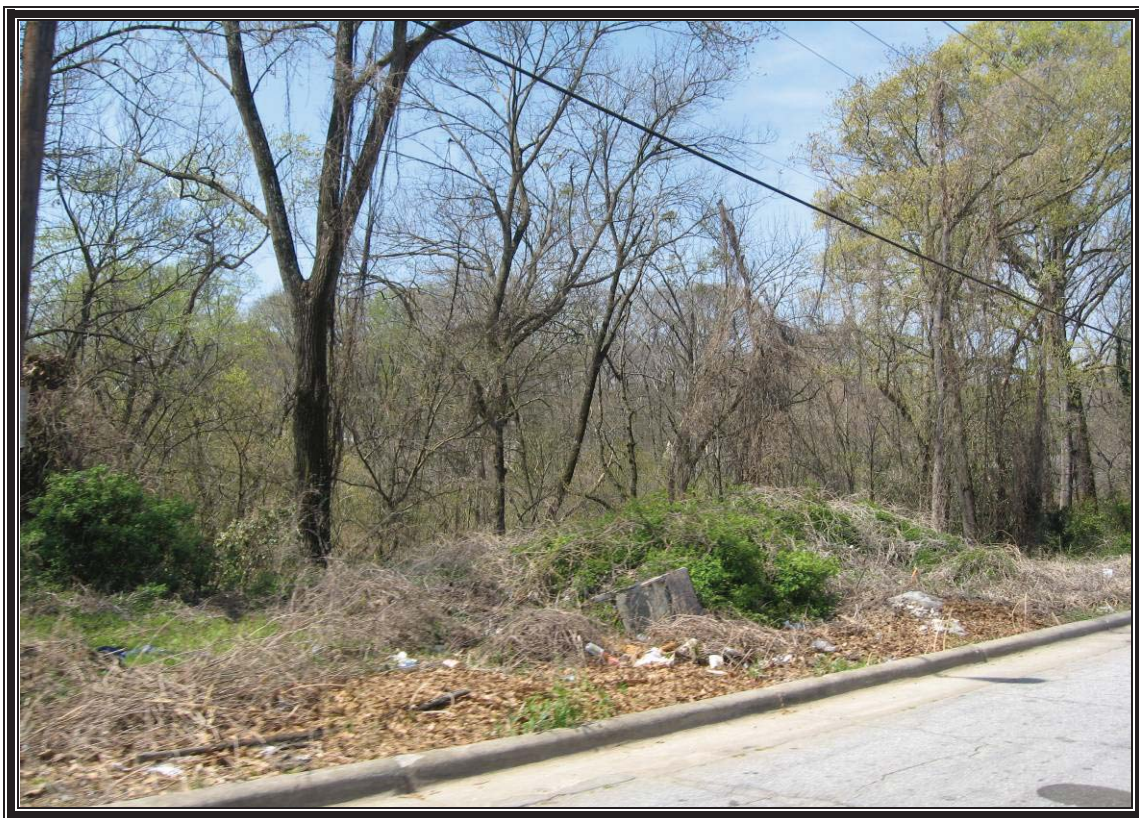


**Photo #16** Looking southwest along Armour Drive.





**Photo #17** Representative view of the setting along Ottley Drive facing southeast.

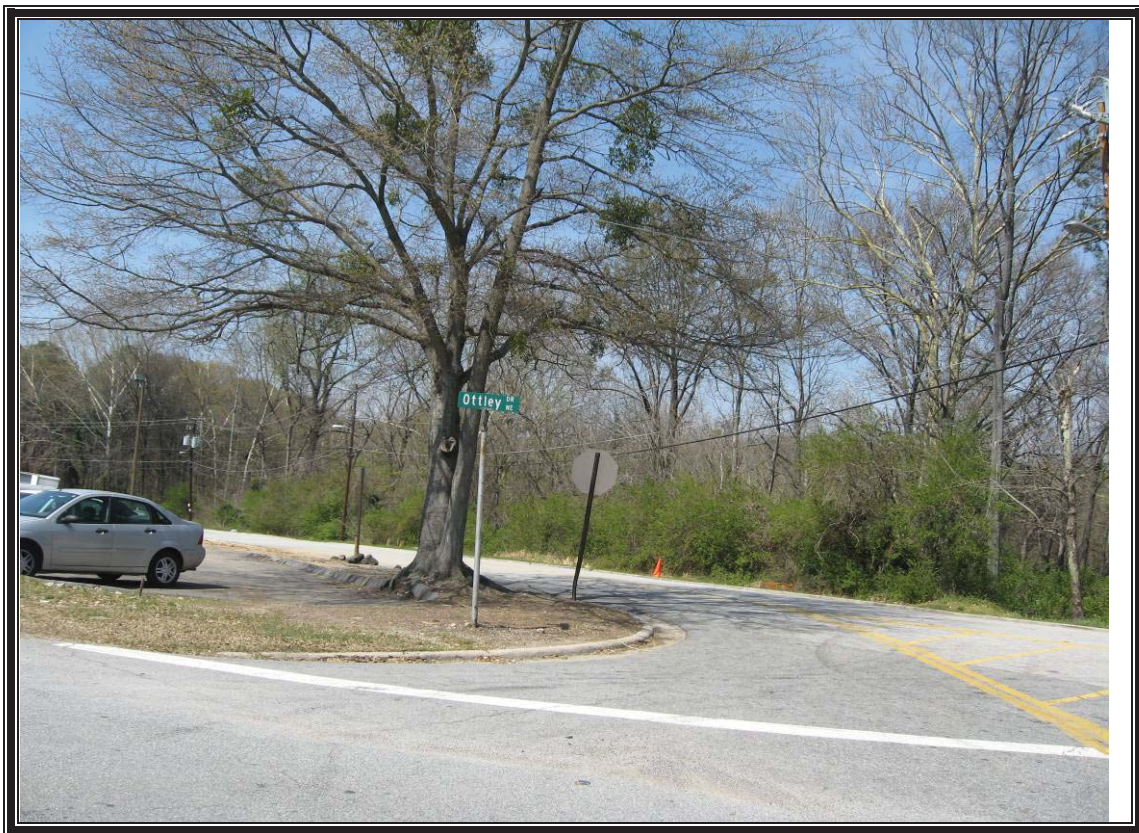


**Photo #18** Representative view of setting along Clayton Drive NE facing southwest.





**Photo #19** Representative view of setting along Armour Drive looking northeast.



**Photo #20** Representative view of setting at intersection of Ottley Drive and Armour Drive looking north.





**Photo #21** Train bridge located on Armour Drive NE that separates the proposed district from the Armour Industrial Park facing northeast.





## LEGEND

— PROPOSED BOUNDARY



0 800  
Approximate Scale  
(Feet)

THIS DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

Project Mngr:	CLH	Project No.	49075633
Drawn By:	SEG	Scale:	AS SHOWN
Checked By:	MRF/CLH	File No.	PNRB49075633-THD1
Approved By:	SLN	Date:	MARCH 2007

**Terracon**  
Consulting Engineers and Scientists

2855 Premiere Pkwy, Ste. C Duluth, Georgia 30097  
(770) 623-0755 (770) 623-9628

## PROPOSED NATIONAL REGISTER BOUNDARY

ARMOUR DRIVE HISTORIC DISTRICT (THD-1)

I-85/SR 400

P.I.# 762380

FULTON & DEKALB COUNTIES





## LEGEND

— PROPOSED BOUNDARY



0 700  
  
 Approximate Scale  
 (Feet)

THIS DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

Project Mngr:	CLH	Project No.	49075633
Drawn By:	TLY	Scale:	AS SHOWN
Checked By:	MRF/CLH	File No.	HA49075633-THD-1-1955
Approved By:	SLN	Date:	DEC 2008

**Terracon**  
 Consulting Engineers and Scientists

2855 Premiere Pkwy, Ste. C Duluth, Georgia 30097  
 (770) 623-0755 (770) 623-9628

HISTORIC AERIAL-1955  
 ARMOUR DRIVE HISTORIC DISTRICT (THD-1)  
 I-85/SR 400  
 P.I.# 762380  
 FULTON & DEKALB COUNTIES





## LEGEND

— PROPOSED BOUNDARY



0 650  
  
 Approximate Scale  
 (Feet)

THIS DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

Project Mng:	CLH	Project No.	49075633
Drawn By:	TLY	Scale:	AS SHOWN
Checked By:	MRF/CLH	File No.	HA49075633-THD-1-1960
Approved By:	SLN	Date:	DEC 2008

**Terracon**  
 Consulting Engineers and Scientists

2855 Premiere Pkwy, Ste. C Duluth, Georgia 30097  
 (770) 623-0755 (770) 623-9628

AERIAL-1960

ARMOUR DRIVE HISTORIC DISTRICT (THD-1)

I-85/SR 400

P.I.# 762380

FULTON & DEKALB COUNTIES






## LEGEND

— PROPOSED BOUNDARY



0 1000  
  
 Approximate Scale  
 (Feet)

THIS DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

Project Mngr:	CLH	Project No.	49075633
Drawn By:	TLY	Scale:	AS SHOWN
Checked By:	MRF/CLH	File No.	HA49075633-THD-1-1978
Approved By:	SLN	Date:	DEC 2008

**Terracon**  
 Consulting Engineers and Scientists

2855 Premiere Pkwy, Ste. C Duluth, Georgia 30097  
 (770) 623-0755 (770) 623-9628

AERIAL-1978

ARMOUR DRIVE HISTORIC DISTRICT (THD-1)

I-85/SR 400

P.I.# 762380

FULTON & DEKALB COUNTIES



# Georgia Department of Natural Resources

## Historic Preservation Division

Chris Clark, Commissioner

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer  
34 Peachtree Street, NW, Suite 1600, Atlanta, Georgia 30303  
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

June 18, 2009

Glenn Bowman, P.E.  
State Environmental/Location Engineer  
Office of Environment & Location  
Georgia Department of Transportation  
3993 Aviation Circle  
Atlanta, Georgia 30336-1593

Attn: Sharman Southall

**RE: GDOT Project NH-0085-02(153); PI# 762380**  
**Add Connector Ramps to I-85 & SR 400**  
**Fulton County, et al., Georgia**  
**HP-080319-002**

Dear Mr. Bowman:

The Historic Preservation Division (HPD) has received the information submitted concerning the above-referenced project. Our comments are offered to assist the Georgia Department of Transportation (GDOT) and the Federal Highway Administration (FHWA) in complying with Section 106 of the National Historic Preservation Act, as amended.

HPD has reviewed the May 20, 2009 Survey Report Addendum prepared by Terracon for the proposed project and has the following comments to make on the report.

Resource T2 (Kaney & Lane) was previously identified in the Historic Resources Survey Report for the Beltline project in Fulton County (HP-080729-001). For that report, HPD concurred that this resource should be considered not eligible. Because the Beltline Area of Potential Effect (APE) is more extensive and used a broader context for evaluating mid-20<sup>th</sup> century industrial/commercial buildings like Resource T2, we believe, in that appropriate context, that Resource T2 is not a good example of an International Style industrial building when compared with others in the area. Therefore, because of the benefit of the more comprehensive context study of the Beltline and for the sake of consistency, we recommend that Resource T2 be considered not eligible for listing in the National Register of Historic Places (NRHP).

HPD does not concur with GDOT's determination that Resource T19 (Jacobs Landscape Company) should be considered eligible. The building possesses too few details to clearly convey the International Style. The building's commercial significance is also unclear. Therefore, it appears that this resource should be considered not eligible.

HPD does not concur that Resource T21 (Cater House) should be considered eligible. This resource is not a clear example of a ranch house. It possesses very few, if any, true ranch house characteristics and given the reported date of construction (1940), it is unlikely that it is a ranch house. The resource appears not to represent an established type or style and therefore it appears that it should be considered not eligible.

HPD does not concur with GDOT's determination that Resource T26 (REP Inc.) should be considered eligible. The non-historic awning/roof is such a major alteration that it obscures the original International Style of the building. Because a significant amount of integrity has been lost, it appears this resource should be considered not eligible.

Letter to Bowman  
Page 2  
June 18, 2009

HPD does not concur that Resource THD-5 (Morosgo Apartments and Lindview Apartments) should be considered eligible. For the Morosgo Apartments, the mansard roof alteration is such a drastic change from the International Style of the buildings that integrity of design, materials, workmanship, feeling, and association has been lost. Therefore, it appears that the Morosgo Apartments should be considered not eligible. The Lindview Apartments are not architecturally significant; they are not a good representative of any style and do not appear to be individually eligible. As a result, we believe that THD-5 is not eligible and buildings are not individually eligible.

HPD concurs with all other determinations on eligibility and boundaries.

If we may be of further assistance, please do not hesitate to contact Amanda Schraner, Transportation Projects Coordinator, at (404) 463-6687 or [Amanda.Schraner@dnr.state.ga.us](mailto:Amanda.Schraner@dnr.state.ga.us).

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Cloues".

Richard Cloues  
Deputy State Historic Preservation Officer

RC:als

cc: Rodney N. Barry, P.E., FHWA (Attn: Jennifer Giersch)  
Le'Var Rice, ARC  
Nancy McReynolds, Terracon

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P.I. # 762380

**OFFICE** Environment/Location

**DATE** November 12, 2009

**FROM** Sharman Southall

**TO** Files

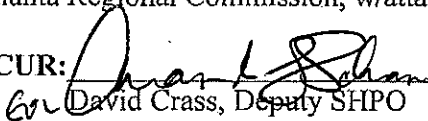
**SUBJECT** GDOT Project NH-0085-02(153), Fulton & DeKalb Counties;  
P.I. #762380 and HP-080319-002  
Revised Property Information Forms

Attached are revised Property Information Forms (PIFs) for Resource T2, Resource T19, Resource T21, Resource T26, and Resource THD-5 prepared by Terracon of Duluth, Georgia for the subject project. Also attached are photo keys and photographs for each resource. These revisions to the PIFs reflect the re-evaluation of eligibility prompted by comments received from the SHPO in correspondence dated June 18, 2009 (see correspondence in the Appendix). Accordingly, the eligibility determination for the aforementioned resources has been changed from eligible to ineligible. The Department has reviewed and concurs with the revised PIFs.

SRS/

cc: Rodney Barry, P.E., FHWA, w/attachment (Attn: Jennifer Giersch)  
David Crass, Deputy SHPO, w/attachment  
Atlanta Regional Commission, w/attachment

CONCUR:

  
David Crass, Deputy SHPO

DATE: 11/20/09

Amber Phillips, GDOT NEPA  
Nancy McReynolds, Terracon



## PROPERTY INFORMATION FORM

**Property Identification:** Resource #3 is identified as Peachtree Hills in the field notes and on the project location map. Because of the age of the 1976 GADNR Fulton County Survey, it was not considered reliable and was not consulted. The 1992 GADNR Atlanta (Martin Luther King, Jr. National Historic Landmark District only) and the 1995 GADNR Fulton County (North Fulton and Sandy Springs only) Surveys encompass areas outside the project study area and were not consulted. The NAHRGIS database of previously identified properties was consulted and this property was not identified.

**Location:** The property is bounded roughly by Sharondale Drive, Kinsey Court and Peachtree Creek on the east, by Peachtree Creek south and southwest, by Glenwood Road on the west, and by Lindbergh Drive and Sharondale Court on the north (refer to Figure 3A). This area is located partially within Land Lots 102 and 111 in District 17 and is approximately 5 miles north of downtown Atlanta.

**Date(s) of Development:** The Peachtree Hills residential district is comprised of three historic suburbs: Peachtree Hills Place, Peachtree Terrace and Birch Wood. Today, the area is known collectively as Peachtree Hills. Approximately 660 houses are included within the district.

According to the plat, the Peachtree Hills Place subdivision was mapped in 1911 by American Securities Company of Georgia (see attached plats). At the time of construction, the subdivision was located between the Atlanta city limits and the town of Buckhead and continued the progressive residential development adjacent to Peachtree Road that characterized the early twentieth century. Peachtree Hills Place was extolled for its location off of the acclaimed street, its natural beauty and fresh air as well as its accessibility by rail. The earliest houses within Peachtree Hills Place appear to have lined Peachtree Hills Drive and Georgia Avenue (now Fairhaven Avenue) and were constructed in the 1920s. Building continued over the next three decades and accounts for the neighborhood's eclecticism in house types and styles. The curvilinear plan of the subdivision with simply landscaped lawns, mature trees and rolling hills reflects the popular early twentieth century garden style suburb of the period. Irregular size blocks and individual lots measured approximately between 0.13 acre and 0.25 acre each. The majority of the historic buildings within the subdivision are small single-family residences constructed from the 1920s to the 1950s. Today, new housing and the build-up of older homes appears to be proceeding at a rapid rate.

Peachtree Terrace is bounded roughly by Peachtree Hills Drive on the south, by the eastern border of Land Lot Line 101 on the east, by Glenwood Drive on the west and by Lindbergh Drive on the north. This area is located partially within Land Lots 101 and 102 (see attached plat). According to the *City Atlas of Atlanta, Georgia*, the Peachtree Terrace subdivision was in place and construction well along when the area was surveyed in 1928. Peachtree Terrace was created from the estates of J.A. Plaster and J.A. Austin. The development appears to have followed closely on the heels of those of Peachtree Heights established to the north between 1908 and 1910 and Peachtree Hills Place to the south from 1911. From topographic maps, construction appears to have occurred generally in two phases, with the western

section well along by 1928 at which time the eastern half contained only a handful of houses. Development appears to have continued over the next two decades to create a neighborhood of eclectic house types and styles. While the curvilinear plans of the subdivisions created irregular size blocks, the rectangular lots averaged approximately 50 feet by 160 feet, measuring approximately 0.18 acre each. The majority of the buildings are single family residences constructed from the 1920s to the 1950s. Currently, the subdivision has experienced a substantial amount of new building to replace existing homes, and older homes have also been enlarged. While pockets of the subdivision remain fairly intact architecturally and retain the historic context of a neighborhood as it developed over the early-to mid-twentieth century, throughout the area the improvement of existing homes is apparent.

The Birch Wood subdivision is located north and south of Lindbergh Drive and west of the intersection with Peachtree Hills Avenue (see attached plats). This area is located partially within Land Lots 58 and 59 and partially abuts the Peachtree Terrace subdivision on the west. According to plats of the area, the Birch Wood residential district was mapped in four units in 1953. The tax assessor's records indicate the dwellings were constructed for the most part between 1953 and 1958. The future neighborhood was subdivided into 111 lots that measured from 0.22 acre to 0.38 acre, and these parcels were generally larger and less uniform in shape than the adjoining Peachtree Hills Place and Peachtree Terrace subdivisions to the west. Frontage on the roads varies from as narrow as 60 feet to as wide as approximately 120 feet to accommodate the curvilinear streets and cul-de-sacs.

