HISTORIC RESOURCES SURVEY REPORT

ATLANTA BELTLINE NORTHEAST TRAIL

GDOT P.I. No. 0009395, FULTON COUNTY

HP No. 200601-001

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January 6, 2022

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.
The proposed project was field surveyed for historic properties in compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto. The survey boundary and methodology were established using 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 Places (ACHP), the State Historic Preservation Officer (SHPO), and Georgia Department of Transportation (GDOT) and its corresponding Section 106 Cultural Resources Manual.

The proposed mainline Atlanta BeltLine Northeast (NE) Trail is a 14-foot wide concrete shared-use path approximately 2.70 miles in length. The project includes approximately 2.10 miles of spur trail 12-feet in width. The project also includes several walls and bridges. The proposed Atlanta BeltLine NE Trail begins at the existing terminus of the Eastside Trail at the intersection of 10th Street and Monroe Drive. The corridor runs along the old railroad alignment that crosses under Park Drive, across Evelyn Street and Westminster Drive, under Piedmont Avenue and Montgomery Ferry Drive, over the existing Buford Spring Connector on the existing bridge (that would be retained) and crosses under I-85 in the existing tunnel. At the end of the tunnel the trail would cross under the existing MARTA bridge, which spans over Mayson Street. The trail then transitions 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 adjacent to the existing industrial plants and over CSX Transportation railroad and Peachtree Creek. The trail would remain on structure until connecting to Kinsey Court. 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 continues from the mainline trail at the proposed connection point to the future Northwest BeltLine Trail at Kinsey Court East 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 continues behind Passion City Church along Peachtree Creek before bridging up to Garson Drive.

The second spur would serve as a connection to the MARTA Lindbergh Connection. The spur trail would continue at-grade along Garson Drive 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 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 then continues adjacent to Garson Drive and crosses the Lindbergh Drive 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 overpass and running along the 2:1 slopes on structure until tying into PATH 400 near Parkland Drive.
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 as a side path ending at the Ottley Drive and Clayton Road intersection.

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 area of potential effects (APE), as defined in 36 CFR 800.16(d), is 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 the nature and the scope of the undertaking, the guidance in the PA and experience with similar projects, the GDOT has evaluated and defined the APE for this proposed project. Because of the nature and scope of the undertaking, the area of potential direct effects consists of areas within the proposed ROW and 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.

Since the Section 106 Notification in June 2020, the design of the proposed project has been modified so that the proposed trail would now cross SR 13 over only GDOT Bridge No. 121-0488-0 instead of GDOT Bridge Nos. 121-0448-0 and 121-0487-0. The current design has also removed a spur along Armour Drive, added a spur connecting to Kinsey Court NE, and added construction staging easement through the existing parking lot of 345 Peachtree Hills Ave NE.

The project area was initially surveyed in 2009 by Edwards-Pitman Environmental, Inc. and documented in a Historic Resource Survey Report (HRSR) prepared in compliance with the Georgia Environmental Policy Act (GEPA) for the Metropolitan Atlanta Regional Transit Authority (MARTA). At that time, a governmental undertaking associated with the project had not yet been defined but was anticipated. The 2009 HRSR’s project corridor study area for historic architectural resources consists of a linear corridor that extended one-quarter mile from each side of the centerline of the proposed rail transit corridors from the Inman Park-Reynoldstown MARTA station at the southern terminus northward to the Lindbergh Center MARTA station at the northern terminus.

Since that time, the segments south of Monroe Drive/10th Street have been separated from the larger project and their construction has been completed. The segments north of Monroe Drive/10th Street to the Lindbergh MARTA station are now proposed to be implemented with federal funding through FHWA. Therefore, Section 106 compliance is being processed through FHWA and the project has been assigned GDOT P.I. No. 0009395.

Two resources identified in the 2009 GEPA HRSR are located in the project’s current APE. These are the Peachtree Hills Historic District (Resource 3), which was recommended eligible, and Resource 4 (Peachtree Hills Park), which was determined not eligible. SHPO concurred with these determinations in a letter dated March 11, 2009 (see Appendix C). The Peachtree Hills Historic District is listed and described in Table 1-1 and Resource 4 is listed and described in Table 1-2. Both resources are depicted on Figure 2A and 2B. Historic Resources Location Map. Resource 4 was also identified in the Department of Natural Resources (DNR) 2019 City of Atlanta Parks Survey on Georgia’s Natural, Archaeological, and Historic Resource Geographic Information System (GNAHRGIS) as survey sites 267471 and 267412. These sites were field surveyed by an Edwards-Pitman historian on November 2, 2021. Both sites are extant. No other properties 50 years old or older were identified within the proposed project’s APE in any DNR Fulton County survey or in the GNAHRGIS database.
Four resources were previously determined eligible for inclusion in the NRHP during the Section 106 compliance process for GDOT P.I. No. 762380-, Fulton County/HP No. 080319-002. GDOT P.I. No. 762380-’s HRSR received partial SHPO concurrence on June 18, 2009, and full concurrence on November 12, 2009. A copy of the Property Information Forms for each of these resources and SHPO concurrences are attached in Appendix C. Two railroads, the Georgia, Carolina, & Northern Railway (GCAN) and the Atlanta & Charlotte Air Line Railway (ACAL), were determined eligible in the 2018 historic context study, Georgia’s Railroads, 1833-2015, Historic Context and Statewide Survey. The railroad information forms are attached in Appendix C. These resources are listed and described in Table 1-1 below and are located on Figures 2A and 2B.