Kinsey Court is located within Land Lot 102 and connects to streets within Peachtree Hills Place to the west and Peachtree Terrace to the north. While the tax assessor's records indicate the properties on Kinsey Court were constructed between 1930 and 1941, a map of Districts 6 and 17 from 1939 shows the parcel intact and undeveloped. It appears more likely that this area developed after 1939 after the two streets within the parcel, Virginia Place and Kinsey Court, were constructed.

**Description:** Peachtree Hills Place is a residential district that appears to have been constructed over several decades from the early- to mid-twentieth century (see attached Photographs #1 - #8). Most of the earlier residences are small, one-story single-family dwellings in a variety of house types including Bungalows, Extended Hall-Parlors, and the American Small House. Styles include Craftsman, English Vernacular Revival, and Colonial Revival. Historic exterior sidings are comprised of brick, frame and asbestos, and roof types are primarily gable or hip. Alterations were noted to sidings, windows and doors, and many porches have been enclosed. While some streets seem fairly intact and the dwellings retain the original design as on Peachtree Hills Drive, other streetscapes, particularly Stephen Long Drive, have experienced a substantial amount of modifications due to increasing the number of stories or new construction.

The Peachtree Terrace subdivision is a primarily residential historic district that is located approximately 5 miles north of the central business district of Atlanta, Georgia (see attached Photographs #9-16). The early building phase within the subdivision occurred in the 1920s and continued into the 1950s. Given the extended period of building eras, house types and styles are eclectic. Earlier dwellings include Bungalows and Extended Hall-Parlors and

predominant styles are Craftsman, English Vernacular Revival and Colonial Revival. Later examples consist of American Small Houses and Ranch houses. Characteristic exterior materials comprise brick, frame and asbestos sidings. A small non-historic commercial block is located within the suburb.

The Birch Wood suburb is a residential district located in the northern portion of the City of Atlanta between the major thoroughfares of Peachtree Road and Piedmont Road and south of East Wesley Road (see attached Photographs #17 - #26). The houses date for the most part from the mid- to late-1950s, although construction continued in a minor degree to at least 1961. The majority of the houses are small, single-family dwellings representative of the Ranch, Split-Level, and American Small House types; the latter house type is concentrated on the south side of Lindbergh Drive. The primarily one-story brick buildings feature hip and gable roofs. Decorative elements tend to be spare and occur in iron porch supports. Infill of new housing has occurred to a small degree and is concentrated on the east side of Eureka Road south of Lindbergh Drive. While some alterations appear to have occurred with replacement windows, enclosure of porches, and additions, these modifications appear to be minimal. The streets are curvilinear with two of these ending in cul-de-sacs. The houses are sited on small lots generally averaging 0.27 acre. Most of the lots are simply landscaped with grassy lawns, mature trees and shrubs.

Kinsey Court and Virginia Place were laid sometime after 1939 (see attached Photographs #27 - #32). Virginia Place is a north-south two-lane road that is adjacent to and connects with the two early- to mid-twentieth century residential neighborhoods. The houses along Virginia Place and at the west end of Kinsey Court are small, frame, single family dwellings of which some represent the American Small house type and others are of an unrecognized type and in no evident style. The lots are simply landscaped with grassy lawns, mature trees and shrubs. The houses are sited on small lots generally measuring 50 feet to 70 feet wide by 200 feet deep, averaging approximately 0.25 acre. Historic commercial properties and the 1939 Lindbergh apartment complex at the north end of Virginia Place were demolished in the past year. Kinsey Court extends from Virginia Place to the southeast and ends in a cul-de-sac. While the four houses at the western end of the street reflect the housing on Virginia Place, the west end of Kinsey Court appears to have been constructed by one builder. Thirteen houses of this type circle the cul-de-sac. The two-story side-gabled brick buildings have a center chimney, an off-center front entrance and a secondary entrance on the opposite gable end. In many cases, gabled porches of varying sizes and styles have been constructed onto the façade and as side porches. Fenestration is six-over-six-light double-hung sash windows. There is an asymmetrical distribution of window openings on the first floor with a center single window and a band of three windows, while a symmetrical distribution of windows characterizes the upper story. The houses are sited on deep narrow lots of 108 feet to 195 feet with varying street fronts of 22 feet to 82 feet and averaging approximately 0.23 acre. Most of the lots are simply landscaped with grassy lawns, mature trees and shrubs.

**National Register Recommendation:** The property is considered **Eligible** for inclusion in the National Register of Historic Places.



**National Register Criteria and Level of Significance:** The Peachtree Hills Historic District (Resource #3) was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. No associations were indicated or suggested as a result of background research on the project area, deed research on the property, or in an interview with the current occupants of the property. Therefore, there was no basis for evaluating the property under Criterion B. Also, there are no indications that the property is likely to yield information on important research questions in history or prehistory. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

The Peachtree Hills Historic District (Resource #3) was evaluated under Criteria A and C and appears to possess a level of significance in the areas of architecture, landscape architecture and community planning and development. Many of the contributing properties within the proposed district retain a high level of integrity and are considered good and representative examples of early- to mid-twentieth century residential architecture. The dwellings represent house types and styles identified in *Georgia's Living Places: Historic Houses in Their Landscaped Settings* that are considered significant in Georgia's architectural history. The Peachtree Hills neighborhood is also eligible under Criterion A in the areas of community planning and development as a significant and intact garden suburb that evolved over four decades.

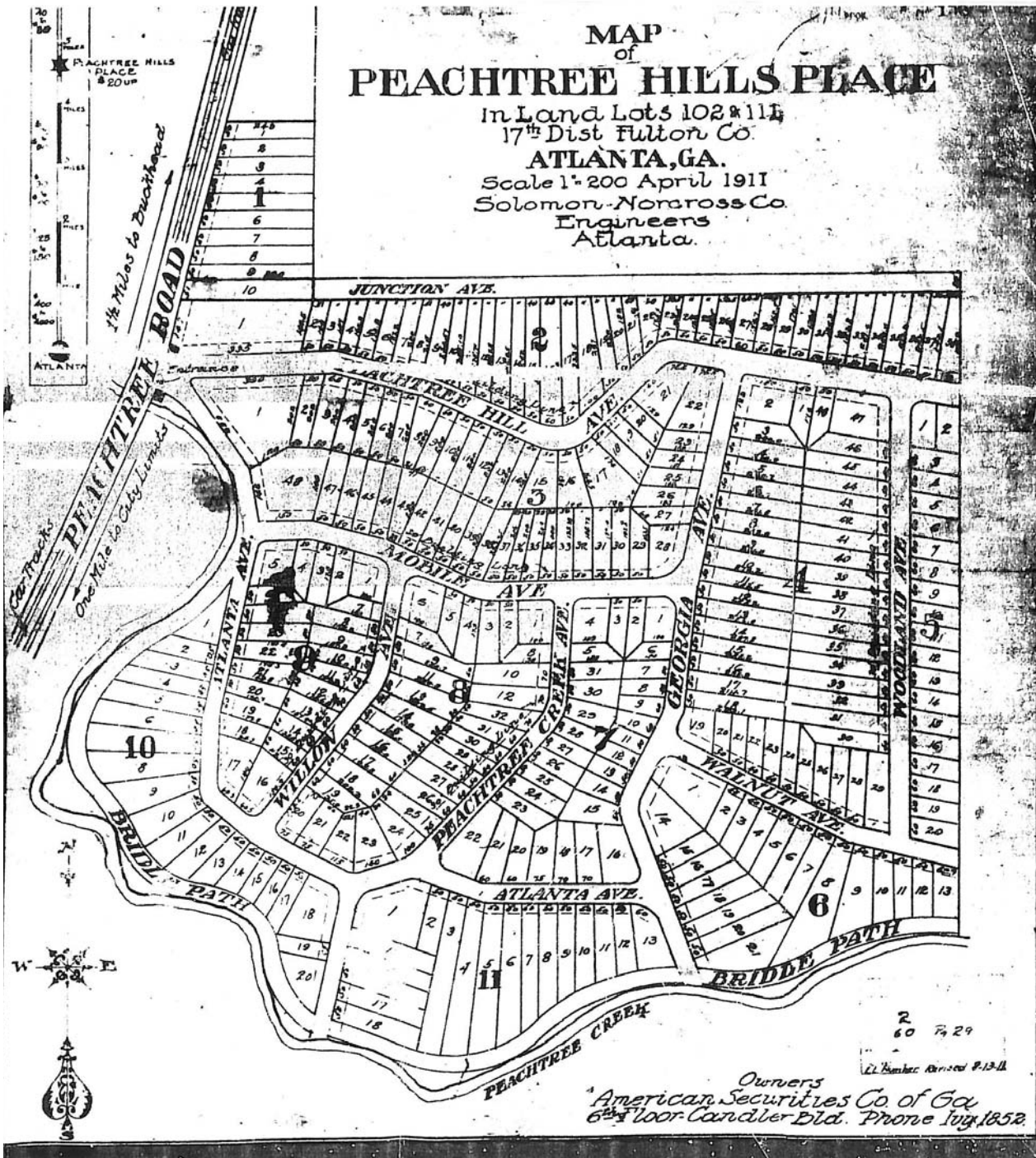
**Integrity:** The Peachtree Hills Historic District (Resource #3) has been determined to possess integrity in the areas of location and setting. The dwellings within the subdivision appear to be located in its original locations and have not been moved and the layout of the streets and dwellings constructed over a period of several decades remains intact. Peachtree Hills Historic District (Resource #3) has been determined to possess integrity in the areas of design, materials, workmanship, feeling and association. While approximately 15% – 16% of the dwellings are non-contributing due to new construction or the substantial enlargement of existing houses, and while many of the homes have been altered with replacement windows and doors and porches have been enclosed, overall the residences retain their original design, building materials and evidence of workmanship. The district demonstrates the evolution of an early- to mid-twentieth century residential community that developed over several decades while maintaining the original concept for the neighborhood.

**Proposed Boundary (Justification and Description):** The proposed National Register boundary of the Peachtree Hills Historic District (Resource #3) is a visual boundary and contains approximately 147 acres. The property is bounded roughly by Sharondale Drive and Peachtree Creek on the east, by Peachtree Creek on the south and southwest, by Glenwood Road on the west, and by Lindbergh Drive and Sharondale Court on the north.

**UTM Coordinates:** 7.5 Minute Series Topographic Map.  
Northwest Atlanta Quadrangle Zone 16  
Easting 741950 Northing 3745592  
Easting 742671 Northing 3745606  
Easting 743116 Northing 3745790  
Easting 742570 Northing 3744899  
Easting 741716 Northing 3744697

**Prepared:** Completed pursuant to 36 CFR Part 800.4(c) in accordance with the *Georgia Environmental Policy Act Guidelines* in compliance with the Georgia Environmental Policy Act for the proposed Atlanta BeltLine Northeast Quadrant project by:

Martha Teall  
Edwards-Pitman Environmental, Inc.  
1250 Winchester Parkway  
Suite 200  
Atlanta, Georgia 30080  
(770) 333-9484



## PLAT OF PEACHTREE HILLS PLACE (1911)

Atlanta BeltLine Northeast Quadrant

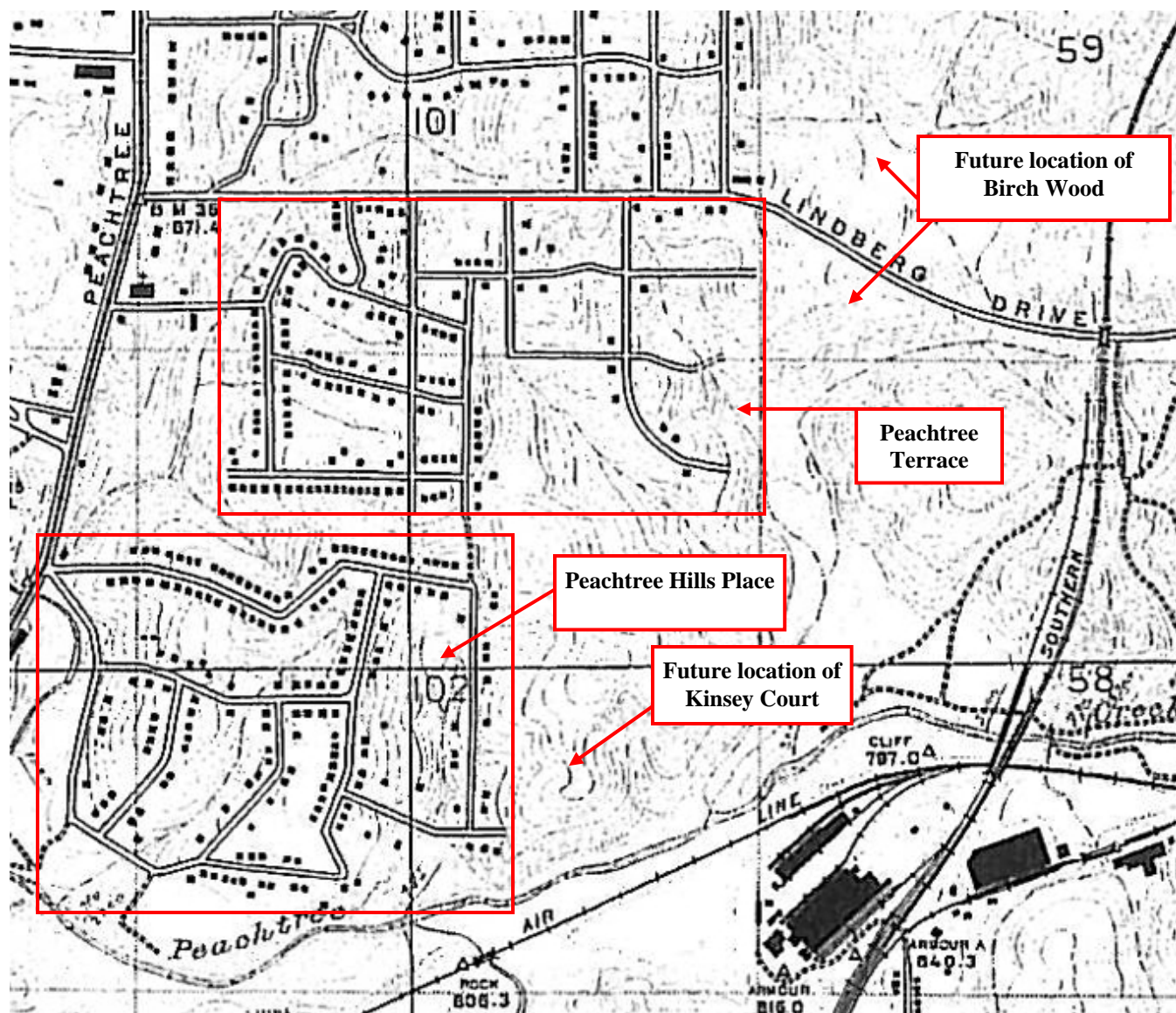
Source: Fulton County 1911  
Subdivision Plat Map

**EDWARDS-PITMAN**  
ENVIRONMENTAL, INC.

Not to Scale







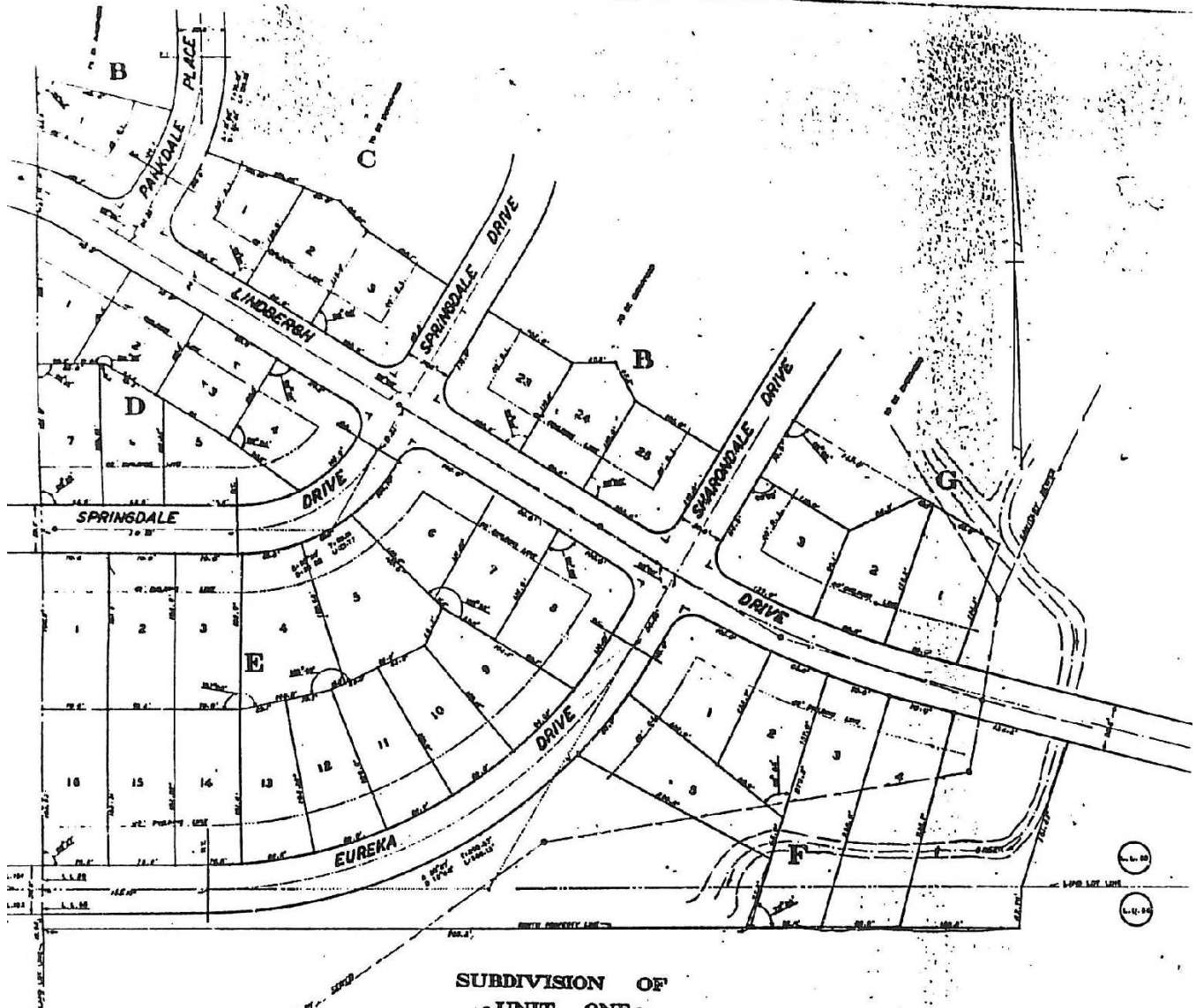
# **TOPOGRAPHIC MAP OF PEACHTREE HILLS HISTORIC DISTRICT** **(Surveyed 1928)** **Atlanta BeltLine Northeast Quadrant**

Source: City of Atlanta and Vicinity  
 1930 Topographic Map

**EDWARDS-PITMAN**  
 ENVIRONMENTAL, INC.

Not to Scale





**SUBDIVISION OF  
~ UNIT ONE ~  
BIRCH WOOD**  
LAND LOTS 58 & 59—17TH DISTRICT  
FULTON COUNTY, GEORGIA  
C. R. ROBERTS, REG. ENGR. NO. 972

NOTES:  
AT STREET INTERSECTIONS ARE  
UNLESS OTHERWISE NOTED.  
OWN THROUGH BLOCKS F & G IS  
A CREEK DRAINING A LARGE WATER  
THE CITY IS IN NO WAY RESPONSIBLE  
FOR THE OVERFLOW OF SAID CREEK  
EITHER OF THE MAINS OF THE PLAT

**PLAT OF BIRCH WOOD UNIT I (1951)  
PEACHTREE HILLS HISTORIC DISTRICT  
Atlanta BeltLine Northeast Quadrant**

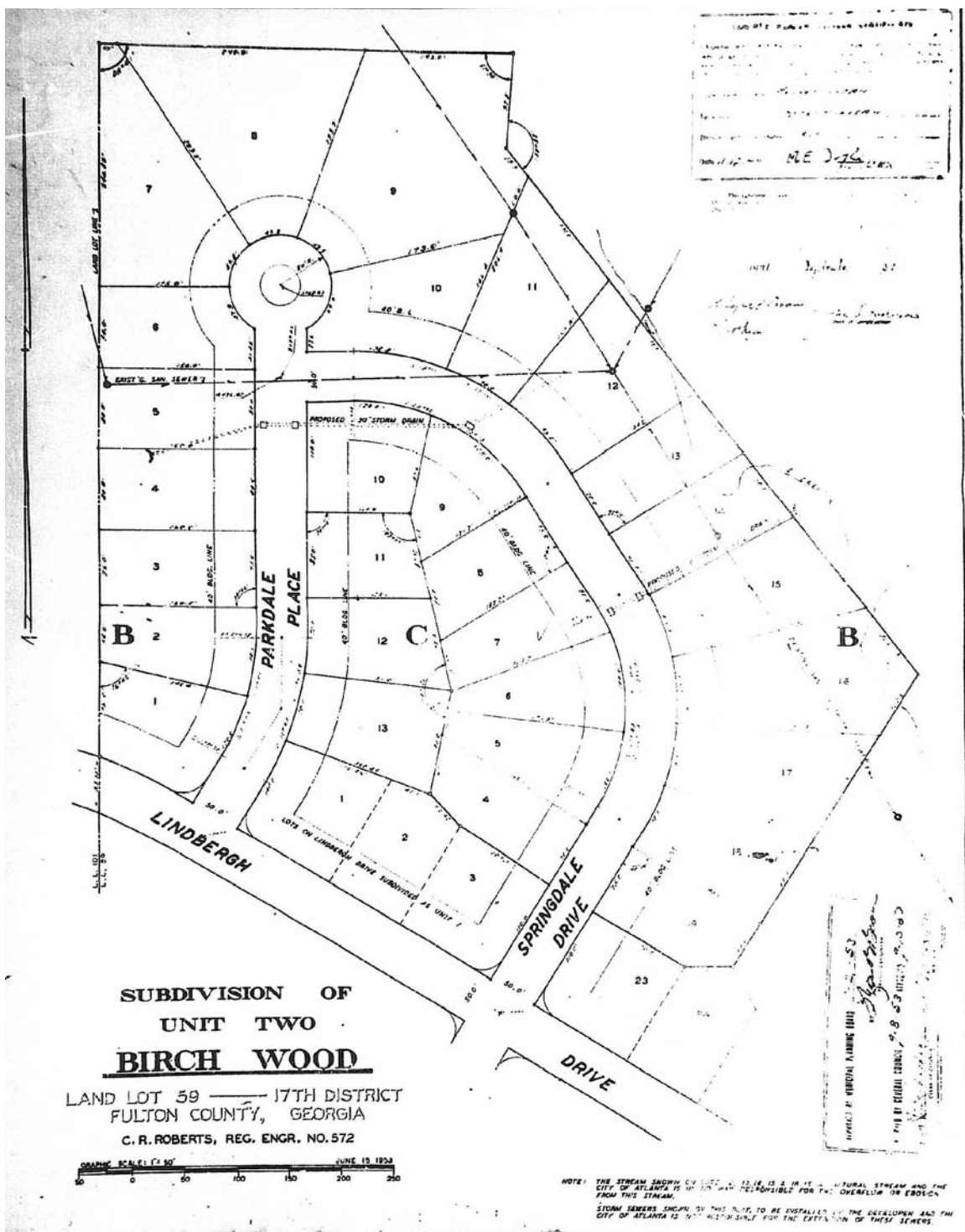
Source: Fulton County 1951  
Subdivision Plat Map

**EDWARDS-PITMAN**  
ENVIRONMENTAL, INC.

Not to Scale







**PLAT OF BIRCH WOOD UNIT II (1951)  
PEACHTREE HILLS HISTORIC DISTRICT  
Atlanta BeltLine Northeast Quadrant**

Source: Fulton County 1951  
Subdivision Plat Map

**EDWARDS-PITMAN**  
ENVIRONMENTAL, INC.

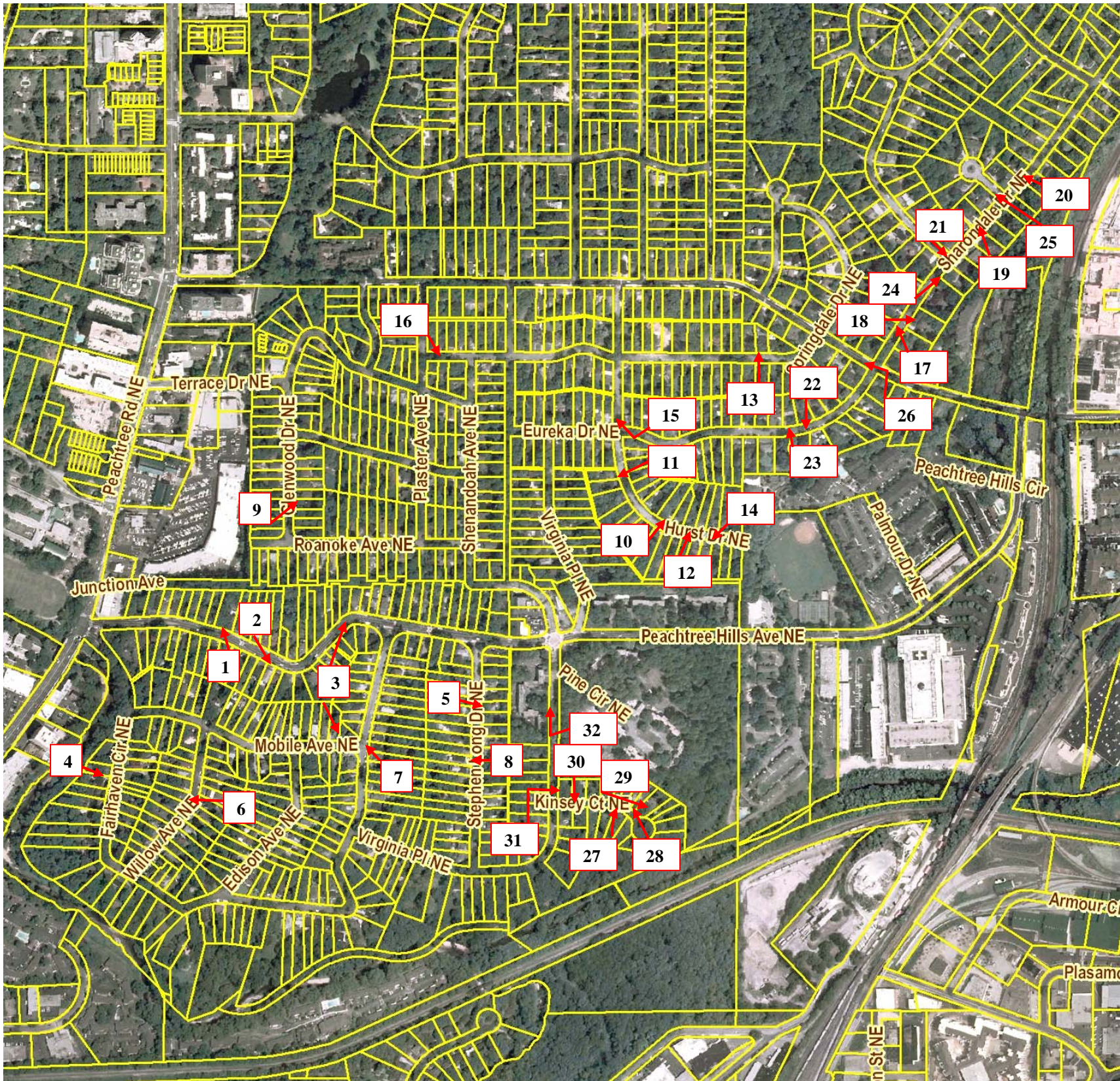
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**SITE GRAPHIC AND PHOTOGRAPH KEY FOR THE  
PEACHTREE HILLS HISTORIC DISTRICT (RESOURCE #3)**

**Atlanta BeltLine Northeast Quadrant**



Not to Scale





Photograph #1 - View of dwelling of Resource #3 on Peachtree Hills Drive facing north.



Photograph #2 - View of dwellings of Resource #3 on Peachtree Hills Drive facing southeast.





Photograph #3 - View of dwellings of Resource #3 on Peachtree Hills Drive facing north.



Photograph #4 - View of dwelling of Resource #3 on Fairhaven Circle facing east.





Photograph #5 - View of dwelling of Resource #3 on Stephen Long Drive facing southeast.



Photograph #6 - View of dwelling of Resource #3 on Willow Avenue facing west.





Photograph #7 - View of streetscape of Resource #3 on Fairhaven Circle facing north.



Photograph #8 - View of dwelling of Resource #3 on Stephen Long Drive facing west.





Photograph #9 - View of dwelling of Resource #3 on Glenwood Drive facing northeast.



Photograph #10 - View of dwelling of Resource #3 on Hurst Drive facing northeast





Photograph #11 - View of dwelling of Resource #3 on Hurst Drive facing west.



Photograph #12 - View of dwelling of Resource #3 on Hurst Drive facing northeast.





Photograph #13 - View of dwelling of Resource #3 on Springdale Drive facing north.



Photograph #14 - View of streetscape of Resource #3 on Hurst Drive, showing build-up of existing houses facing southwest.





Photograph #15 - View of streetscape of Resource #3 on Eureka Drive facing northwest.



Photograph #16 - View of streetscape of Resource #3 on Plaster Avenue facing southeast.





Photograph #17 - View of dwelling of Resource #3 on Sharondale Drive facing north.



Photograph #18 - View of dwelling of Resource #3 on Sharondale Drive facing east.





Photograph #19 - View of dwelling of Resource #3 on Sharondale Drive facing north.



Photograph #20 - View of dwelling of Resource #3 on Sharondale Drive facing northwest.





Photograph #21 - View of dwelling of Resource #3 on Sharondale Drive facing southeast.



Photograph #22 - View of dwelling of Resource #3 on Eureka Drive facing south.





Photograph #23 - View of dwelling of Resource #3 on Eureka Drive facing north.



Photograph #24 - View of streetscape of Resource #3 on Sharondale Drive facing northeast.





Photograph #25 - View of cul-de-sac of Resource #3 on Sharondale Place facing northwest.



Photograph #26 - View of streetscape of Resource #3 on Lindbergh Drive facing west.





Photograph #27 - View of dwelling of Resource #3 on Kinsey Court facing north.



Photograph #28 - View of dwelling of Resource #3 on Kinsey Court facing northwest.





Photograph #29 - View of streetscape and cul-de-sac of Resource #3 on Kinsey Court facing southeast.

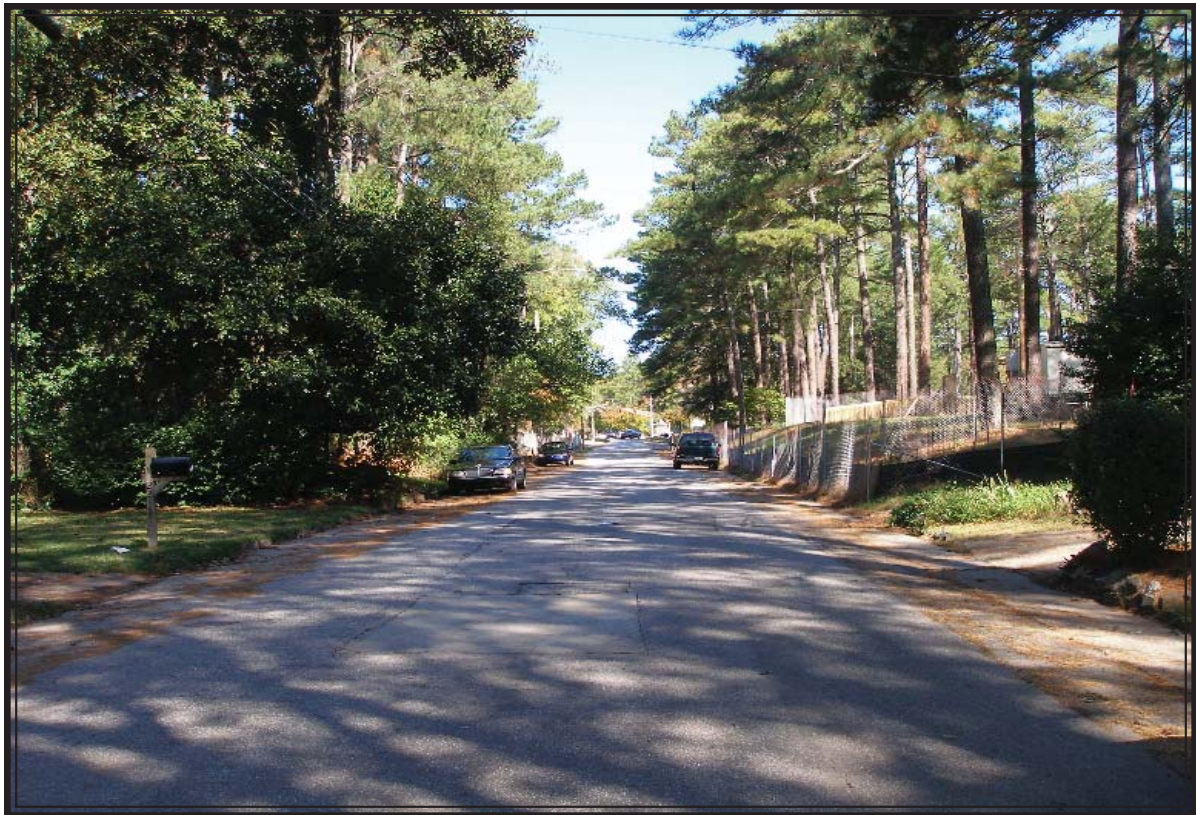


Photograph #30 - View of dwelling of Resource #3 at west end of Kinsey Court facing south.





Photograph #31 - View of dwelling of Resource #3 at Virginia Place facing east.



Photograph #32 - View of streetscape of Resource #3 at Virginia Place facing north.





**PROPERTY INFORMATION FORM**  
**Valley Court Apartments (Resource 6)**

**Property Identification:** Resource 6 is also identified as Valley Court Apartments in the field notes and on the project location map. This property was not identified in the DNR GNAHRGIS database reviewed on the <https://www.gnahrgis.org> website.

**Location:** The property is located at 311 Peachtree Hills Ave NE on the south side of the road approximately 1000 feet east of the intersection of Peachtree Hills Ave NE and Virginia Ave NE (refer to Site Graphic and Photo Key – Valley Court Apartments (Resource 6)).

**Date(s) of Development:** According to the Fulton County tax assessor's record, the Valley Court Apartments were constructed in 1960. This date of construction was supported by the review of historic and modern aerial photography on the USGS Earth Explorer and the NETR Historic Aerials websites, as well as modern aerials through Google Earth Pro. The resource appears partially constructed on a 1960 NETR aerial (Photo 1). At that time, the property consisted of fourteen separate apartment buildings, arranged in a generally rectangular pattern with planned landscaping. To the east of the resource, just beyond a wood line, was a rectangular building which appears to be industrial in nature (Resource 6). To the east of the resource are the Peachtree Hills Apartments, constructed in 1938 by J.A. Jones Construction Company.<sup>1</sup> By 1968, the resource was fully constructed and appears so on a 1968 USGS aerial (Photo 2). The resource consisted of seventeen apartment buildings, a pool, and a covered bridge. Few details were located about the bridge; while it could not be confirmed, it appears that the bridge was built at approximately the same time as the apartment complex. The later phase of the development, located south of the Peachtree Creek tributary, continues to be organized in a rectangle pattern, but the orientation of the buildings shifted slightly due to topography. A tributary of Peachtree Creek runs through the property and serves as the dividing line of the two phases of development. Also, by 1968, the property to the east of the resource had constructed more buildings. In 2008, the neighboring Peachtree Hills Apartments were demolished (Photo 3). A new apartment complex was under construction on that site during field inspection.

The resource was constructed as Valley Court Apartments.<sup>2</sup> A 1962 advertisement in the Atlanta Constitution touted each apartment had five spacious rooms, wall-to-wall carpet, a swimming pool, air-conditioning, patios, and custom kitchens. A two-bedroom apartment rented for \$135 a month. The Valley Court Apartments were developed at a time of limited apartment construction in Georgia, due to earlier abuses and reforms within the Federal Housing Administration (FHA) in the 1950s.<sup>3</sup> In 1960, there were approximately 5,000 new apartment units constructed in the state. Roughly half of those units were developed as public housing.<sup>4</sup> While apartment construction may have lagged in the state, as a whole, Atlanta's rapid growth required more housing units for the burgeoning population, which increased 47% from 331,314 in 1950 to 487,455 in 1960.<sup>5</sup>

In the early 1970s, the resource operated as the Brookside Apartments.<sup>6</sup> By 1977, the resource was known as the Innsisbook Apartments.<sup>7</sup> In 1999, the resource was converted to a condominium complex and renovated. The condominium units were renamed Garden Book at Peachtree Hills and consisted of eighty-four units over seventeen buildings. The 1999 renovation added new

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<sup>1</sup> Johnston, Sydney. "Modern Apartment Complexes in Georgia" National Register of Historic Places, Multiple Property Submission, 2003, p.24.

<sup>2</sup> "Peachtree Hills, NE (311)." Atlanta Constitution, 09 Mar. 1961, p.34.

<sup>3</sup> Johnston, p. 20.

<sup>4</sup> Johnston, p. 21.

<sup>5</sup> "Population of Atlanta, GA" Population.us, 2016. <https://population.us/ga/atlanta/>

<sup>6</sup> "Brookside Apts." Atlanta Constitution, 24 Apr. 1971, p. 28.