<table>
<thead>
<tr>
<th>Name of Resource</th>
<th>Date of Construction</th>
<th>Type and/or Style</th>
<th>Location</th>
<th>Previous Documentation</th>
<th>NRHP Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ansley Park Historic District</td>
<td>1904-1930</td>
<td>Residential Historic District</td>
<td>Peachtree Circle NE, Beverly Road, Interstate 85 (I-85), the Atlanta &amp; Charlotte Air Line Railway, Piedmont Avenue (Ave)</td>
<td>NRHP Reference No. 79000717</td>
<td>Listed</td>
</tr>
<tr>
<td>Brookwood Hills Historic District</td>
<td>1922-1933</td>
<td>Residential Historic District</td>
<td>Camden Road, Huntington Road, Northwood Ave, Montclair Drive</td>
<td>NRHP Reference No. 79003776</td>
<td>Listed</td>
</tr>
<tr>
<td>Orkin Rollins Building</td>
<td>1945 – 1968</td>
<td>Office &amp; Warehouse Buildings</td>
<td>2162, 2170 Piedmont Road</td>
<td>GDOT P.I. 762380; HP No. 080319-002</td>
<td>Eligible</td>
</tr>
<tr>
<td>Piedmont Heights Historic District</td>
<td>1910-1960</td>
<td>Residential Historic District</td>
<td>Piedmont Road, Montgomery Ferry Road, Flagler Avenue, Monroe Drive, Wimbleton Road</td>
<td>GDOT P.I. 762380; HP No. 080319-002</td>
<td>Eligible</td>
</tr>
<tr>
<td>Goetz Building</td>
<td>1958</td>
<td>Commercial with International elements</td>
<td>1904 Monroe Drive</td>
<td>GDOT P.I. 762380; HP No. 080319-002</td>
<td>Eligible</td>
</tr>
<tr>
<td>Armour Drive Historic District</td>
<td>1940-1960</td>
<td>Industrial</td>
<td>Ottley Drive, Clayton Road, Armour Drive</td>
<td>GDOT P.I. 762380; HP No. 080319-002</td>
<td>Eligible</td>
</tr>
<tr>
<td>GDOT Bridge 121-5135-0</td>
<td>1938</td>
<td>Steel Stringer Bridge</td>
<td>Norfolk Southern Railroad over Armour Drive</td>
<td>GHBS</td>
<td>Eligible</td>
</tr>
<tr>
<td>Georgia, Carolina, and Northern Railroad (GCAN)</td>
<td>1892</td>
<td>Railroad</td>
<td>Atlanta to Charlotte, NC via Athens</td>
<td>Georgia’s Railroads, 1833-2015, Historic Context and Statewide Survey</td>
<td>Eligible</td>
</tr>
</tbody>
</table>
### Table 1-1. NRHP-Listed and Previously Identified Eligible Resources in the APE of the Proposed Project.

<table>
<thead>
<tr>
<th>Name of Resource</th>
<th>Date of Construction</th>
<th>Type and/or Style</th>
<th>Location</th>
<th>Previous Documentation</th>
<th>NRHP Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlanta and Charlotte Railroad</td>
<td>1871-1873</td>
<td>Railroad</td>
<td>Atlanta to Charlotte, NC via Toccoa</td>
<td>Georgia's Railroads, 1833-2015, Historic Context and Statewide Survey</td>
<td>Eligible</td>
</tr>
<tr>
<td>Peachtree Hills Historic District</td>
<td>1911-1950s</td>
<td>Residential Subdivision</td>
<td>Bounded by Sharondale Drive, Peachtree Creek, Glenwood Road, Lindbergh Drive, and Sharondale Court</td>
<td>Historic Resources Survey Report Atlanta Beltline Northeast Quadrant</td>
<td>Recommended Eligible</td>
</tr>
</tbody>
</table>

### Table 1-2. Resources Previously Determined Not Eligible for the NRHP in the APE of the Proposed Project

<table>
<thead>
<tr>
<th>Name of Resource</th>
<th>Date of Construction</th>
<th>Type and/or Style</th>
<th>Location</th>
<th>Previous Documentation</th>
<th>NRHP Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resource 3 (Peachtree Hills Park)</td>
<td>1952</td>
<td>Public Park</td>
<td>308 Peachtree Hills Avenue</td>
<td>2009 GEPA HRSR</td>
<td>Recommended Not Eligible</td>
</tr>
<tr>
<td>GDOT Bridge 121-0110-0</td>
<td>1960</td>
<td>Steel Stringer Bridge</td>
<td>Piedmont Road over CSX Railroad</td>
<td>GHBS</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>GDOT Bridge 121-0209-0</td>
<td>1954</td>
<td>Steel Stringer Bridge</td>
<td>State Route (SR) 13 over Southern Railroad/Peachtree Creek</td>
<td>GHBS</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>GDOT Bridge 121-0487-0</td>
<td>1963</td>
<td>Steel Stringer Bridge</td>
<td>Southern Railroad over SR 13/I-85</td>
<td>GHBS</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>GDOT Bridge 121-0488-0</td>
<td>1954</td>
<td>Steel Stringer Bridge</td>
<td>Southern Railroad over SR 13/I-85</td>
<td>GHBS</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>GDOT Bridge 121-0507-0</td>
<td>1928</td>
<td>Steel Stringer Bridge</td>
<td>Southern Railroad over Lindbergh Drive</td>
<td>GHBS</td>
<td>Not Eligible</td>
</tr>
</tbody>
</table>

A total of eleven additional properties 50 years of age or older were identified within the proposed project’s APE during the field survey. These properties are listed and described in Table 1-3 and are located on Figures 2A and 2B.