<sup>7</sup> "Texas Sized Apartments" Atlanta Journal and Constitution, 30 July 1977, p. 36.



appliances, kitchen cabinets and counters, carpets, heating and cooling systems, and replacement windows, according to an Atlanta Journal-Constitution article.<sup>8</sup>

Field inspection confirmed that the resource has had its windows replaced, as identified in the 2000 newspaper article. Field survey revealed the presence of a non-historic fence around the perimeter of the property, which prevented access to most of the resource. Online real estate listings were used to gather an accurate description of the property.

**Description:** The resource is a modern apartment complex, consisting of seventeen two-story Masonry Vernacular apartment buildings (see attached photographs). All the buildings, except for those that line the eastern edge of the property appear to be identical. All buildings within the resource are clad in a cream-colored brick veneer and have hip roofs covered in asphalt shingles. Each building contains either four or eight units. The majority of buildings have two projecting clusters on each end of the building, feature recessed entrances, and have a brick wall shielding the outdoor stairs to the upstairs units. The eastern units feature full-height front gable porches over the entrances and do not have brick walls hiding the stairs to the upper units. These features appear to be original and the front gable porches can be seen on the 1968 aerial. There are a variety of window sizes, indicating the difference in public and private space in the individual apartments. The windows and doors in all the buildings have been replaced with non-historic synthetic units. On the rear elevations of the units without the gable porches, there are recessed patios with wood screens.

Landscaping throughout the resource is planned with plantings around the buildings and open, grassed lawns in between the buildings. A tributary of Peachtree Creek runs through the resource and there is a historic, covered pedestrian bridge over it. Aerials and online real estate listings indicate a pool is also located on the property. A non-historic gate with non-historic fencing and non-historic brick posts are located at each entrance and exit of the resource along the Peachtree Hills Ave ROW. While the resource is mostly surrounded by other mid-twentieth-century buildings, the resource's setting has been adversely impacted by the construction of a large, non-historic apartment complex immediately to the west of the resource.

**NRHP Recommendation:** The property is considered **Eligible** for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** The Valley Court Apartments were evaluated for eligibility for listing in the NRHP using the NRHP Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. No associations were indicated or suggested as a result of background research on the project area, deed research on the property, or in any response to GDOT's early consultation correspondence received from consulting parties. Therefore, there was no basis for evaluating the property under Criterion B. Also, there are no indications that the property is likely to yield information on important research questions in history or prehistory. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

The Valley Court Apartments were evaluated under Criterion A and appear to possess a local level of significance in the area of community planning and development. The property was evaluated within the *Modern Apartment Complexes in Georgia 1936-1954* context study, prepared by Sydney Johnston with assistance from the Georgia SHPO and GDOT in 2003. The resource was evaluated in this context because the resource still serves its historic multi-family residential function and although it was constructed outside the context's period of significance, the resource exhibits the character-defining features of a modern apartment complex, as identified in the context study. The resource is a good and representative example of a small-

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<sup>8</sup> Cauley, H.M. "Garden Brook." Atlanta Journal-Constitution, 15 Oct. 2000, p. 92.

scale modern apartment complex built to accommodate the rapidly expanding population of Atlanta in the 1950s and the early 1960s. The complex contains landscape features that are unique to the topography of the parcel, such as the historic covered bridge that provides pedestrian access over the tributary of Peachtree Creek that runs through the resource. Sidewalks, grassed lawns, and landscaping further contribute to the creation of a park-like sense of place and pedestrian circulation throughout the complex. The resource was developed on a large parcel located on the edge of the Peachtree Hills neighborhood of Atlanta. Although it was not the first modern apartment complex in the area, it is the last extant example in the neighborhood. Because of the size and scale of the resource, as well as its intact linear site plan, the resource is able to convey its significance as a good and representative example of a modern apartment complex in Atlanta, which was constructed during an era of rapid growth in the city. Therefore, the Valley Court Apartments are considered eligible for inclusion in the NRHP under Criterion A in the area of community planning and development.

The Valley Court Apartments were evaluated under Criterion C and appear to possess a local level of significance in the area of architecture. The property was evaluated within the *Modern Apartment Complexes in Georgia 1936-1954* context study. The Valley Court Apartments are a good and representative example of the Masonry Vernacular architectural style, as identified in the context. Character defining features of the Masonry Vernacular style include, a rectangular footprint, masonry materials, roof systems of flat, gable, or hip roofs, unadorned entrances, metal casement windows, and a symmetrical façade. The buildings that make up the resource are generally rectangular in form, with slight projections on the ends of some buildings and the entrances on others. A light color brick veneer clads the buildings in the resource and the material is also used to create privacy walls to shield the exterior stairs to upper units on most buildings in the resource. The resource features hip roofs, and four buildings have front-gable porch projections. Entrances are unadorned and recessed into the buildings. The buildings consist of four units each which creates symmetrical façades. While the resource's windows have been replaced in the last twenty years, the window sizes and locations have not been altered. The resource fully expresses most of the character defining features Masonry Vernacular style and retains the integrity to convey its significance. Therefore, the Valley Court Apartments are considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The Valley Court Apartments have been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The resource is in its original site of construction and has not been moved. The resource's setting is conveyed through its park-like atmosphere created by its site plan and landscaping. Though another historic apartment complex to the west of the resource has been demolished in the last fifteen years, the resource's setting is insulated by trees along the perimeter of the parcel. There have been no major additions or alterations to the resource since its construction, besides the replacements of the windows and doors throughout the resource, which allow the retention of the resource's integrity in the areas of design, materials, and workmanship. The resource's historic feeling is conveyed by its historic design, materials, and setting. Because the resource retains integrity in the areas of location, setting, design, materials, workmanship, and feeling, it is also able to convey an association with as a modern apartment complex in the Masonry Vernacular style.

**Proposed Boundary (Justification and Description):** The proposed NRHP boundary of the Valley Court Apartments corresponds to the legal parcel boundary (Parcel No. 17 0058), which includes seventeen buildings with four to eight condominium units each, the covered bridge, the grounds, and pool. The NRHP boundary contains approximately 8.10-acres and is depicted on the attached NRHP boundary graphic.

The edge of pavement along Peachtree Hills Ave has been proposed as the northern border of the proposed boundary because the area within the existing ROW contains a portion of the

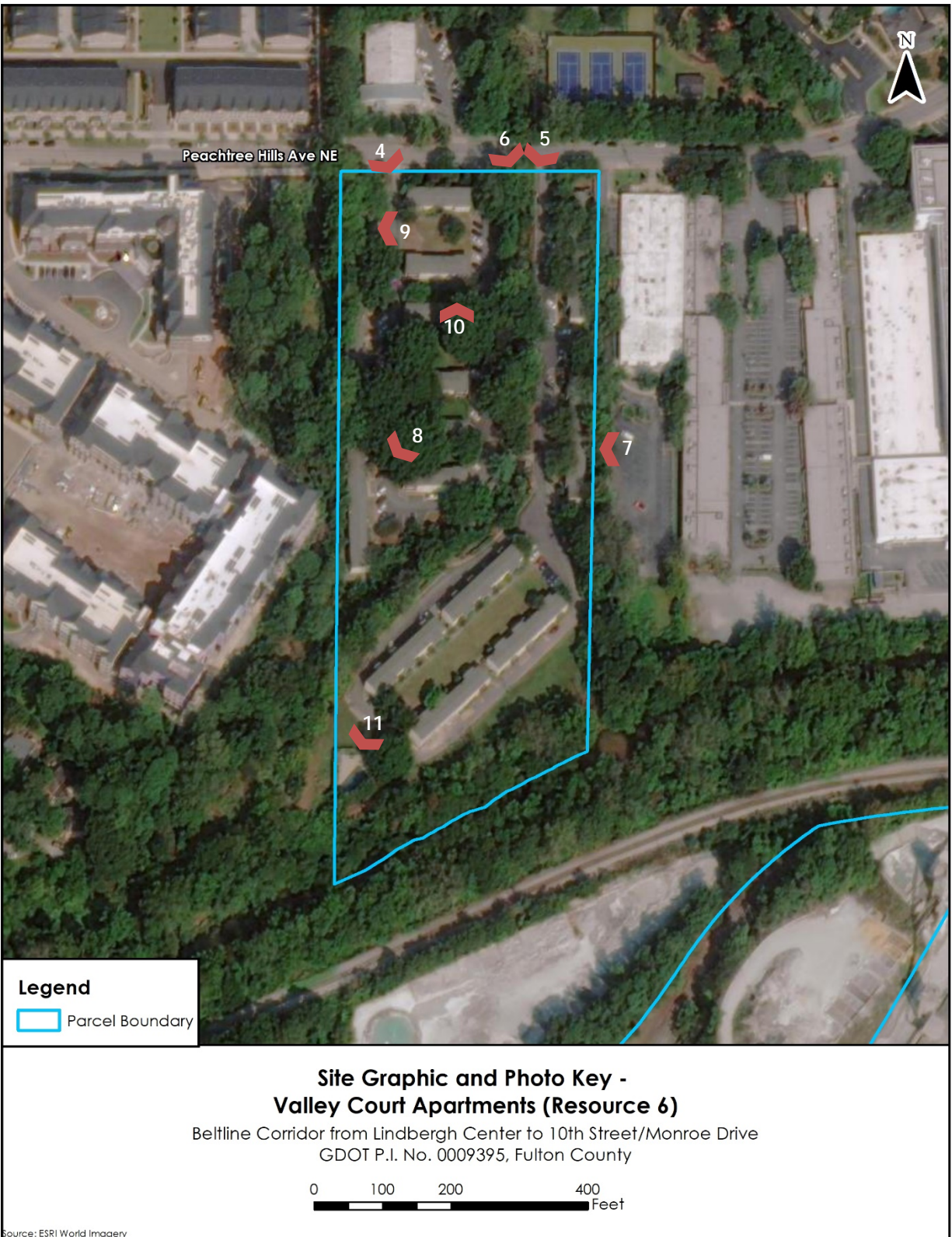


property's lawn. This landscape feature is considered a contributing element of the setting of the resource.

**UTM Coordinates:** 7.5 Minute Series Topographic Map WGS84  
Northeast Atlanta Quadrangle Zone 16  
Easting 742742 Northing 3744943

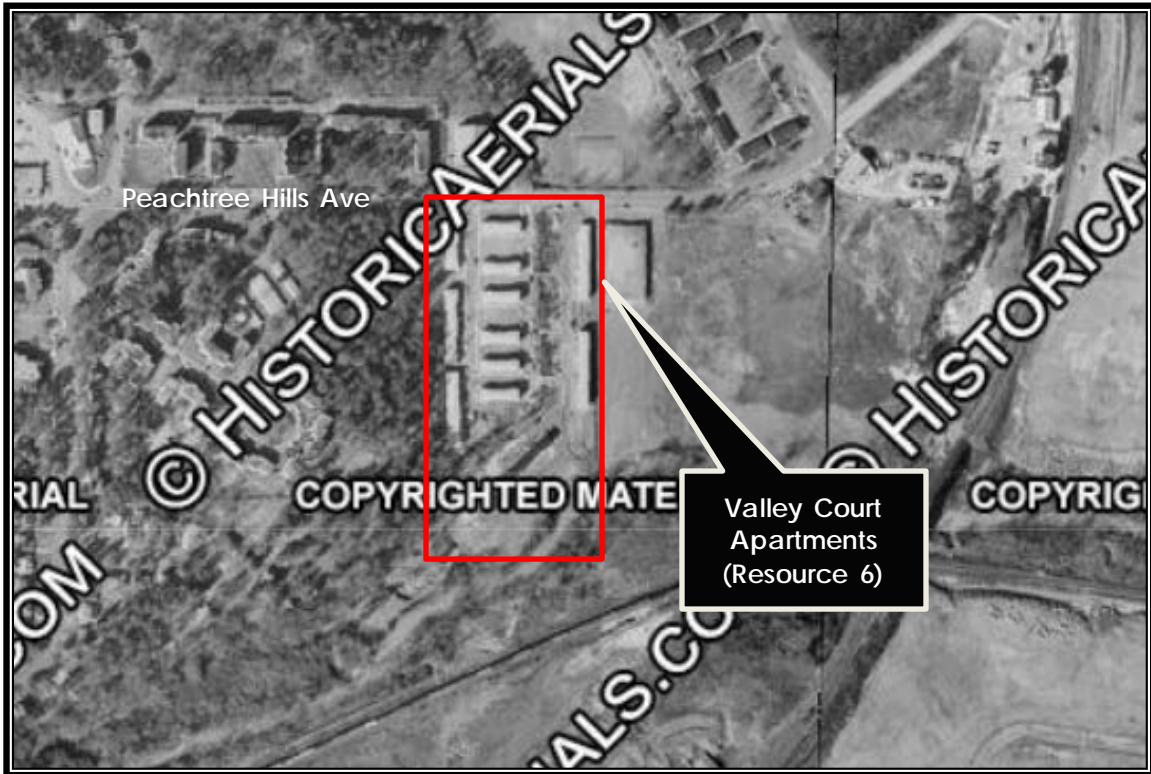
**Prepared:** Completed pursuant to 36 CFR Part 800.4(c) in compliance with Section 106 of the National Historic Preservation Act for GDOT P.I. No. 0009395, Fulton County by:

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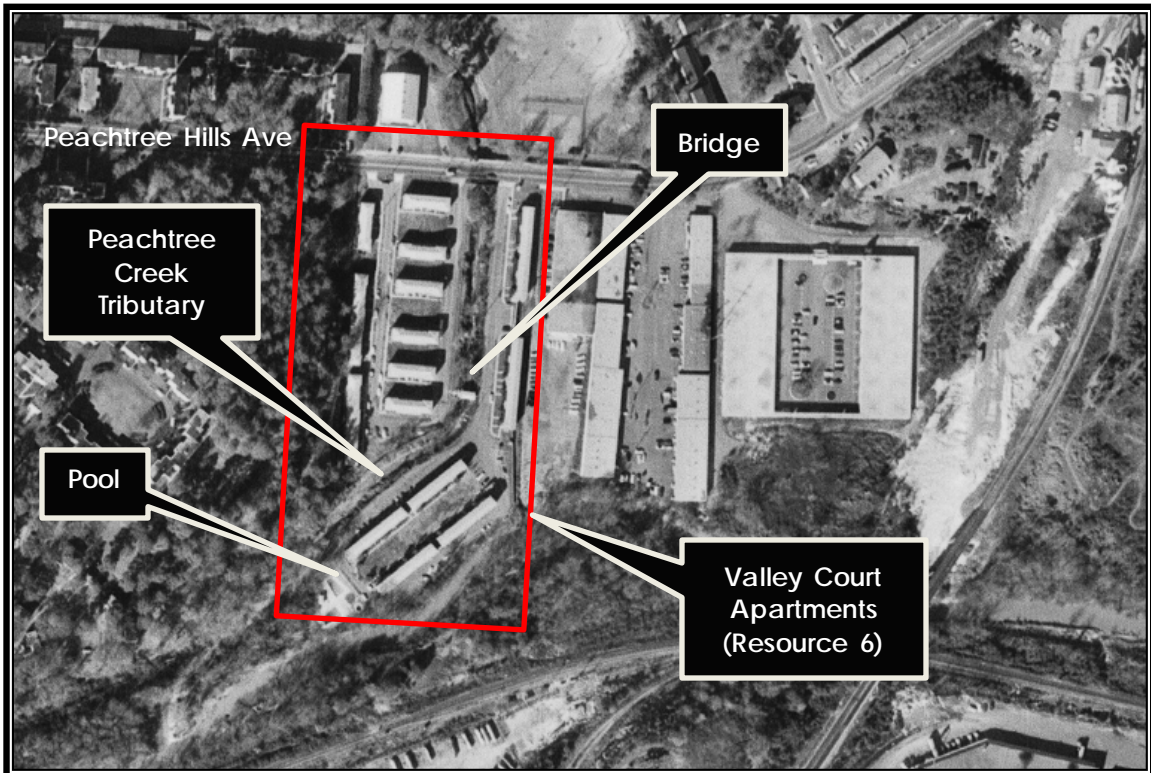


\*Note – Photographs 4-11 are keyed to the image.

Valley Court Apartments (Resource 6)  
P.I. No. 0009395, Fulton County



**Photo 1:** 1960 aerial of the resource. Source: NETR Historic Aerials. **Note:** Rear portion of complex under construction.



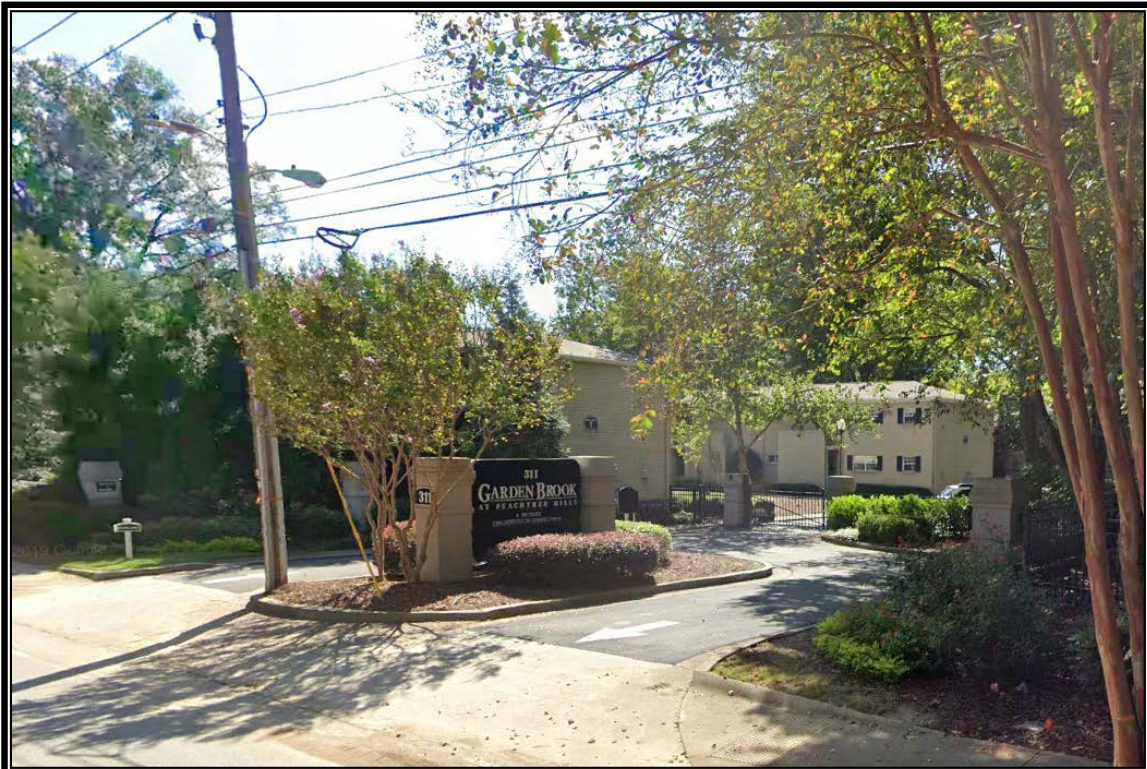
**Photo 2:** 1968 aerial of the resource. Source: USGS Earth Explorer.