### Table 1-3. Newly Identified Historic Resources in the APE of the Proposed Project

<table>
<thead>
<tr>
<th>Name of Resource</th>
<th>Date of Construction</th>
<th>Type and/or Style</th>
<th>Location</th>
<th>NRHP Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expanded Brookwood Hills Historic District (Resource 1)</td>
<td>1930-1970</td>
<td>Residential Historic District</td>
<td>Brighton and Camden Roads NE</td>
<td>Eligible</td>
</tr>
</tbody>
</table>
Table 1-3. Newly Identified Historic Resources in the APE of the Proposed Project

<table>
<thead>
<tr>
<th>Name of Resource</th>
<th>Date of Construction</th>
<th>Type and/or Style</th>
<th>Location</th>
<th>NRHP Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resource 2</td>
<td>1960</td>
<td>Industrial</td>
<td>340 Armour Drive NE</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>Resource 3</td>
<td>1967</td>
<td>Industrial District</td>
<td>Mayson Street NE; Plasters Ave NE; Armour Place NE</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>Resource 4</td>
<td>1964</td>
<td>Industrial</td>
<td>397 Armour Drive NE</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>Resource 5</td>
<td>1967</td>
<td>Industrial</td>
<td>448 Plasamour Drive NE</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>Marquette Cement Manufacturing Co. Terminal (Resource 6)</td>
<td>1962</td>
<td>Industrial</td>
<td>348 Armour Drive NE</td>
<td>Eligible</td>
</tr>
<tr>
<td>Valley Court Apartments (Resource 7)</td>
<td>1960</td>
<td>Modern Apartment Complex</td>
<td>311 Peachtree Hills Ave NE</td>
<td>Eligible</td>
</tr>
<tr>
<td>Resource 8</td>
<td>1960</td>
<td>Industrial</td>
<td>345 Peachtree Hills Ave NE</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>Resource 10</td>
<td>1960</td>
<td>Apartments</td>
<td>2365 Adina Drive NE</td>
<td>Not Eligible</td>
</tr>
<tr>
<td>Lovable Brassiere Co. (Resource 11)</td>
<td>1955, 1970</td>
<td>Industrial</td>
<td>2400 Piedmont Road NE</td>
<td>Eligible</td>
</tr>
</tbody>
</table>

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 Atlanta City Council, and the Fulton County Board of Commissioners. The consulting parties were informed of our efforts to identify historic properties by consulting existing information and the results of those efforts and asked to provide information on any unidentified NRHP listed or eligible properties within the project’s APE by a Notification dated June 1, 2020 (see Notification in Appendix A). Responses to GDOT’s invitation to become a consulting party in the Section 106 process were received from the Georgia SHPO via 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).

For each property 50 years old or older identified within the APE, a Property Information Form with attached photographs has been prepared. The Criteria for Evaluation were applied to each property and a recommendation regarding NRHP eligibility has been made. For those properties recommended eligible for listing in the NRHP, a site graphic and proposed boundary depiction have also been attached to the Property Information Form.

Of the eleven properties 50 years old or older that were surveyed and to which the Criteria for Evaluation were applied, four have been recommended eligible for inclusion in the NRHP. The properties recommended eligible for inclusion in the NRHP are the Expanded Brookwood Hills Historic District (Resource 1), the Marquette Cement Manufacturing Company Terminal (Resource 6), Valley Court Apartments (Resource 7), and Lovable Brassiere Company (Resource 11). Therefore, when added to the 10 previous identified NRHP listed and eligible resources, a total of 14 NRHP listed and eligible resources have been identified within the APE of the proposed project.
Figure 2A. Historic Resource Location Map

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

Legend
- NHRP Listed
- Previously Identified Eligible
- Previously Identified Not Eligible
- Previously Identified Not Eligible
- Surveyed Not Eligible
- Surveyed Eligible
- Project Location

Source: ESRI World Imagery
PROPERTY INFORMATION FORM

Property Identification: The Expanded Brookwood Hills Historic District is also identified as Resource 1 in the field notes and on the resource location map. This property was not identified in the DNR GNAHRGIS database reviewed at https://www.gnahrgis.org.

Location: The district is bounded by property lines on Camden Road NE and Brighton Road NE (refer to Figures 2A and 2B. Historic Resources Location Map).

Date(s) of Development: Brookwood Hills was constructed in four phases, from 1921 until 1965. The first phase of construction was developed by Benjamin Franklin Burdett and his son, Arthur Burdett, between 1921 and 1924 and consisted of properties along Palisades, Woodcrest, Northwood, and Huntington Roads. The second phase, known as the Brookwood Hills Extension, was developed between 1924 and c. 1930 on Brighton, Montclair, Wakefield, Parkdale, Camden, and Huntington Roads. These first two phases were accepted for inclusion in the NRHP in 1979, Reference No. 79003776 (see Brookwood Hills NRHP Nomination in Appendix B).