Valley Court Apartments (Resource 6)  
P.I. No. 0009395, Fulton County



**Photo 3:** 2002 aerial of the resource. Source: Google Earth Pro. Resource indicated by red rectangle. **Note:** Apartments to the west of the resource demolished.



**Photo 4:** View of the resource's main entrance, facing southeast. Source: Google Street View, Nov. 2019.



**Valley Court Apartments (Resource 6)**  
P.I. No. 0009395, Fulton County



**Photo 5:** View of the northeast oblique of several of the buildings within the resource, facing southwest.



**Photo 6:** View of the façades of the buildings along the eastern edge of the resource and the secondary entrance, facing southeast.



Valley Court Apartments (Resource 6)  
P.I. No. 0009395, Fulton County



**Photo 7:** Detail view of the rear elevation of a building on the eastern edge of the resource from the neighboring property, facing west.



**Photo 8:** View of the façade of two buildings on the eastern edge of the resource, facing northeast and view of the historic covered bridge on the property, facing southwest. Source: <https://condoatlanta.com/garden-brook-at-peachtree-hills-condos-in-atlanta-ga/>.



Valley Court Apartments (Resource 6)  
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**Photo 9:** View of the façade of a building along the western edge of the property, facing east.  
Source: <https://www.georgiamls.com/311-ne-peachtree-hills-ave-7d-atlanta-ga-30305/8514134>



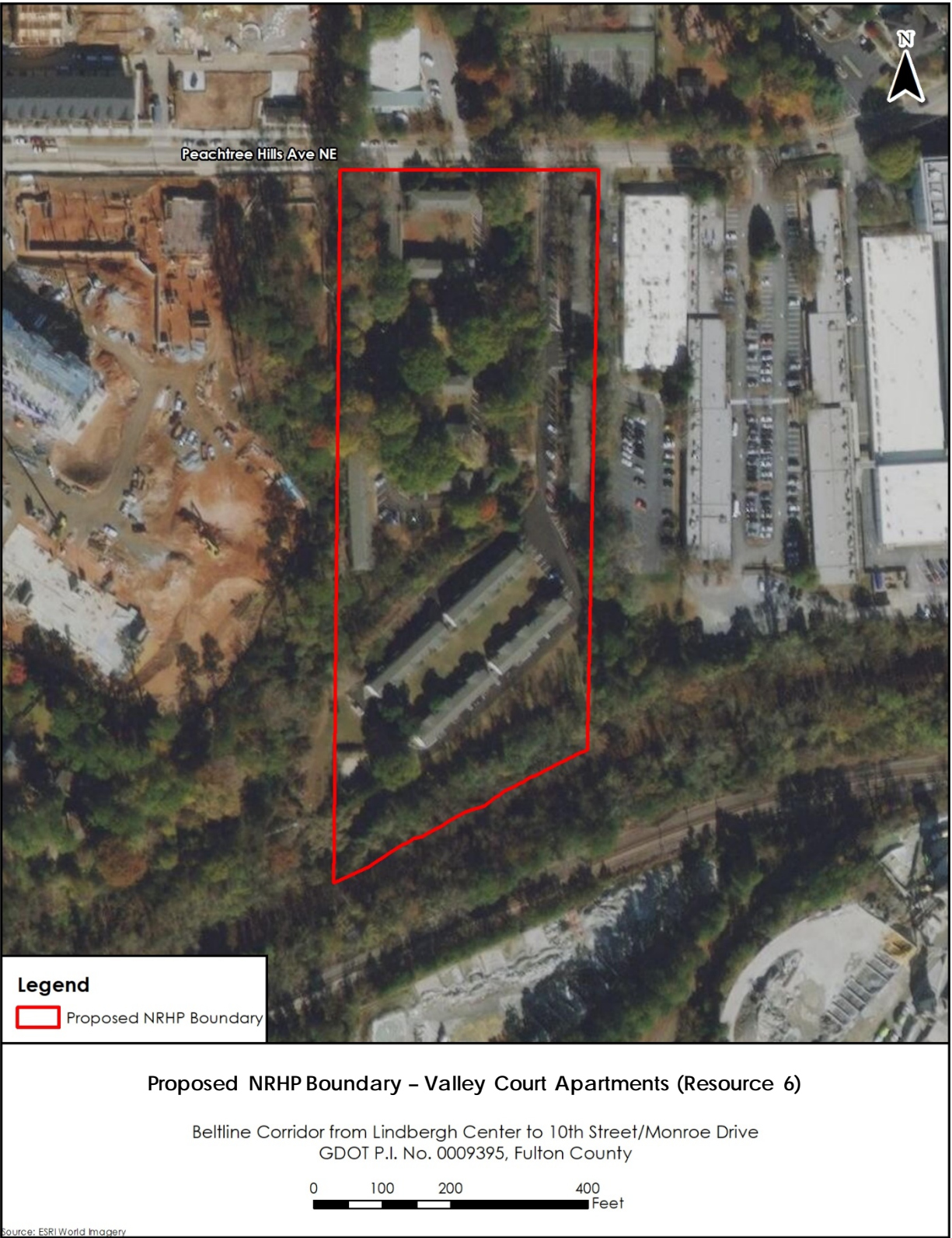
**Photo 10:** View of the rear elevation of a building in the center of the property, facing north.  
Source: <https://www.redfin.com/GA/Atlanta/311-Peachtree-Hills-Ave-NE-30305/unit-5D/home/24779882>

Valley Court Apartments (Resource 6)  
P.I. No. 0009395, Fulton County



**Photo 11:** View of the resource's pool, facing southwest. Source:  
<https://www.redfin.com/GA/Atlanta/311-Peachtree-Hills-Ave-NE-30305/unit-5D/home/24779882>





**PROPERTY INFORMATION FORM**  
**Lovable Brassiere Company (Resource 10)**

**Property Identification:** Resource 10 is also identified as Loveable Brassiere Company in the field notes and on the project location map. This property was not identified in the DNR GNAHRGIS database reviewed on the <https://www.gnahrgis.org> website.

**Location:** The property is located at 2400 Piedmont Road NE in the southwest quadrant of the intersection of Piedmont Road and Lindbergh Way NE (refer to Figure 2B. Historic Resources Location Map).

**Date(s) of Development:** According to the Fulton County tax assessor's record, the resource was constructed in 1955. This date of construction was supported by the review of historic and modern aerial photography on the USGS Earth Explorer and the NETR Historic Aerials websites, as well as modern aerials through Google Earth Pro. While the resource does not appear on the 1955 NETR aerial, a 1956 newspaper article notes that "Lovable recently completed a 25,000-square-foot cutting department and warehouse building on the rear of the property."<sup>1</sup> Therefore, the 1955 date of construction is considered reliable. The resource first appears on a 1960 NETR aerial of the project area (Photo 1). At this time, the resource consisted of an industrial warehouse with an L-shaped extension off its east elevation. Two accessory structures were located on the northwest corner of the parcel at the corner of what would become Garson Drive and Lindbergh Way NE. A roundabout-like driveway was located off the building's northeast corner and a surface parking lot located to the south of the resource. The parcel was otherwise wooded. Apartment complexes were located to the resource's east and south, while an industrial building was to the resource's west. There was commercial development along Piedmont Road. A 1960 photograph from the Breman Museum shows the resource's original appearance (Photo 2). By 1968, the resource had doubled in size with an addition off the west elevation (Photo 3). MARTA tracks were laid to the west of the resource and Lindbergh Way NE was realigned in the 1980s (Photo 4). The apartments to the south of the resource were demolished c. 1990 (Photo 5).

The resource was constructed for the Lovable Brassiere Company.<sup>2</sup> The company was founded in 1926 as 'Beautiform' in a building at Pryor and Trinity Streets in Downtown Atlanta by Frank Garson.<sup>3</sup> The company was renamed Lovable in 1931.<sup>4</sup> The family-owned business moved to a new headquarters at 845-849 Spring Street in Atlanta in 1940.<sup>5</sup> That building has since been demolished. The company specialized in budget bras, selling their product starting at 59-cents via door-to-door sales. In the 1930s, the company's Spring Street location was one of the first fully integrated factories in Atlanta.<sup>6</sup>

In the late 1950s, the company built the resource, which functioned as their manufacturing and fabric cutting facility. At the time of the resource's construction, the company had other plants in Canada, South Africa, Japan, Cuba, and England and employed 1,000 people in Atlanta and 3,000 worldwide.<sup>7</sup> The resource's construction was profiled in the New York Times in 1959. The article claimed the company's brassieres and other products were designed by engineers and

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<sup>1</sup> "Lovable Brassiere Plans New Plant Here by 1959." Atlanta Constitution, 01 Nov. 1956, p. 6.

<sup>2</sup> Ibid.

<sup>3</sup> Weil, Debbie. "Budget bra holds 50-year-old Lovable steady." Atlanta Journal and Constitution, 16 Nov. 1980, p. 59.

<sup>4</sup> Ibid.

<sup>5</sup> "Presenting the New Home of The Lovable Brassiere Co." Atlanta Constitution, 28 Jan. 1940, p. 57.

<sup>6</sup> Badle, Rick. "Atlantan was integration pioneer." Atlanta Journal Constitution, 02 Nov. 2009, p. B6.

<sup>7</sup> "Lovable Brassiere Plans New Plant Here by 1959." Atlanta Constitution, 01 Nov. 1956, p. 6.



the resource was designed with "the latest techniques in automation and straight-line assembly."<sup>8</sup> The machines inside the resource were only bolted to the floor to allow for efficient redesign of the production layout should a more efficient assembly line layout be identified. The resource originally featured a monorail system throughout the plant to take products from one area of the plant to others. It's unclear if this system is still extant in the resource. The Garson Family boasted in the New York Times article that the resource could product more than 20,000,000 brassieres a year and had warehouse space for 10,000,000 more. The company reportedly spent \$100,000 a year on research.<sup>9</sup> The resource was considered one of Atlanta's leading manufacturing plants, according to a 1959 newsletter by the Metro Atlanta Chamber of Commerce.<sup>10</sup> Garson Drive, which runs to the west of the resource is named for company founder, Frank Garson.

The company operated out of the resource until 1976, when it built a larger plant in Buford, Gwinnett County.<sup>11</sup> During the period it operated from the resource, the company inked deals with national retailers, such as Sears & Roebuck and J.C. Penney to sell their product. By 1980, the company sold to 500 different department stores in the US and 25 other countries. In 1976, the company sold the resource to the First National Bank of Atlanta, which later became Wachovia Bank.<sup>12</sup> In 1998, the Lovable Brassiere Company filed for bankruptcy and ceased operations.<sup>13</sup> Wachovia sold the resource to MARTA in 1999, who now uses the resource as an operations annex and police station.<sup>14</sup>

Access to the property was limited during field inspection due to fencing surrounding the resource. While there was a visitor intercom button to allow access, no answer was received to open the gate. Field inspection confirmed the historic additions to the property and revealed no other visible alterations, besides the non-historic fencing surrounding the property. Multiple attempts to contact MARTA's real estate and property management office were unsuccessful.

**Description:** The resource is a manufacturing plant with International stylistic features (see attached photographs). The easternmost half of the building is the oldest section of the building, constructed in 1955. This portion of the building reflects the International style and has a one-story with a glass entryway fronting the Piedmont Road and Lindbergh Way NE intersection and a roundabout-like driveway on the resource's parcel. The resource is clad in brick veneer and has a flat roof. Its windows are paired, one-paned fixed sash steel windows set in vertical strips and symmetrically spaced throughout this section of the building's north and east elevations. As the topography slopes down to the west on the parcel, the building follows it with a basement level. The western half of the building was constructed c. 1965. It has a glassed-in entrance with a metal paneled bulkhead on the south elevation, fronting the resource's parking lot. This portion of the building lacks windows, only having vents regularly spaced throughout it. It is also clad in a red brick veneer and has a flat roof. A stucco-clad elevator shaft is located close to the resource's southwest corner and extends above the resource's roof.

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<sup>8</sup> Freeman, William M. "Women Wearing What Men Design." New York Times, 25 Oct. 1959, p. F13.

<sup>9</sup> Ibid.

<sup>10</sup> Metro Atlanta Chamber of Commerce. "The City Builder" Vol. 24, No. 8, October 1959, p. 5. Kenan Research Center, Atlanta History Center, <https://album.atlantahistorycenter.com/digital/collection/ACBuilder/id/3654>, accessed 09 Sept. 2020.

<sup>11</sup> Weil, Debbie. "Budget bra holds 50-year-old Lovable steady." Atlanta Journal and Constitution, 16 Nov. 1980, p. 59.

<sup>12</sup> Ibid.

<sup>13</sup> Anderson, Will. "Bankruptcy auction will mean end of 72-year-old bra maker." Atlanta Journal-Constitution, 16 May 1998, p.

<sup>14</sup> Fulton County Deed Book 26202, page 151.

To the south of the resource is an asphalt-paved surface parking lot. MARTA tracks run directly to the west of the resource. The parcel's perimeter is fenced with a six-foot-tall, non-historic chain-link fence. Mature trees mostly shield the resource's viewshed from the non-historic buildings that surround it.

**NRHP Recommendation:** The property is considered **Eligible** for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** The Lovable Brassiere Company was evaluated for eligibility for listing in the NRHP using the NRHP Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. No associations were indicated or suggested as a result of background research on the project area, deed research on the property, or in any response to GDOT's early consultation correspondence received from consulting parties. Therefore, there was no basis for evaluating the property under Criterion B. Also, there are no indications that the property is likely to yield information on important research questions in history or prehistory. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

The Lovable Brassiere Company was evaluated under Criterion A and appears to possess a local level of significance in the areas of commerce and industry for its association with the Lovable Brassiere Company, a significant business in the manufacturing history of Atlanta. The resource was constructed as a fabric cutting and manufacturing center for the company and expanded in the late 1960s to also house the company's headquarters. The resource was designed to implement innovative manufacturing techniques with an interior monorail, equipment footings, and production capacity. The resource was recognized as one of Atlanta's premiere manufacturing plants in 1959 by the Metro Atlanta Chamber of Commerce. At the time of the resource's construction, the company had other plants in Canada, South Africa, Japan, Cuba, and England and employed 1,000 people in Atlanta and 3,000 people worldwide.<sup>15</sup> The resource is the oldest extant building associated with the Lovable Brassiere Company in Atlanta, as its c. 1940 headquarters on Spring Street in Atlanta was demolished in 2002. During the time that the company operated from the resource, the company shifted its business model from door-to-door sales to retail sales, forming partnerships with national department store brands, including Sears & Roebuck and J.C. Penney, and international retail agreements in 25 foreign countries. Though the company sold the resource in 1976 and went out of business in 1998, their impact on the commercial history of Atlanta remains significant and the resource played a key function in the business. Therefore, the Lovable Brassiere Company is considered eligible for inclusion in the NRHP under Criterion A in the areas of commerce and industry.

The Lovable Brassiere Company was evaluated under Criterion C and appears to possess a local level of significance in the area of architecture. The resource is a good and representative example of an International-style industrial building with distinctive features of its mid-twentieth century period of construction. According to J.G. Blumensen in *Identifying American Architecture*, the character-defining features of the International style are flat roofs, uniform wall surfaces, large expanses of windows, lack of ornamentation, and windows often extending from floor to ceiling in a single pane. The resource possesses all of these character-defining features and is able to convey its architectural significance through its historic form and materials. While the resource features an addition, it was constructed during the historic period and is representative of the industrial success of the resource. Therefore, the Lovable Brassiere Company is considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The Lovable Brassiere Company has been determined to possess integrity in the areas of location, design, materials, workmanship, feeling, and association. The resource is in its original site

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<sup>15</sup> "Lovable Brassiere Plans New Plant Here by 1959." Atlanta Constitution, 01 Nov. 1956, p. 6.



of construction and has not been moved. While the resource is currently double its original size, the addition was constructed in the historic period and represents a time of expansion for the Lovable Brassiere Company. The resource's historic materials of red brick veneer, steel windows, and glass entryways are retained and have not been altered. Through these materials, the resource is able to convey its integrity of workmanship. Because the resource retains its integrity in the area of location, design, materials, and workmanship, it is also able to convey integrity in the areas of feeling and its association with the Lovable Brassiere Company. The resource has been determined not to possess integrity in the area of setting. The integrity of setting has been diminished by the construction of MARTA tracks immediately west of the resource and the realignment of Lindbergh Way NE in the 1980s, and by non-historic development surrounding the resource on all sides.

**Proposed Boundary (Justification and Description):** The proposed NRHP boundary of the Lovable Brassiere Company corresponds to the legal property boundary and contains approximately 12.5 acres. The proposed boundary contains all NRHP qualifying characteristics and features of the property and includes the building, its associated historic driveway and parking lot, and the immediate surrounds. Portions of the boundary correspond to the Fulton County parcel 17 0058 LL0493.

The ROW line along Piedmont Road has been proposed as the eastern border of the proposed NRHP boundary because the area within the existing ROW consists of a non-historic sidewalk and does not contain any landscape or other features that contribute to the NRHP eligibility of this property. The MARTA ROW has been proposed on the western border of the proposed NRHP boundary because the area within the MARTA ROW consists of non-historic rail tracks that do not contribute to the eligibility of the resource.