The Expanded Brookwood Hills Historic District consists of eighty residences built as the neighborhood’s third and fourth phases of development. According to the Fulton County tax assessor’s record, the majority of resources in the Expanded Brookwood Hills Historic District were constructed between 1935 and 1965. The third phase of development occurred from 1935 to 1955 along the loop created by Camden and Brighton Roads and included approximately 25 residences (Photo 1). This phase of development can be seen in progress on a 1938 Nationwide Environmental Title Research (NETR) aerial (Photo 2) and a 1951 United States Geological Survey (USGS) aerial (Photo 3). This portion of the neighborhood was developed by Everett Thomas, representing heirs of G.W. Collier. Thomas chose not to include either street trees, a character-defining feature of the earlier phases, or sidewalks in this phase of development due to the prevalence of the automobile. In 1952, the neighborhood was annexed into the City of Atlanta.

The fourth and final phase of the district was developed by John Hall and Ralph Willis between 1961 and 1965 (Photo 4). This phase constructed the Camden Road cul-de-sac, colloquially known as ‘New Camden’, and the 28 additional residences along it. This phase included sidewalks but no street trees. On a 1968 USGS aerial (Photo 5), the neighborhood development is substantially complete. After 1965, a limited number of properties were built as infill. The Brookwood Community Club acquired the forested lots between the neighborhood and the Armour Drive Industrial District in the 1970s and 1980s to provide a permanent buffer. Originally established with restrictive racial covenants in the deeds to the properties, the Brookwood Hills Community Club board voted in 1971 to remove the race-based restrictions to owning property in the district.

Non-historic alterations in the expanded district are few and far between. When alterations have occurred, they are usually minor. Non-historic infill is rare and when present, compliments the historic feeling and rhythm of its historic neighbors with similar setbacks, massing, and form. The district was designated a conservation district by the City of Atlanta’s Urban Design Commission.

2 Ibid, 50.
3 Ibid, 9.
5 Ibid, 96.
6 Ibid.
in 1994, which requires that exterior alterations and new construction be submitted to the UDC for advice and comment.

**Description:** The Expanded Brookwood Hills Historic District is a residential subdivision that sits on approximately 37 acres and is comprised of eighty residences (see attached photographs). Of the properties within the district, only eight are non-historic. Most of the historic residences retain integrity. The resource is located on the southern edge of the Buckhead area in Atlanta, approximately four miles north of downtown Atlanta. There are two streets that make up the district, a loop and a cul-de-sac.

The district contains a variety of one- and two-story buildings in a collection of architectural styles. English Vernacular Revival is most common in the third phase of development and Colonial Revival is most popular in the fourth phase. Other styles present include Dutch Colonial Revival and Second Empire Revival. Other vernacular residences of no academic type or style are also located in the district. The buildings sit back from the road at a standard set back and feature large, landscaped lawns. The portion of the district along the Camden Road cul-de-sac features a sidewalk, while the earlier development along the Camden and Brighton Roads’ loop does not. Large, mature trees are located at irregular intervals throughout the district.

The original Brookwood Hills Historic District borders the resource to the east. A collection of three heavily wooded parcels, owned by the Brookwood Hills Community Club separate the district from a historic industrial park to the south and west. The Georgia, Carolina, & Northern Railway runs to the north of the district.

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

**NRHP Criteria and Level of Significance:** The Expanded Brookwood Hills Historic District 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 district, 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 Expanded Brookwood Hills Historic District was evaluated under Criterion A and appears to possess a local level of significance in the area of community planning and development. The resource represents continued residential development following the 1922-1933 period of significance determined in the NRHP nomination for the existing Brookwood Hills Historic District. The phased development of the subdivision captures different ideologies of development throughout the twentieth century. The third phase of Brookwood Hill’s development lacked sidewalks due to the prevalence of the automobile in the 1940s and 1950s. With the development of the fourth and final phase, sidewalks had become popular again and were constructed by the developer. In the NRHP nomination for the existing Brookwood Hills Historic District, the resource is compared to other early Atlanta suburbs including Inman Park and Druid Hills. While both neighborhoods have seen continued development, the design, massing, and form of the newer buildings within those neighborhoods are incompatible with the earlier historic fabric. The Expanded Brookwood Hills Historic District is a rare example in Atlanta of continued development in an early suburb in which the later development is compatible with the historic fabric of the earlier areas and blends relatively seamlessly. Therefore, the Expanded Brookwood Hills Historic
District is considered eligible for inclusion in the NRHP under Criterion A in the area of community planning and development.

The Expanded Brookwood Hills Historic District was evaluated under Criterion C and appears to possess a local level of significance in the area of architecture. The district represents various residential architectural styles that have been identified as significant trends in Georgia’s architectural history in Georgia’s Living Places: Historic Houses in Their Landscaped Settings. Styles present in the district include Colonial Revival (Photos 10, 12), Dutch Colonial Revival (Photo 11), and English Vernacular Revival (Photo 6-9). The district has seen some non-historic infill and minor alterations; however, these are minor and minimal. The non-historic infill does not detract from the character of the Expanded Brookwood Hills Historic District because its setback, massing, and form blends with the historic buildings and does not intrude on the setting of the district. Therefore, the Expanded Brookwood Hills Historic District is considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The Expanded Brookwood Hills Historic District has 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 insulated by the presence of heavily wooded parcels to its south and east. The lack of major alterations to the buildings within the resource allow it to convey integrity in the areas of design, materials, and workmanship. Because the resource retains integrity in the areas of location, setting, design, materials, and workmanship, it is also able to integrity in the area of feeling and able to convey its association in the area of architecture with significant residential building styles determined to be significant in Georgia’s architectural history.

**Proposed Boundary (Justification and Description):** The proposed NRHP boundary of the Expanded Brookwood Hills Historic District corresponds to the sum of the eighty legal property boundaries involved and contains approximately 37.0 acres (refer to Proposed NRHP Boundary Map). The proposed boundary contains all National Register qualifying characteristics and features of the district.

The rear property lines along Brighton Road and Camden Road have been proposed as the general border of the proposed district. The ROW line north of Brighton Road contains non-historic power lines and does not contain any landscape or other features that contribute to the NRHP eligibility of this district.

**UTM Coordinates:**

Mid-Point of District
7.5 Minute Series Topographic Map WGS84
Northwest Atlanta, GA Quadrangle Zone 16
Easting 742070 Northing 3744244

**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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Expanded Brookwood Hills Historic District (Resource 1)
P.I. No. 0009395, Fulton County

Photo 1: Phase 3 Plat. Source: Fulton County Plat Book 21, Page 2.

Photo 2: 1938 aerial of the resource. Source: NETR Historic Aerials.
Photo 4: Phase 4 plat. Source: Fulton County Plat Book 78, Page 122.
Photo 5: 1968 aerial of the resource. **Source:** USGS Earth Explorer. **Note:** Camden Road cul-de-sac constructed.

Photo 6: View of 211 Brighton Street, constructed in 1940. Photo from Google Street View, facing south.
Expanded Brookwood Hills Historic District (Resource 1)

P.I. No. 0009395, Fulton County

**Photo 7:** View of 215 Brighton Street, constructed in 1924, facing south.

**Photo 8:** View of 220 Brighton Street, constructed in 1940, facing north.
Photo 9: View of 255 Brighton Road, constructed in 1940, facing east.

Photo 10: View of 284 Camden Road, constructed in 1962, facing northwest.
Photo 11: View of 294 Camden Road, constructed in 1963, facing northwest.

Photo 12: View of 310 Camden Road, constructed in 1966, facing west.
Expanded Brookwood Hills Historic District (Resource 1)
P.I. No. 0009395, Fulton County

Photo 13: View of 330 Camden Road, constructed in 2000, facing west.

Photo 14: View of 348 Camden Road, constructed in 1963, facing west.
Photo 15: View of 287 Camden Road, constructed in 1961, facing southwest.

Photo 16: View of 246 Camden Road, constructed in 1950, facing west.
Expanded Brookwood Hills Historic District (Resource 1)
P.I. No. 0009395, Fulton County

**Photo 17:** View of 200 and 204 Camden Road, constructed in 1935, facing north.

**Photo 18:** View of typical streetscape in the resource, facing east.
Property Identification: Resource 2 is identified as such in the field notes and on the resource 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 340 Armour Drive NE on the west side of the road approximately 180 feet north of the intersection of Armour Drive NE and Ottley Drive 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 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 through Google Earth Pro. The resource is first depicted in its current location on a NETR aerial photograph dated 1960. The property consisted of a small industrial building in an emerging industrial area. The Fulton County tax assessor’s record indicates a second warehouse on the property was constructed in 1960, however this date does not appear accurate, as only the resource appears on the 1960 NETR aerial (Photo 1). By 1968, a large warehouse building had been constructed to the northeast of the resource (Photo 2). In the 1980s a warehouse building was constructed to the southeast of the resource (Photo 3). In 2007, the c. 1968 and c. 1985 buildings were demolished (Photo 4). By 2008, a concrete plant was constructed to the northeast of the resource and another warehouse was constructed in the place of the 1980s building (Photo 5). Field assessment revealed that the façade of the resource has been heavily altered by the application of non-historic vinyl siding, replacement of the façade windows and all doors, and a non-historic metal roof overhang.

The resource was constructed by Walker Hauling Company, who owned the property for three years after its construction before selling it to Bright Hour Trust in 1963, according to deed research. In the 1962 and 1963 Atlanta City Directories, Walker Hauling Company is located in the resource.7 In the 1965 Atlanta City Directory, the resource is identified as Fleet Transport Co.8 Newspaper research indicates the resource was operated as Fleet Transport Company throughout the 1970s and 1980s.9 Bright Hour Trust sold the property to the current owners, Key Investments, Inc in 2001. Ready Mix USA, the current tenant, began operating from the resource after the 2007 renovation of the property, according to an employee interviewed during field survey. The employee was not aware of the prior history of the property.

Description: The resource is a one-story, asymmetric, industrial property of no defined academic type without stylistic features (see attached photographs). The resource is constructed of Concrete Masonry Units (CMUs) and clad in brick veneer on the façade (south elevation). The façade is mostly covered by a non-historic hip-roofed roof overhang that is clad in non-historic blue metal roofing. Under the overhang, the façade is clad in non-historic vinyl siding. There are two non-historic metal fixed single pane windows on the façade and a non-historic door. The sides of the roof overhang are supported by a wall of textured CMUs. There is metal coping around the resource’s cornice. While the roof appears flat from the façade, the roofline has been altered to create a slope to the rear. There is vinyl siding in the area between the original roofline and the current roofline. On the west and north elevations, there are a variety of window types, all of which appear to be original. The CMUs are unclad and painted white on the side and rear elevations. A non-historic metal stair leads to a non-historic door on the west elevation. The topography slopes down in the rear of the resource, which allows for a walkout basement.