**UTM Coordinates:** 7.5 Minute Series Topographic WGS84  
Northeast Atlanta, GA Quadrangle Zone 16  
Easting 743506 Northing 3745287

**Prepared:** Completed pursuant to 36 CFR Part 800.4(c) in compliance with Section 106 of the National Historic Preservation Act for GDOT P.I. No. 0009395, Fulton County by:

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(770) 333-9484



**\*Note – Photographs 6-11 are keyed to the image.**

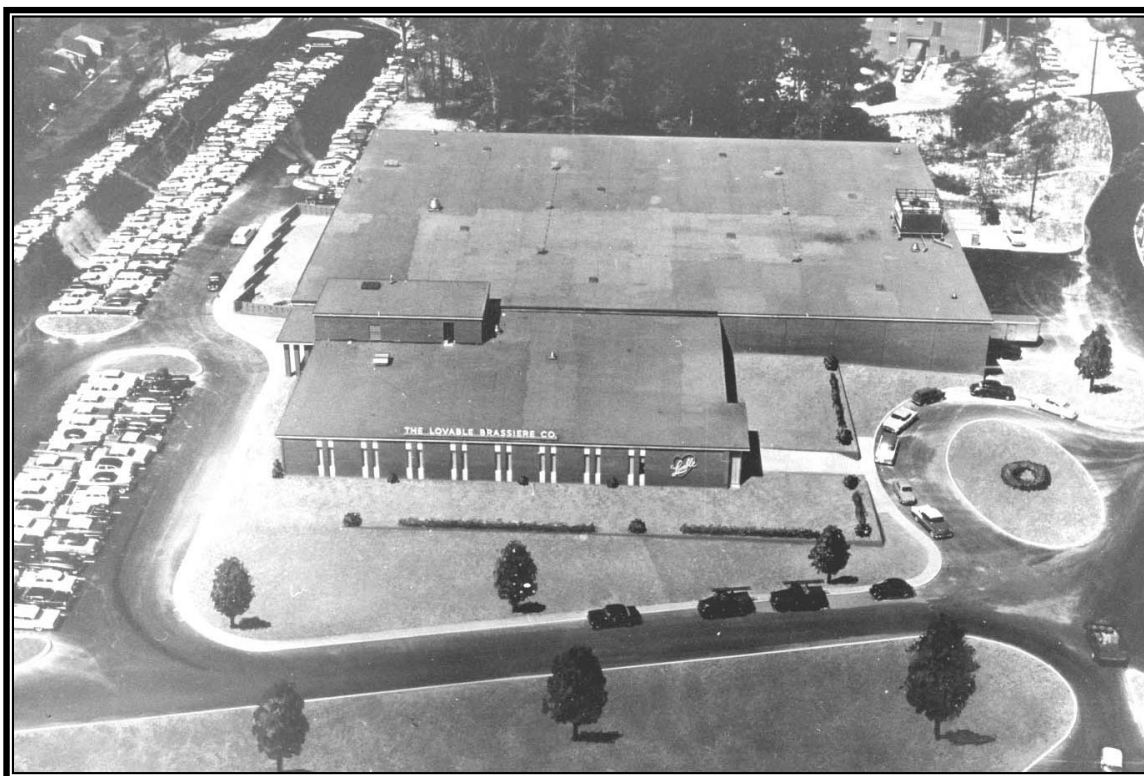


**Lovable Brassiere Company (Resource 10)**

P.I. No. 0009395, Fulton County



**Photo 1:** 1960 aerial of the resource. Source: NETR Historic Aerials.

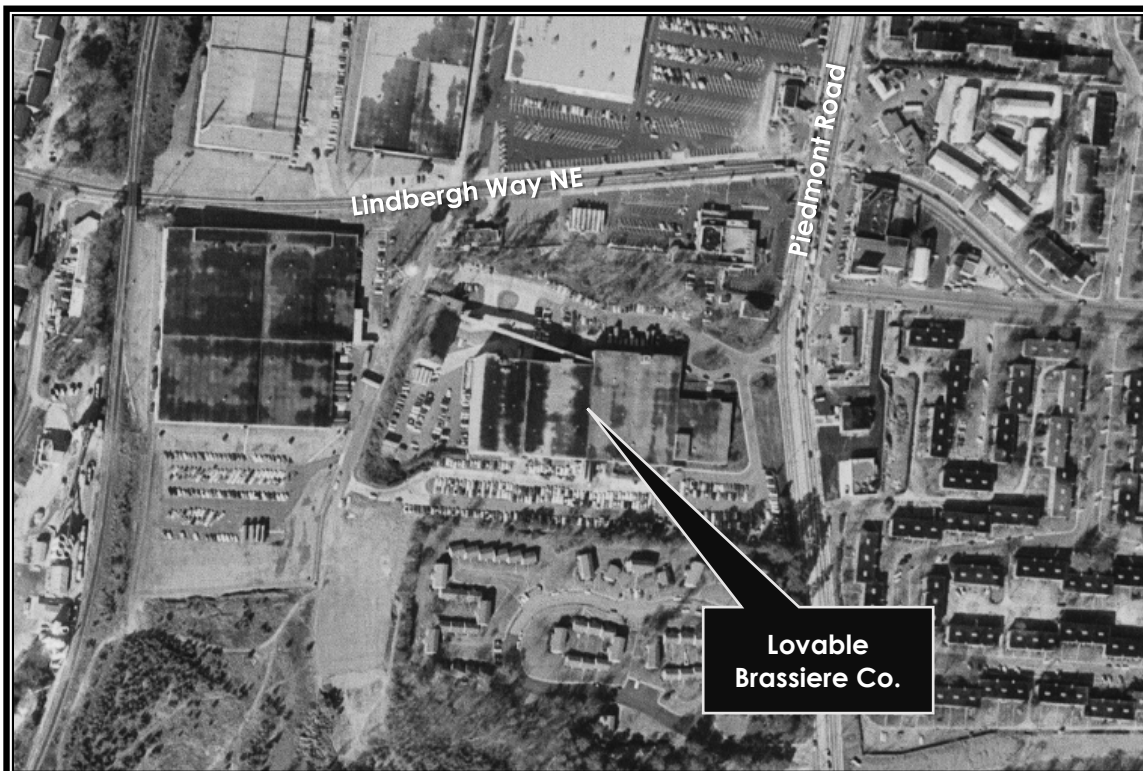


**Photo 2:** 1960 photo of the resource. Source: Breman Museum Archives, FDF 56.033.

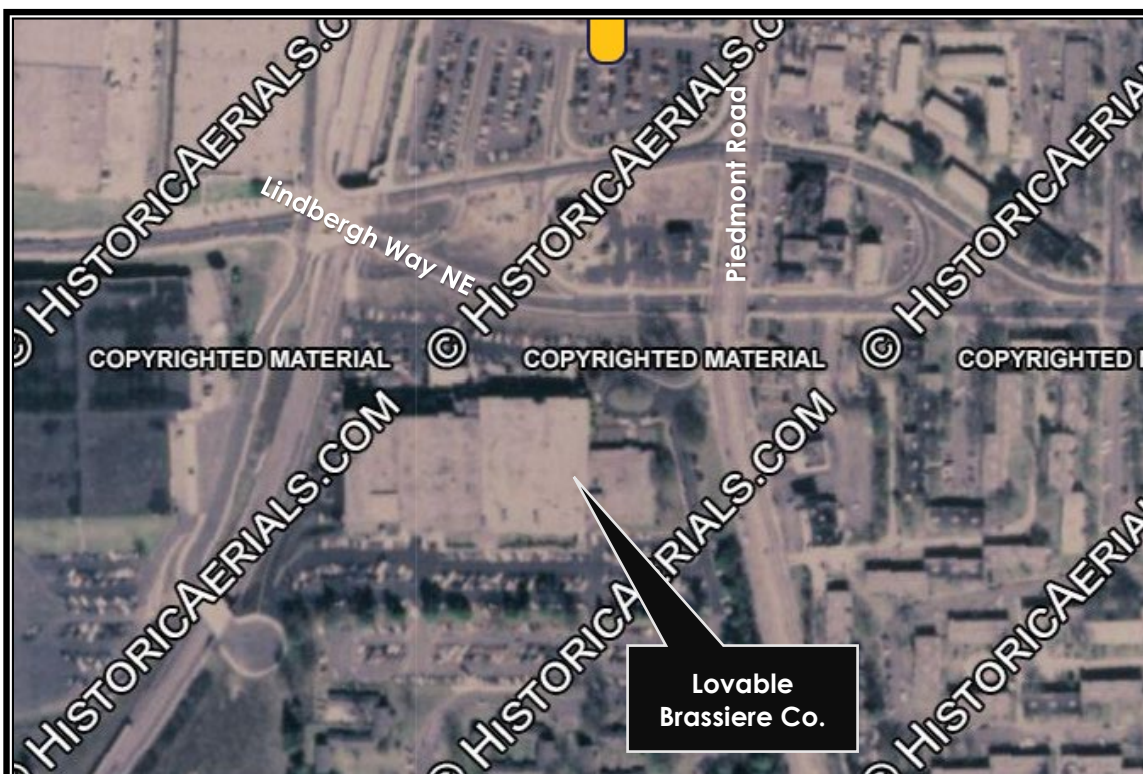


**Lovable Brassiere Company (Resource 10)**

P.I. No. 0009395, Fulton County



**Photo 3:** 1968 aerial of the resource. Source: USGS Earth Explorer. **Note:** Addition to resource.

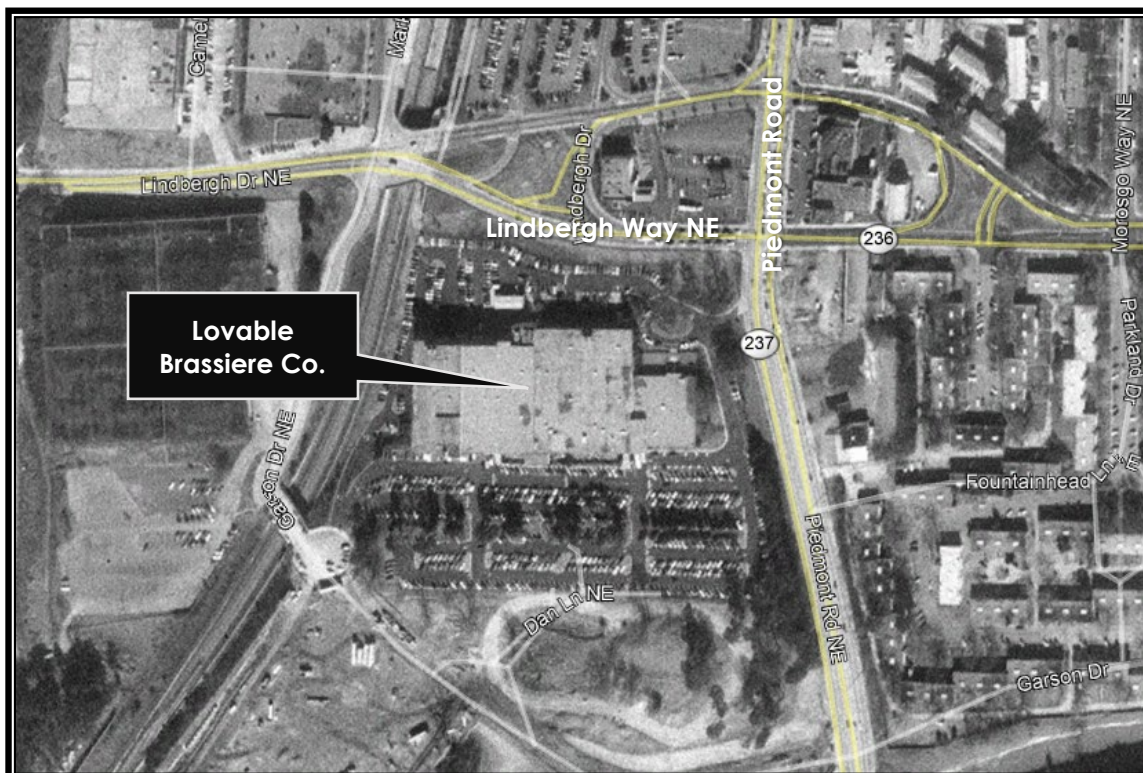


**Photo 4:** 1988 aerial of the resource. Source: NETR Historic Aerials. **Note:** MARTA tracks laid, and Lindbergh Way realigned.



**Lovable Brassiere Company (Resource 10)**

P.I. No. 0009395, Fulton County



**Photo 5:** 1993 aerial of the resource. *Source:* Google Earth Pro. **Note:** Apartments to the south of the resource demolished.



**Photo 6:** View of the northeast oblique of the resource, facing southwest.



**Lovable Brassiere Company (Resource 10)**

P.I. No. 0009395, Fulton County



**Photo 7:** Detail view of the façade of the resource, facing southwest.



**Photo 8:** View of the southwest oblique of the resource, facing northeast.



**Lovable Brassiere Company (Resource 10)**

P.I. No. 0009395, Fulton County



**Photo 9:** View of the south elevation of the resource, facing northeast.



**Photo 10:** View of the Garson Drive ROW to the west of the resource, facing south along the east side of the road.



**Lovable Brassiere Company (Resource 10)**

P.I. No. 0009395, Fulton County

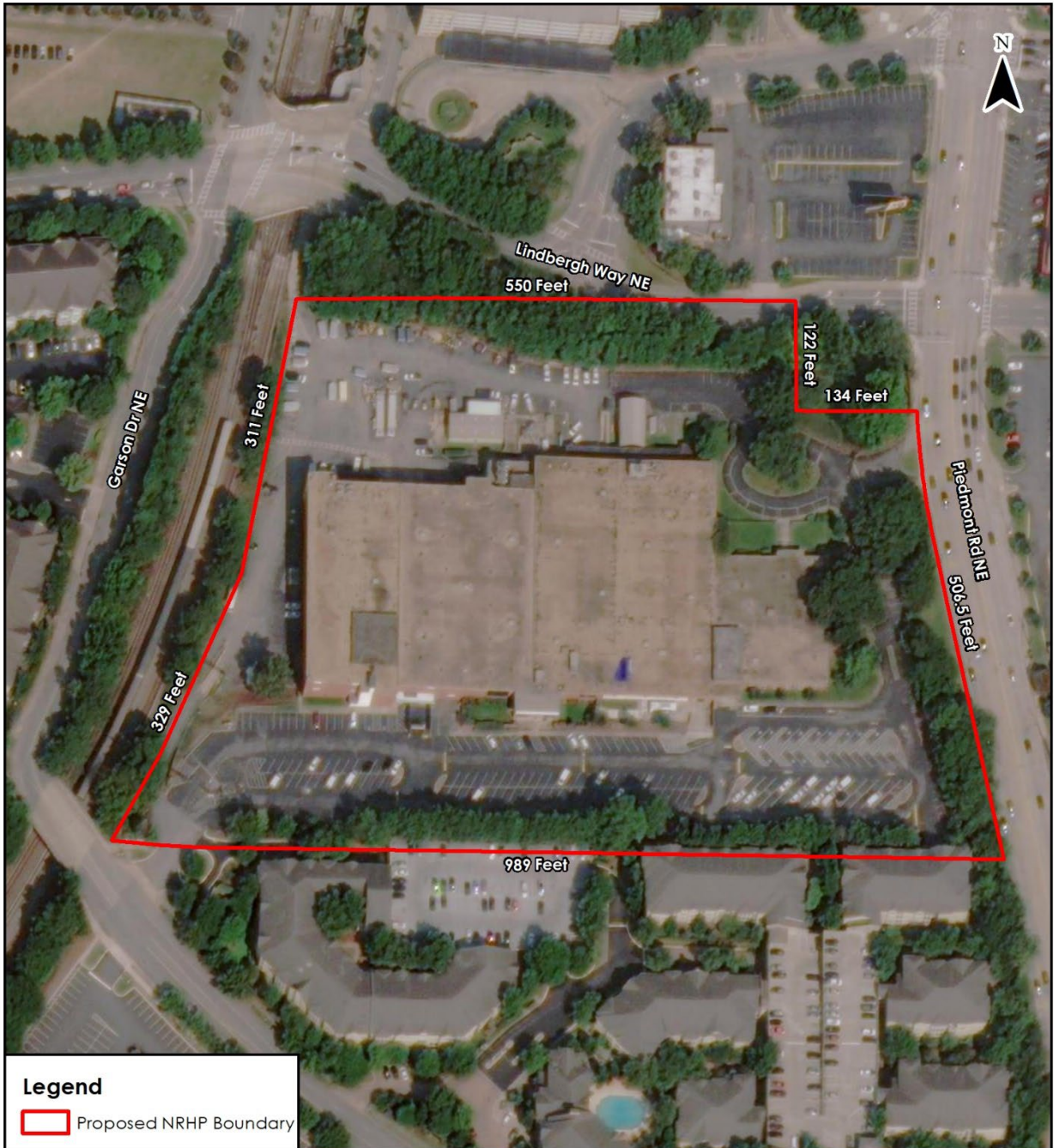


**Photo 11:** View of the Garson Drive ROW to the west of the resource, facing north along the east side of the road.



# Lovable Brassiere Company (Resource 10)

P.I. No. 0009395, Fulton County



## Proposed NRHP Eligible Boundary - Lovable Brassiere Company (Resource 10)

Beltline Corridor from Lindbergh Center to 10th Street/Monroe Drive  
GDOT P.I. No. 0009395, Fulton County

0 100 200 400 Feet

Source: ESRI World Imagery

# ATLANTA & CHARLOTTE AIR LINE (ACAL)

**Other names:** N/A

**System:** Southern Railway

**NR Evaluation:** Eligible/Contributing

**Physical Status:** Mixed (Active and Abandoned)

**Current owner:** Norfolk Southern, Hartwell Railroad

**Predecessors:** Atlanta & Richmond Air Line, Georgia Air Line Railroad Company

**Location:** Atlanta to Charlotte, N.C., via Toccoa, with subsidiary/branch lines to Roswell, Lawrenceville, Elberton, and Hartwell



**SOUTHERN RAILWAY (SOU)**  
System Feature Inventory Form

## DEVELOPMENTAL HISTORY

The Atlanta & Richmond Air Line was organized in North Carolina in 1870, combining the Georgia Air Line Railroad Company and the Air Line Railroad Company of South Carolina. The Georgia Air Line Railroad was chartered in 1856 to be a connection from Atlanta to points northeast of the city. Among the prominent citizens incorporating the railroad were Lemuel P. Grant, Richard Peters, and Jonathan Norcross. No tracks had been constructed by the time the Civil War began, and that conflict and its aftermath delayed the effort for several more years. The successor to the Georgia Air Line venture was controlled by the Richmond & Danville Railroad (R&D), a predecessor of Southern Railway (SOU). The R&D planned to build a line from Charlotte, N.C., to Atlanta but could not do so under its own name due to limitations in its charter. The first 53 miles from Atlanta were finished by 1871; the original Atlanta terminus was on the city's east side, at what is now Hulsey Yard on the Georgia Railroad. In 1872, the R&D extended its credit to guarantee the last stages of construction. The entire line was completed in September 1873. In Georgia, much of the grading was done through the manual labor of convicts leased to Grant, Alexander & Company by the state. During the three years of construction, as many as 200 prisoners were forced to work on the line.

The company entered receivership in November 1874 and was sold under foreclosure in December 1876. The new bondholders reorganized the line

as the Atlanta & Charlotte Air Line Railway (ACAL) in February 1877. In 1881, the ACAL was leased to the R&D. Sometime prior to 1888, a "Belt Line Railroad" was constructed west from the so-called Belt Junction, on the ACAL mainline just south of Peachtree Creek, to Howells, now Howell Yard. In 1894, the ACAL became a part of the SOU, along with the R&D itself. Thereafter, the ACAL developed or acquired three branch lines that originated as the Elberton Air Line Railroad, the Lawrenceville Branch Railroad, and the Roswell Railroad.