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7 1962 Atlanta City Directory, 1963 Atlanta City Directory, DeKalb History Center Archives.
8 1965 Atlanta City Directory, DeKalb History Center Archives.
There are two non-historic accessory structures located on the resource’s parcel, a concrete mix plant and a prefabricated metal warehouse. Both were constructed in 2007. Most of the parcel is paved in concrete, however there is a small patch of grass immediately to the west of the resource. Along the Armour Drive NE ROW there is a historic sign structure constructed of CMUs and a sidewalk. The resource is surrounded by historic industrial buildings. A railroad runs to the north of the parcel.

NRHP Recommendation: The property is considered Not Eligible for inclusion in the NRHP.

NRHP Criteria and Level of Significance: Resource 2 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, in any response to GDOT’s early consultation correspondence received from consulting parties, or in an interview with an employee of the current occupant 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 resource was evaluated under Criterion A and does not appear to possess significance in the area of industry. The resource has been in industrial use for most of its existence and a variety of companies have operated out of it, however, none of those uses or companies appear to be significant in the industrial history of Atlanta. The original tenant, Walker Hauling, was a prominent company in the area but it only occupied the resource for three years. This short period of tenancy was not long enough for the resource’s association with the company to possess significance. The later historic occupant, Fleet Transport Company, does not appear to have been significant in the industrial history of Atlanta. There is little information about the company available through newspaper articles. The resource was constructed during a time of industrial growth in the Armour Drive area, however, alterations to the façade and the resource’s roofline have obscured its historic appearance so that it no longer is a good and representative example of its period of construction. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion A in the area of industry.

The resource was evaluated under Criterion C and does not appear to possess significance in the area of architecture. The resource does not represent a significant architectural building type or style. It is also not a good and representative example of its period of construction because non-historic alterations have obscured the historic façade and roofline. The façade alterations, which include the construction of a non-historic roof overhang, window and door replacement, and the application of vinyl siding, have obscured the resource’s original materials and design. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

Integrity: The resource has been determined to possess integrity in the areas of location and setting. The resource is in its original site of construction and has not been moved. The area around the resource remains in industrial use as it did at the time of the resource’s construction, retaining the integrity of setting. The resource has been determined not to possess integrity in the areas of design, materials, workmanship, feeling, and association. Non-historic alterations to the façade of the resource have compromised its integrity in the areas of design, materials, and workmanship. The construction of a non-historic roof overhang and the alteration of the original flat roofline have diminished the resource’s integrity in the area of design. Vinyl siding and metal roofing obscure the resource’s historic materials and workmanship. Due to the lack of integrity in the areas of
design, materials, and workmanship, the resource cannot convey its historic feeling. The resource does not possess an association with a significant architectural type or style.

**Proposed Boundary (Justification and Description):** N/A.

**UTM Coordinates:** 7.5 Minute Series Topographic Map WGS84
Northwest Atlanta, GA Quadrangle Zone 16
Easting 742746 Northing 3744504

**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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Resource 2 (340 Armour Drive NE)
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Resource 2 (340 Armour Drive NE)

P.I. No. 0009395, Fulton County


Resource 2 (340 Armour Drive NE)

P.I. No. 0009395, Fulton County

Photo 5: 2009 aerial of the resource. **Source:** Google Earth Pro. **Note:** Concrete plant and warehouse constructed.

Photo 6: View of the façade of the resource, facing north.
Resource 2 (340 Armour Drive NE)
P.I. No. 0009395, Fulton County

Photo 7: View of the northwest oblique of the resource, facing east.

Photo 8: View of the northeast oblique of the resource, facing northwest.
Resource 2 (340 Armour Drive NE)
P.I. No. 0009395, Fulton County

Photo 9: View of the non-historic concrete plant on the resource’s parcel, facing north.

Photo 10: View of the non-historic warehouse on the resource’s parcel, facing northeast.
Photo 11: View of the Armour Drive ROW and the resource’s historic sign, facing north.

Photo 12: View of the Armour Drive ROW, facing south.
PROPERTY INFORMATION FORM
Resource 3 (Mayson Street Industrial District)

Property Identification: Resource 3 is also identified as Mayson Street Industrial District in the field notes and on the resource location map. Two properties are located within the APE of the proposed project and are identified as Resources 3.1 and 3.2. The resource was not identified in the DNR GNAHRGIS database reviewed on the https://www.gnahrgis.org website. Two properties within the district were previously identified in the 2009 GEPA Beltline HRSS: Resource 27 (1413 Mayson Street NE) was recommended not eligible and the Mason10 Chapel Baptist Church/Masonic Lodge (Resource 28; 113 Mayson Street NE) was recommended eligible. Neither of these resources are within the APE of this proposed project.

Location: The property is roughly bounded by MARTA ROW to the west, Armour Drive to the north, Armour Place to the west, and Plasters Ave to the south (refer to Figures 2A and 2B. Historic Resources Location Map). Resource 3.1 is located at 355 Armour Drive NE and Resource 3.2 is located at 1426 Mayson Street NE.

Date(s) of Development: According to the Fulton County tax assessor’s record, the 14 buildings and one structure that comprise the district were constructed between 1949 and 1975. These dates of construction were supported by the review of historic and modern aerial photography on the NETR Historic Aerials website, the USGS Earth Explorer website, and Google Earth Pro.