The Elberton Air Line Railroad was chartered by Elberton businessmen in 1871 to build a railroad from Elberton to the ACAL at Toccoa. The 51-mile, narrow gauge (i.e. three foot width) line was completed in late 1878. The line was controlled by the ACAL from 1878 to 1881 and was part of the R&D system from 1881 to 1894. After 1894, it was controlled by R&D successor SOU, which rebuilt it to standard gauge in 1895. It was later formally absorbed into the SOU. A diverging branch from the Elberton line to Hartwell, although never controlled by the ACAL, was nevertheless fully dependent on it and was eventually, like the ACAL, absorbed into the SOU system. This secondary branch, the Hartwell Railroad Company, also originally narrow gauge, was originally chartered in 1878 and completed from Bowersville to Hartwell in 1879. In 1898, it was reorganized as the Hartwell Railway. SOU gained control of the line in 1902 and converted it



to standard gauge in 1905. In 1924, SOU sold the line to a group of local businessmen; this ongoing enterprise eventually reverted to its original moniker, the Hartwell Railroad Company.

The Lawrenceville Branch Railroad was chartered in 1877, and its 9.6-mile line between Suwanee and Lawrenceville was completed in 1881. This short branch line tied into the ACAL mainline at Suwanee. Initially controlled by the ACAL, it was sold to the R&D in 1885. After 1894, it was owned, like the ACAL itself, by the R&D's successor, the SOU. From 1895 to 1912, SOU leased the road to J. R. McKelvey and S. P. Daniel. After that period, SOU operated it, but did not change the railroad's name. Originally built as a three-foot gauge line, the Lawrenceville Branch Railroad was converted to standard gauge in 1911-12. In Lawrenceville, the branch railroad could offer connections to the Seaboard Air Line's (SAL's) former Georgia, Carolina & Northern mainline between Atlanta, Athens, and Elberton, as well as to the SAL's Lawrenceville to Loganville branch line. In 1917, *Poor's Manual of the Railroads* reported that the Lawrenceville Branch Railroad operated only one locomotive and two cars. The entirety of this branch railroad line was abandoned in May 1920.

The Roswell Railroad Company was incorporated in Georgia in 1879 as successor to the Atlanta & Roswell Railroad Company and was controlled by the ACAL, which constructed the 10-mile narrow gauge line and opened it for on September 1, 1881. In the same year, the ACAL was leased to the R&D. The line joined the ACAL at Roswell Junction, now Chamblee, and proceeded north to the Chattahoochee River's south bank. Although the railroad's owners planned to cross the river and continue into Roswell, no bridge was ever built due to expense. In 1888, the short branch line railroad had one locomotive, one passenger car, two box cars, and four flatcars. The line was sold to the SOU in 1900. In 1905, the railroad brought President Theodore Roosevelt to Roswell to visit Bulloch Hall, the childhood home of his mother, the former Martha Bulloch. In 1921, *Poor's Manual of Railroads* reported that the railroad had only one locomotive, one passenger car, and six freight cars. The entirety of this branch line was abandoned the same year.

The SOU, including the ACAL, became part of the Norfolk Southern system in 1982. The ACAL mainline from Atlanta through Toccoa to the Savannah River and South Carolina state line remains in service as an active Norfolk Southern line. At about this same time, the ACAL mainline from Belt Junction, at Peachtree Creek, south to Hulsey Yard was abandoned and dismantled.

In 1995, Norfolk Southern sold the former ACAL Elberton branch line, originally the Elberton Air Line Railroad, to the Hartwell Railroad Company, which continues to operate it, along with its original Hartwell branch line.

The abandoned mainline segment from Belt Junction to Hulsey Yard has been incorporated into the Atlanta BeltLine project; it opened as the Eastside Trail multi-use path in 2012.

## DESCRIPTION

The ACAL mainline stretches across northeast Georgia's rugged piedmont from Atlanta to the South Carolina state line, east of Toccoa; it is intact and in heavy use. Between its current terminus at Howell Yard northwest of downtown Atlanta and Toccoa, it crosses portions of Fulton, DeKalb, Gwinnett, Hall, Banks, Habersham, and Stephens counties, and passes through the cities and towns of Doraville, Norcross, Duluth, Suwanee, Sugar Hill, Buford, Flowery Branch, Oakwood, Gainesville, Lula, Baldwin, and Cornelia. The former mainline segment between the ACAL's original terminus on Atlanta's eastside, at Hulsey Yard, north to Belt Junction at Peachtree Creek, has been incorporated in the Atlanta BeltLine as the Eastside Trail multi-use path.

Besides its terminus in Atlanta, the ACAL historically connected to the SOU's Northeastern Railroad at Lula and its Tallulah Falls Railway at Cornelia. The line's extant depots include Peachtree Station in Atlanta, Norcross, Duluth, Flowery Branch, Gainesville, Cornelia, and Toccoa. The Lula depot is a non-historic reconstruction.

As indicated, the ACAL obtained branch lines through acquisition. The Elberton Air Line Railroad, including its affiliated, dead-end spur line, the Hartwell Railroad, is the only branch still physically intact and in operation. That line runs south from the ACAL at Toccoa and terminates at Elberton, passing through the communities of Eastanollee, Lavonia, Royston, and Bowman, among others. The Hartwell branch line connects at Bowersville and extends east to Hartwell. Extant depots along the Elberton and Hartwell branch lines include Martin, Lavonia, Royston, Elberton, and Hartwell.

The Lawrenceville Branch, which ran southwest from the ACAL mainline at Suwanee to Lawrenceville, has been abandoned and dismantled. Extensive development in Gwinnett County and in the vicinity of the line appears to have substantially obliterated this line. The line could not be positively identified in the field and is not apparent on aerial photography. Likewise, the long-abandoned Roswell Railroad, which ran north northwesterly from the ACAL mainline at Chamblee to the Chattahoochee River south of Roswell, is no longer physically evident in the landscape or discernable in aerial photography. No buildings or structures related to these lines are known to exist.

### **NATIONAL REGISTER CONTRIBUTING STATUS**

The Atlanta & Charlotte Air Line Railway (ACAL) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The ACAL, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The ACAL was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and

Social History. During its period of operation, the ACAL was an important SOU trunk line connecting Atlanta to Charlotte, North Carolina and points beyond along the Atlantic coast. As such, it also served the northeast Georgia region through which it passed. The ACAL would have carried goods and passengers to, from, and through the region, thus facilitating and encouraging commerce in the ACAL's area of service, including its multiple branch lines, and along the SOU system. Its Atlanta terminus and its connection to the NEGA would have further extended the ACAL's potential reach for local customers. Likewise, the ACAL encouraged industrial growth, most notably in north Atlanta at the massive Atlantic Steel Company mill it once served. The ACAL supported industrial growth in more rural areas, too, such as on its branch line to Elberton, where it would have shipped granite and granite products from that area's quarries and processing plants. In addition, the ACAL would have collected and distributed the various agricultural products produced in the northeast Georgia region, such as cotton, corn, timber, and livestock, among other foodstuffs and products. Thus, the ACAL's physical presence and economic stimulus affected Atlanta's growth and development, and had a similar if lesser effect on smaller communities along the line. The ACAL also essentially created numerous towns along its route and branch lines, including Chamblee, Doraville, Norcross, Duluth, Suwanee, Buford, Flowery Branch, Oakwood, Lula, Alto, Baldwin, Cornelia, and Toccoa, along the mainline, and Avalon, Martin, Lavonia, Bowersville, Canon, Royston, and Bowman, along the Elberton branch line. Furthermore, given that considerable portions of the ACAL mainline were constructed by prisoners through Georgia's convict leasing system, the ACAL is also an important physical representation of that era's state-sanctioned forced labor system.

The ACAL was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. The ACAL mainline and the Elberton branch line are intact and remain in service; thus these alignments, including associated cuts, grades, and embankments, have been preserved. The ACAL is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century when it was constructed. In addition, multiple intact depots remain along the ACAL, including on the mainline at Peachtree Station in Atlanta, Norcross, Duluth, Flowery



Branch, Gainesville, Cornelia, and Toccoa, and on the Elberton branch at Martin, Lavonia, Royston, Elberton, and Hartwell. Collectively, these are good, intact examples of late-nineteenth- through mid-twentieth-century depot architecture in Georgia.

## **EVALUATION OF INTEGRITY**

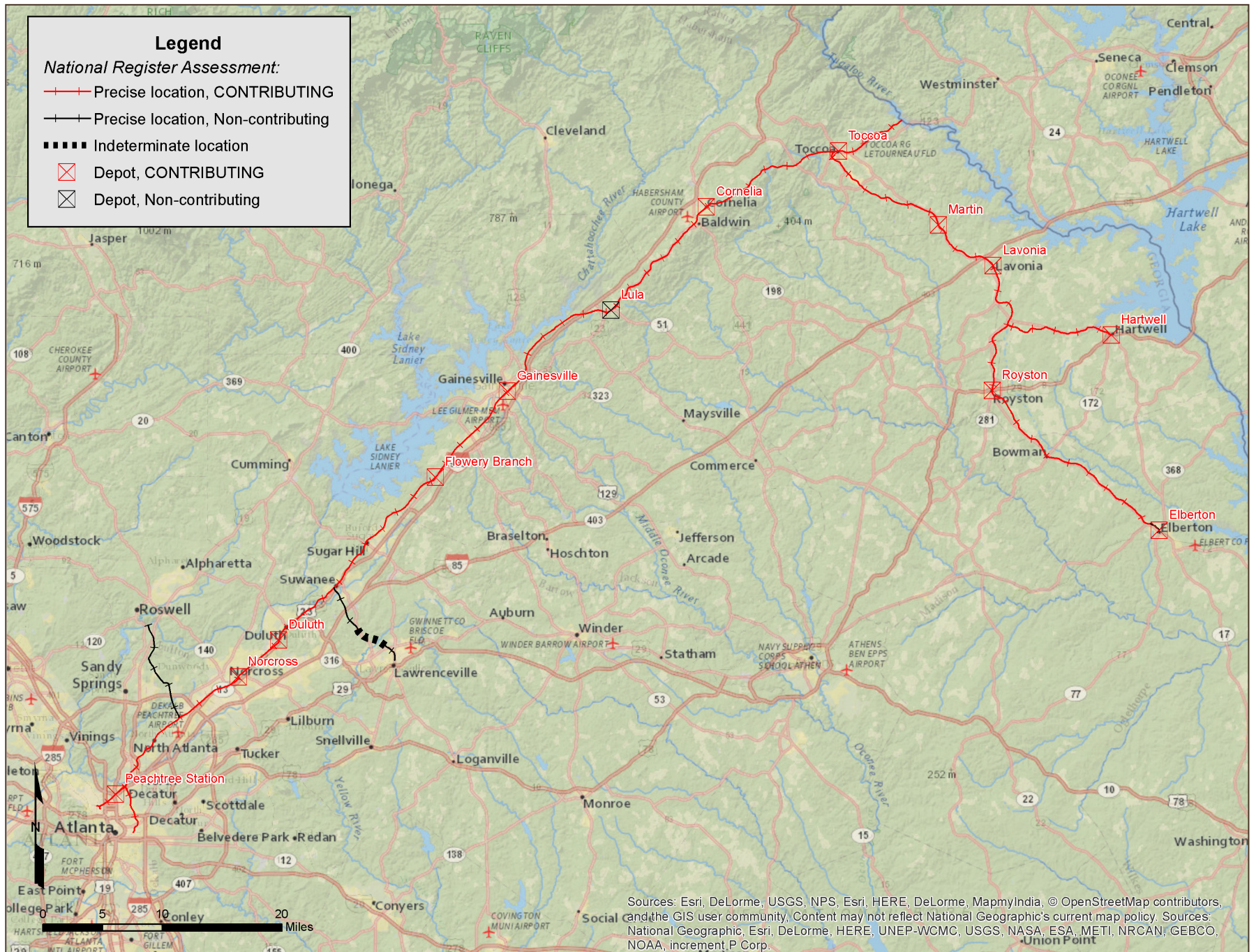
The ACAL has been determined to retain substantive integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The ACAL mainline and Elberton branch remain substantially unchanged since their construction; therefore, along these alignments, the resource retains integrity of location and setting. Likewise, as these segments are intact and retain multiple depots, the ATFL was determined to maintain integrity of design, materials, and workmanship in this same area. The railroad also retains integrity of feeling and association along the mainline and Elberton branch because they still convey the physical characteristics of a historic railroad line. However, the ACAL's remaining branch lines, to Roswell and Lawrenceville, have been essentially destroyed and do not retain integrity in any area.

## **PROPOSED NATIONAL REGISTER BOUNDARY**

The proposed National Register boundary for the ACAL corresponds to the railroad's historic rights-of-way along the mainline and Elberton and Hartwell branches. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the railroad's extant depots at Peachtree Station in Atlanta, Norcross, Duluth, Flowery Branch, Gainesville, Cornelia, Toccoa, Martin, Lavonia, Royston, Elberton, and Hartwell. The ACAL's defunct and obliterated branch lines to Roswell and Lawrenceville are not contributing.

## **PREPARED BY**

Steve Storey, Matt McDaniel, David Ray, Mike Reynolds, Erin Murphy, George Rounds, and Chris Mrocza



ACAL: Resource Location Map





ACAL: Ralph McGill Boulevard, Atlanta



ACAL: Park Drive bridge, Atlanta



ACAL: Piedmont Road, Atlanta



ACAL: Montgomery Ferry Road, Atlanta





ACAL: Peachtree Creek, Atlanta



ACAL: Peachtree Station, Atlanta



ACAL: Lindbergh Drive, Atlanta



ACAL: Lenox Road bridge, Atlanta





ACAL: Peachtree Road, Chamblee, DeKalb County



ACAL: MARTA station, Doraville, DeKalb County



ACAL: Norcross depot, Gwinnett County



ACAL: Thrasher Street crossing, Norcross





ACAL: Relocated Duluth depot, Southeastern Railway Museum, Duluth vic.



ACAL: Peachtree Road crossing, Duluth, Gwinnett County



ACAL: Sugarloaf Parkway, Duluth



ACAL: Russell Street, Suwanee, Gwinnett County





ACAL: Lanier Avenue crossing, Sugar Hill, Gwinnett County



ACAL: Along West Shadburn Avenue, Buford, Hall County



ACAL: Flowery Branch depot, Gwinnett County



ACAL: Main Street at Railroad Avenue, Flowery Branch





ACAL: Allen Street, Oakwood, Hall County



ACAL: Gainesville depot



ACAL: SR 52 crossing, New Hope vicinity, Hall County



ACAL: Main Street, Lula, Hall County





ACAL: Non-historic, reconstructed Lula depot



ACAL: Homer Road, Lula



ACAL: Gainesville Highway, Alto vicinity, Habersham County



ACAL: Baldwin Yard, Habersham County





ACAL: Cornelia depot, Habersham County



ACAL: Downtown Cornelia at depot



ACAL: Seventh Street bridge, Mt. Airy, Habersham County



ACAL: From Seventh Street bridge, Mt. Airy





ACAL: Wells viaduct, Toccoa vicinity, Stephens County



ACAL: Toccoa depot



ACAL: Toccoa depot



ACAL: North Point Street, Toccoa





ACAL: SR 365 crossing, Toccoa



ACAL: SR 17 at SR 145, Toccoa



ACAL: Elberton branch, Martin depot, Stephens County



ACAL: Lavonia depot, Franklin County





ACAL: East Main Street, Lavonia



ACAL: Ridgeview Road crossing, Bowersville vicinity, Hart County



ACAL: Along Blackmon Road, Bowersville vicinity, Hart County



ACAL: East Main Street crossing, Bowersville vicinity, Hart County





ACAL: Along East Main Street, Bowersville



ACAL: Depot Street crossing, Canon, Franklin County



ACAL: Royston depot, Franklin County



ACAL: SR 172 at SR 17, Bowman, Elbert County





ACAL: Elberton freight depot



ACAL: Elberton passenger depot



ACAL: Hartwell branch, Airline-Goldman Road, Hartwell vicinity, Hart Co.



ACAL: Lake Hartwell trestle, Hart County





ACAL: Hartwell depot



ACAL: Along Railroad Street at Hartwell depot



ACAL: Along Chandler Street, Hartwell



ACAL: South Jackson Street crossing, Hartwell



# GEORGIA, CAROLINA & NORTHERN RAILWAY (GCAN)

**Other names:** N/A

**System:** Seaboard Air Line

**NR Evaluation:** Mixed (both Contributing and Non-Contributing sections)

**Physical Status:** Mixed (Active and Abandoned Segments)

**Current owner:** CSX Transportation (operated by CSX as the “Abbeville Subdivision”)

**Predecessors:** N/A

**Acquisitions or Subsidiaries:** Seaboard Air Line Belt Railroad; Loganville & Lawrenceville Railroad (later the SAL Loganville Branch)

**Successors:** Seaboard Air Line Railway; Seaboard Coast Line Railroad; Seaboard System; CSX Transportation

**Location:** Howell Yard in Atlanta to Calhoun Falls, South Carolina, by way of Lawrenceville, Athens, and Elberton; Loganville branch line



**SEABOARD AIR LINE (SAL)**  
System Feature Inventory Form

## DEVELOPMENTAL HISTORY

The Georgia, Carolina & Northern Railway (GCAN) was organized in December 1886 to build a rail line to Atlanta from Monroe, North Carolina, near Charlotte. Construction began in 1887, and its financing was assisted by the Seaboard & Roanoke Railroad and the Raleigh & Gaston Railroad companies, which were jointly operating, along with other related railroads, as the “Seaboard Air Line” (SAL). The line was completed in 1892 to the Georgia Railroad mainline at Inman Park near Decatur, on Atlanta’s east side. However, well before it was finished, operational rights on the line had already been leased by the SAL conglomerate in 1889; soon thereafter, the GCAN would become an affiliate of the SAL. The line stretched southwest from Charlotte to Atlanta, passing along the way through Elberton, Athens, and Lawrenceville. Therefore, lease of operations over the line not only gave the SAL entry into Georgia, but also an all-important direct route to Atlanta.

However, because a legal injunction stopped the new line from entering Atlanta from the east, the GCAN was forced to construct the Seaboard Air Line Belt Railroad, which was chartered as a separate subsidiary on July 22, 1892. Until completion of this new loop around Atlanta’s north side, the GCAN’s western end simply tied into the Georgia Railroad mainline at an interchange along DeKalb Avenue near the Inman Park and Kirkwood communities.

Opened in March 1893, the new eight-mile course branched off the GCAN at the newly developed Belt Junction (near the present campus of Emory University) and ran west along a northward arc to a connection with the Western & Atlantic Railroad (then leased and operated by the Nashville, Chattanooga & St. Louis Railway) at Howells. Along the SAL Belt Railroad’s western section, it ran parallel to, and north of, the earlier Georgia Pacific/Southern Railway belt line, and actually crossed it adjacent to Atlanta’s Armour Yard. Despite the injunction, GCAN trains were thus able to enter Atlanta, albeit in a circuitous way, as they used trackage rights over the Western & Atlantic/NC&St.L mainline to approach downtown from the northwest.

Due to the new SAL Belt Railroad’s efficacy, it quickly became the principal route of the GCAN mainline at its western end. As a result, the former mainline segment between SAL Belt Junction and the interchange with the Georgia Railroad mainline became known as the SAL’s Atlanta belt line, or the Decatur Belt. In the 1894 edition of *The Official Railway List*, the GCAN reported operating 277 miles of railroad with 116 locomotives, 91 passenger cars, and 2,191 freight cars.