The Mason Chapel Baptist Church/Masonic Lodge is the oldest structure in the district, predating the industrial use of the area. This resource is seen on a 1955 USGS Earth Explorer Aerial (Photo 1). At this time, Mayson Street, Plasters Ave, Armour Place, and Armour Drive were extant and the area was primarily residential in land use. Mayson Street connected to Armour Drive at the northern end of the district. Between 1955 and 1960, one industrial building was constructed in the district and the connection between Mayson Street and Armour Drive was severed (GEPA Resource 28; Photo 2). Also, during this time frame, the area was connected to the Atlanta city sewer system.11

Between 1960 and 1968, the residences seen on the previous aerials were demolished and 15 industrial buildings and one billboard were constructed in the area (Photo 3), including Resources 3.1 and 3.2. Resource 3.1 was listed for rent in April 1968.12 Companies present in the district during this era include: Dick Henry & Company Air Condition Equipment; Kirk Wooster, Cinematographer; Merit Mechanical Contractors, Inc.; Kohl & Hadden Printing Ink Corp.; and Toddle-Tyke.13

Between 1968 and 1981, one building within the district was constructed and another was demolished (Photo 4). Between 1981 and 1993, another building was demolished, I-85 doubled in width to the immediate south of the resource, and MARTA tracks constructed to the immediate west of the resource (Photo 5). Another third building was demolished between 1993 and 2003 (Photo 6).

Field inspection revealed several non-historic alterations to buildings within the resource, including the painting of portions of the historic brick veneer, the removal of original windows in the resource and replacement with non-historic incompatible materials, the replacement of original wood

10 While the resource is now named Mayson Chapel Baptist Church, the original name of the resource was Mason Chapel Baptist Church. The name of the resource and the road name changed in the 1950s, according to the GEPA report.
loading bay doors with incompatible, non-historic metal ones, and the cladding of original decorative vertical panels with non-historic corrugated metal.

**Description:** The resource is a mid-20th century light industrial complex of warehouses and manufacturing facilities (see attached photographs). Most of the buildings feature elements of the International style, including rectilinear massing, flat roofs without eaves, and metal windows set in decorative vertical and horizontal panels. Most of the buildings are one-story and clad in red brick veneer. Loading bays are prevalent on the facades of buildings. Buildings generally lack ornamentation. Buildings within the district have varying setbacks of approximately 32 to 40 feet. They are separated from the road by large, asphalt-paved parking lots. There are no sidewalks. Where curbing is present, it is concrete curb and gutter.

Most buildings in the resource feature non-historic alterations. Approximately 70% of buildings in the district have had their original window and doors replaced with incompatible units. 50% of the buildings have had the character of their character-defining vertical panels altered – either painted or clad in non-historic corrugated metal sheets. Approximately 30% of buildings have had their original brick veneer painted or stuccoed over. These alterations, collectively, have compromised the resource’s ability to convey its historic character.

**Resource 3.1** is a one-story industrial warehouse of no academic type or style (Photos 7, 8). Its façade is clad in non-historic parging and features a concrete-clad decorative horizontal panel across the façade. There is one loading bay on the façade, which features a non-historic corrugated metal door. The façade is lined with historic flat awnings. There are two historic slab metal doors and two historic steel windows on the façade. Four former window openings on the north elevation have been infilled with concrete. The building has a flat roof with metal coping and there is an asphalt-paved parking lot to the east of the façade.

**Resource 3.2** is a two-story industrial warehouse of no academic type or style (Photos 9-11). It is clad in a red brick veneer, which has been painted red on portions of the north elevation and most of the west elevation. All window bays have been covered with plywood. There are two loading bays on the east elevation and three loading bays on the façade (south elevation); one of the loading bay doors has been replaced with a non-historic metal door. There are four pedestrian entrances on the east elevation, each covered with a flat metal awning and a solid metal door. There is a ghost sign in the upper north corner of the east elevation that appears to read “Peper Shopps.” The resource has a flat roof with metal coping around the cornice.

**NRHP Recommendation:** The property is considered Not Eligible for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** Resource 3 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.

Resource 3, as a whole, and Resource 3.1, and 3.2, individually, were evaluated under Criterion A and do not appear to possess significance in the areas of commerce and industry. None of the resources’ tenants appear to have been significant in the industrial history of Atlanta. Background research into the businesses did not return any results. The resource was constructed during a time of industrial growth in the Armour Drive area, however, the extensive non-historic alterations to
buildings within the district have obscured its historic appearance so that it no longer is a good and representative example of its period of construction. Alterations to Resource 3.1 include non-historic parging of the façade, replacement of the loading bay door with a non-historic model, and enclosure of multiple windows on the north elevation. Alterations to Resource 3.2 include the removal of all windows in the building, the replacement of several loading bay doors, and the painting of historically unpainted masonry. Therefore, the resources are not considered eligible for inclusion in the NRHP under Criterion A in the area of industry.