In 1898, the GCAN added a branch line in Gwinnett County, formed as the Loganville & Lawrenceville Railroad Company (L&L). Incorporated in 1898 as a GCAN satellite operation, the L&L opened its 10-mile line

through Gwinnett County on December 1, 1898. At Lawrenceville, the L&L connected with the mainline of its parent company. The entirety of this short, branch line subsidiary was abandoned in 1932.

The GCAN system, including its L&L subsidiary and the SAL Belt Railroad, was officially purchased outright and merged into the SAL in 1901. The GCAN mainline remains in service as a component of CSX transportation.

## DESCRIPTION

As described above, the SAL took a controlling interest in the GCAN almost from its outset. Thereafter, the line was operated as an affiliate, and doubtlessly carried official SAL locomotives and trains on a regular basis. Within Georgia, the GCAN never connected directly to other SAL system lines in the state's southern half, although such linkages were made by way of the former Florida Central & Peninsular (FLCP)/South Bound Railroad routes in North Carolina. However, after 1904, it did connect directly to the SAL subsidiary Atlanta & Birmingham Air Line Railway's (ABAL's) eastern end at Howell Yard on Atlanta's northwestern side. Made possible by the 1893 construction of the SAL Belt Railroad, the junction of the two SAL lines at Howells enabled the SAL system to offer an in-system through-route from Charlotte through Atlanta to Birmingham, Alabama, with a direct extension from Charlotte northward all the way to Richmond, Virginia.

From Atlanta, the GCAN mainline's route essentially follows a southwest-northeast orientation through the Piedmont region of what can be described as northeast central Georgia. Along the way, it passes through the cities, towns, and communities of Tucker, Lilburn, Lawrenceville, Dacula, Auburn, Winder, Statham, Bogart, Athens, Hull, Colbert, Comer, Carlton, Elberton, and other small station stops.

Proceeding eastward from the SAL Belt Junction just north of the intersection of Clairmont and North Decatur roads, the line now generally runs in relatively close alignment with and proximity to US 29/SR 8/Lawrenceville Highway. The physical relationship of the two transportation corridors is especially close between Dacula, in Gwinnett County, and Bogart, in Oconee County, where the Atlanta-to-Athens highway adopted

the same path as the railroad, adjoining its south side throughout this distance. Similarly, for most of its length from Athens to Elberton and across the Savannah River to Calhoun Falls, South Carolina, SR 72 stays close beside the GCAN rail line; the highway runs adjacent to and along the rail right-of-way's north side from Athens to Oglethorpe (west of Elberton), where it crosses the railroad and moves to its south side.

The GCAN mainline crosses numerous creeks and several rivers, but does so above the state's Fall Line. Thus, these rivers, including the Apalachee River, the North Oconee River, the Broad River, and the Savannah River are not generally navigable, and tend to be relatively narrow, especially in comparison to the waterways of south and coastal Georgia. At the same time, they sometimes flow through comparatively deep stream valleys; for this reason and by way of example, the GCAN route uses an impressive and prominent viaduct structure to cross the North Oconee River at Athens.

Almost the entirety of the SAL system's GCAN line, including the former SAL Belt Railroad in Atlanta but excepting the long-abandoned L&L or Loganville Branch Line, is now owned and operated by CSX Transportation.

## NATIONAL REGISTER CONTRIBUTING STATUS

The Seaboard Air Line's Georgia Carolina & Northern Railway (GCAN), which began railroad operations as a SAL affiliate, has operated as an important mainline and integral SAL system component line in Georgia for essentially its entire existence. Therefore, the GCAN was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SAL system. The SAL is considered eligible for the National Register of Historic Places under Criterion A in the areas of Commerce, Transportation, Community Planning and Development, and Exploration/Settlement, and under Criterion C in the areas of Architecture and Engineering.

Due to its status as part of the SAL's interior mainline connecting numerous major inland cities, from Richmond, Virginia to Birmingham, Alabama along the southeastern seaboard, the GCAN contributes to the SAL system's state level of significance in the areas of Transportation and Commerce. The



GCAN was the SAL's earliest foray into providing service within Georgia, as well as its first entry into the important market and burgeoning rail hub of Atlanta; therefore, the GCAN was critical to the SAL's success becoming a factor in the state's railroad history and one of its major rail systems.

It became even more important and contributory to the SAL's collective success after the development of the SAL's ABAL, which was completed to a tie-in with the GCAN at Atlanta's Howell Yard in 1904. These two sister lines were thereafter operated collaboratively, to extend the SAL's western reach farther from the eastern seaboard to the interior markets of the southeast. The GCAN's alignment filled a critical link in the SAL's chain of rail lines that connected numerous major Piedmont cities of the Southeast, the northeast-to-southwest oriented sequence of inland commercial centers that followed the general course of the Atlantic seaboard. The GCAN became part of a route linking Virginia and the Carolinas with Georgia and Alabama beyond.

The GCAN also helped facilitate the growth of agricultural exports from all parts of Georgia, but particularly from the northern regions of the state. The route of the GCAN is located entirely above the Fall Line, within what is considered the Piedmont region. Without the luxury of easily navigable rivers found in the southern half of the state, farmers and landowners in this area would have struggled prior to the railroad's development to export their products, thus limiting production. As throughout much of Georgia, cotton was for many years a major agricultural product of these northeastern and east central regions, as were pine and hardwood timber products. Textile mills and saw mills accompanied the harvesting of these products, and many of the mills would have been sited alongside or near the GCAN.

The GCAN helped open up and expand the economies of the then comparatively rural lands and towns of Gwinnett, Barrow, Clarke, Madison, and Elbert counties, for it offered a faster, more efficient means for farmers, lumber companies, and other enterprises in these counties to ship their products to larger metropolitan markets. The GCAN has also contributed to or even, it can be argued, was the critical impetus to the

rise of mining in these same parts of Georgia. Perhaps most notably, the GCAN's path through Elberton was the initial transportation development that first enabled and facilitated the exportation of the monuments, slabs, and other products of the area's granite quarrying, processing, and finishing industries, which have afforded the city the title of "Granite Capital of the World."

Due in part to its position of geographic and logistical importance, and its corresponding usefulness to commercial, agricultural, and industrial enterprises, the former GCAN is still in heavy use today. For the reasons stated above, the GCAN offers historically significant contributions to the SAL system as an important component of both Georgia's and the SAL system's rail transportation network, and for being a part of the interconnected web of railroads that provided thorough coverage of northeast and east central Georgia.

In the areas of Exploration/Settlement and Community Planning and Development, the GCAN led to the development, or at least rapid expansion and prosperity, of numerous small cities and towns in northeast and east central Georgia. Towns and cities such as Bogart, Statham, Winder (formerly Jug Tavern), Auburn, and Dacula, along with others, were either entirely or largely the outgrowth of station stops on the GCAN mainline. The linear layouts of their downtown commercial centers, which typically emerged alongside and faced the rail corridor, reflects the critical influence of the railroad's course on local settlement and community planning. Due to the stimulus that the GCAN provided towards the development of many communities, almost all of which are still extant and even thriving, the railroad presents a local level of significance in the areas of Exploration/Settlement and Community Planning and Development.

The GCAN also has been determined to contribute to the SAL system's eligibility under Criterion C, due to its significance in the areas of Engineering and Architecture. The trackage for the GCAN mainline and its two Atlanta belt routes are all still intact and in regular use. The railbeds of the GCAN and its belt lines are thereby representative of the state of railroad design and engineering, including alignment, grading, and construction, during

the last quarter of the nineteenth century. Components of the original rail infrastructure of rails, ties, trestles, and bridges may have been replaced over the years, in the course of regular operational and safety upgrades, repairs, and improvements. Although these general modifications may diminish the integrity and significance of the railroad's parts and components as physical artifacts, they in no way lessen the significance presented by the GCAN's retained route alignment and intact corridor.

Moreover, nine rail depots along the GCAN's mainline are still extant and positioned either on or near their original sites, adjacent to the rail line. This intact collection includes the line's extant depots at Emory University, Tucker, Lawrenceville, Winder, Statham, Athens, Colbert, Comer, and Elberton. This list of depots is remarkable for not only the number extant along the line, but also for the wide variety of types and material makeups of these remaining railroad depots. Both individually and collectively, these are good, intact examples of masonry and wood-frame depot architecture used by railroads in Georgia during the late nineteenth and early twentieth centuries. They all contribute to the SAL system's full complement of remaining depots and to its significance in the area of Architecture.

As described above, the GCAN contributes to the SAL system's significance, and thus its National Register eligibility, under Criterion A in the areas of Commerce, Transportation, Exploration/Settlement, and Community Planning and Development, and under Criterion C in the areas of Engineering and Architecture. The GCAN corridor represents a good example of a major, division-level mainline railroad from the last quarter of the nineteenth century.

## **EVALUATION OF INTEGRITY**

The Georgia, Carolina & Northern Railway (GCAN), which long served as the Seaboard Air Line's Charlotte, North Carolina to Atlanta mainline (a role it retains in CSX Transportation's present network map), has been determined to possess a high level of integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains essentially unchanged since

its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts and grades, remains intact, and other materials have been upgraded to enable continued operation of the line, the resource also substantially retains integrity of design, materials, and workmanship. Except for the short, approximately 10-mile length of the former Loganville & Lawrenceville branch line, the vast majority of the GCAN's fullest extent of track mileage retains integrity of feeling and association, as, in total, it conveys its physical characteristics as a historic railroad mainline.

## **PROPOSED NATIONAL REGISTER BOUNDARY**

For the SAL system's GCAN, the proposed National Register boundary corresponds to the current and historic railroad corridor rights-of-way along its mainline and its ancillary belt line. These corridor rights-of-way extend the full length of the GCAN mainline in Georgia, from its junction with the SAL's former ABAL mainline at Howell Yard in northwest Atlanta through Lawrenceville, Athens, and Elberton to its crossing of the Savannah River and into South Carolina at Calhoun Falls. Also included within the proposed boundary are the very same elements, as pertain to the original section of the GCAN mainline that was later and is still in active operation as the Decatur Belt, stretching from the SAL Belt Junction near Clairmont and North Decatur roads south to its intersection with the former Georgia Railroad mainline along DeKalb Avenue; both the GCAN and the former GAR mainline are now owned and operated by CSX Transportation.

The proposed boundaries for the above contributing mainline and its associated belt line contain all National Register-qualifying characteristics and features of the resource and consists of the GCAN railroad corridor's fully intact, unbroken alignment, which include, as currently present, the railbeds, level crossings, trestles, and other elements of the rail resource, such as cuts and built-up grades.

At any locations along the corridor where there are intact depots now located outside of rail rights-of-way, but immediately adjacent to them, the proposed boundary projects from the rail right-of-way to include the

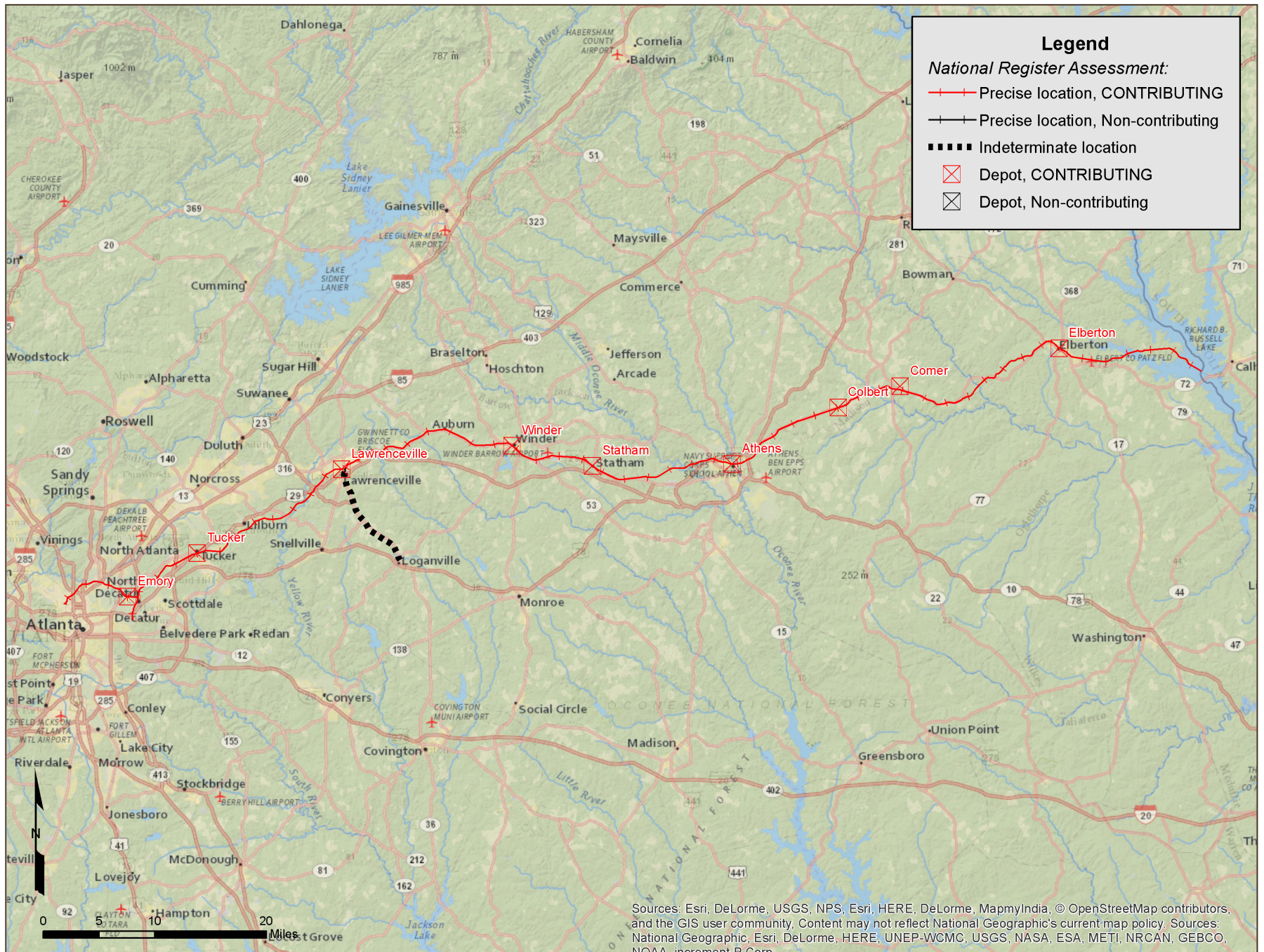


footprints of such depots, as well as any intact platforms or docks, any affiliated structures such as water cisterns or coaling towers, and any intact associated sidings or rail yards. A discontinuous component, the Comer depot, which has been moved a short distance away from the extant railroad corridor, is a contributing feature, and the building's footprint is included within the boundary.

The proposed boundaries do not include any segments of the former rail corridor of the GCAN's former Loganville Branch Line, originally developed by the L&L. This short, dead-end feeder line was abandoned in 1932; its tracks, ties, and ballast were at some subsequent time removed. Extensive population growth and suburban development in both of the railroad's namesake towns, and throughout the area along the full length of the branch line, have obscured, disturbed, or even destroyed most remnant physical evidence of the former rail corridor. Although some railbed small segments may still be discernable, the vast majority of the line's length is no longer evident as a linear historic resource within its surrounding landscape. In its present, disrupted state, it no longer conveys the continuity essential to represent its history as, or to constitute a good example of, a short, branch railroad line from the turn of the twentieth century.

**PREPARED BY**

Steve Storey, David Ray, Matt McDaniel, and Mike Reynolds



GCAN: Resource Location Map





GCAN: Ardmore Park, Atlanta



GCAN: Collier Road, Atlanta



GCAN: Peachtree Road, Atlanta



GCAN: Cheshire Bridge Road, Atlanta





GCAN: Lenox Road crossing, Atlanta



GCAN: Old Briarcliff Way, Decatur



GCAN: Emory University depot, Decatur



GCAN: SAL Belt Railroad junction, Decatur





GCAN: SAL Decatur Belt at Ponce De Leon Avenue, Decatur



GCAN: SAL Decatur Belt at Ponce De Leon Avenue, Decatur



GCAN: Tucker depot, DeKalb County



GCAN: Main Street crossing, Tucker





GCAN: Lawrenceville Highway bridge, Tucker



GCAN: Lawrenceville depot



GCAN: North Clayton Street crossing, Lawrenceville



GCAN: Second Avenue, Dacula, Gwinnett County





GCAN: Former Apalachee River bridge pier, Dacula



GCAN: Along Fourth Avenue, Auburn, Barrow County



GCAN: Carl-Midway Church Road crossing, Midway, Barrow County



GCAN: US 29, Winder





GCAN: Winder depot



GCAN: Statham depot at Jefferson Street crossing, Barrow County



GCAN: North Burson Avenue crossing, Bogart



GCAN: Athens depot





GCAN: College Avenue overpass, Athens



GCAN: Old Elberton Road crossing, Hull, Madison County



GCAN: Colbert depot, Madison County



GCAN: South Fork Broad River, Comer, Madison County





GCAN: Relocated Comer depot



GCAN: SR 72 overpass, Oglesby, Elbert County



GCAN: Elberton depot



GCAN: North Oliver Street crossing, Elberton



## APPENDIX C

### SUMMARY TABLE

## SUMMARY OF EFFECTS TO HISTORIC RESOURCES IDENTIFIED WITHIN THE APE OF THE PROPOSED PROJECT

RESOURCE	PHYSICAL DESTRUCTION/ DAMAGE/ ALTERATION	ISOLATION/ALTERATION OF SETTING	VISUAL/AUDIBLE/ ATMOSPHERIC	NEGLECT	TRANSFER/ LEASE/SALE	INDIRECT
Atlanta & Charlotte Air Line Railway	No Adverse	No Adverse isolation; No Adverse alteration of setting	No Adverse visual; No audible, No atmospheric	N/A	N/A	No Adverse
Armour Drive Historic District	No Adverse	No Adverse isolation; No Adverse alteration of setting	No Adverse visual; No audible, No atmospheric	N/A	N/A	No Adverse
Georgia, Carolina & Northern Railway	No Adverse	No Adverse isolation; No Adverse alteration of setting	No Adverse visual; No audible, No atmospheric	N/A	N/A	No Adverse
Peachtree Hills Historic District	No Adverse	No Adverse isolation; No Adverse alteration of setting	No Adverse visual; No audible; No atmospheric	N/A	N/A	No Adverse
Valley Court Apartments	No Adverse	No Adverse isolation; No Adverse alteration of setting	No Adverse visual; No audible; No atmospheric	N/A	N/A	No Adverse
Lovable Brassiere Company	No Effect	No isolation; No alteration of setting	No visual; No audible; No atmospheric	N/A	N/A	No Effect