Resource 3, as a whole, and Resource 3.1 and 3.2, individually, were evaluated under Criterion C and do not appear to possess significance in the area of architecture. The buildings are warehouses, an architectural type not previously identified as significant in a Georgia’s architectural history. However, the resources are unable to convey their period of construction due to non-historic alterations to the buildings. In the district, approximately 70% of the buildings have non-historic alterations to character-defining features. Resource 3.1 has had several windows enclosed, its loading bay door replaced, and a coat of parging applied to its façade non-historically. Resource 3.2 has had all of its windows removed, several loading bay doors replaced, and portions of its historic brick veneer painted. Therefore, the resources are not considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The resource has been determined to possess integrity in the areas of location and setting. The resource is in its original site of construction and has not been moved. The resource’s setting is retained through the presence of historic industrial buildings surrounding it. The resource has been determined not to possess integrity in the areas of design, materials, workmanship, feeling, and association. Non-historic alterations to the buildings within the resource include painting of the historic masonry, removal of several original awnings, replacement and removal of original windows, the replacement of original loading bay doors, and obscuring of character-defining decorative vertical and horizontal panels have compromised the resource’s integrity in the areas of design, materials, and workmanship. The loss of integrity in the areas of design, materials, and workmanship has also compromised the integrity of feeling. The resource does not convey an association with a significant architectural building type or style or an association with events that have made a significant contribution to the broad patterns of history.

**Proposed Boundary (Justification and Description):** N/A.

**UTM Coordinates:**

- 7.5 Minute Series Topographic Map WGS84
- Northwest Atlanta, GA Quadrangle Zone 16
- Easting 742939 Northing 3744495

**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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Resource 3 (Mayson Street Industrial District)
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Resource 3 (Mayson Street Industrial District)

P.I. No. 0009395, Fulton County

Photo 5: 1993 aerial of the resource. Source: Google Earth Pro.

Photo 6: 2003 aerial of the resource. Source: Google Earth Pro.
Resource 3 (Mayson Street Industrial District)
P.I. No. 0009395, Fulton County

Photo 7: View of the north oblique of Resource 3.1, located at 1426 Mayson Street and constructed c. 1965, facing northeast. **Note:** enclosed windows, non-historic parging, replacement garage door.

Photo 8: View of the façade (east elevation) of Resource 3.1, located at 1426 Mayson Street and constructed c. 1965, facing northeast. **Note:** non-historic parging, replacement garage door.
Photo 9: View of the façade (south elevation) of Resource 3.1, located at 355 Armour Drive NE and constructed in 1967, facing northeast.

Photo 10: View of the southwest oblique of Resource 3.1, located at 355 Armour Drive NE and constructed in 1967, facing northeast. Note: painted masonry on west elevation, windows removed.
Resource 3 (Mayson Street Industrial District)

Photo 11: View of the northeast oblique of Resource 3.1, located at 355 Armour Drive NE and constructed in 1967, facing southwest. **Note:** replacement loading bay doors, windows removed.

Photo 12: View of the northwest oblique of 1429 Mayson Street, constructed in 1963, facing southeast. **Note:** replacement loading bay door.
Resource 3 (Mayson Street Industrial District)
P.I. No. 0009395, Fulton County

Photo 13: View of the southwest oblique of 1425 Mayson Street, constructed in 1964, facing northeast. Note: painted masonry.

Photo 14: View of the northwest oblique of 1419 Mayson Street, constructed in 1966, facing southeast. Note: replacement storefront.
Resource 3 (Mayson Street Industrial District)
P.I. No. 0009395, Fulton County

Photo 15: View of the façade (east elevation) of 1420 Mayson Street, constructed in 1960, facing west.

Photo 16: View of the façade (east elevation) of Mason Chapel Baptist Church and Masonic Lodge, previously determined eligible, facing southwest.
Photo 17: View of the northwest oblique of 420 Plasters Avenue, constructed in 1965, facing north. Note: non-historic corrugated metal cladding above windows, obscuring original panel.

Photo 18: View of 415 Plasters Ave, constructed in 1963, facing southeast. Note: replacement windows, loading bay doors.
Resource 3 (Mayson Street Industrial District)
P.I. No. 0009395, Fulton County

Photo 19: Detail view of the non-historic windows on 415 Plasters Ave, constructed in 1963, facing south.

Photo 20: View of 430 Plasters Ave, constructed in 1975, and the historic billboard, constructed c. 1965, facing south.
Photo 21: View of the façade (south elevation) of 441 Armour Place, constructed in 1960, facing northwest.

Photo 22: View of the façade (south elevation) of 440 Armour Place, constructed in 1966, facing north. Note: painted masonry
PROPERTY INFORMATION FORM  
Resource 4 (397 Armour Drive)

Property Identification: Resource 4 is identified as such in the field notes and on the resource 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 397 Armour Drive on the south side of the road across from the terminus of Armour Circle NE at Armour Drive 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 1964. This date of construction was supported by the review of historic and modern aerial photography on the USGS Earth Explorer website. The resource first appears on a 1968 USGS aerial (Photo 1). The property consisted of an irregularly shaped building on a small, paved surface parking lot, located in an industrial area. Field inspection noted that the resource’s historic brick veneer has been painted white, the original flat metal awnings painted black, and the loading bay doors replaced non-historically. No one was present for an interview at the property during field inspection.

The Atlanta offices of the Udylite Corporation, a Detroit-based business, were the original use of the resource. According to a newspaper article, the company doubled its previous space by moving into the resource. They were previously located on Cheshire Bridge Road in Atlanta. According to the company’s website, Udylite Corporation was founded in 1919 in Kokomo, Indiana by Marvin Udy. The company moved to Detroit in 1927. The company was purchased by the Oxy Metal Industrial Corporation in October 1983 and renamed Process Electronics Corporation. Udylite Corporation was one of the major chemical and electroplating producers in the United States in the 1980s. Udylite Corporation remained in the resource until at least 1971, but may have stayed until the resource was sold in 1981.

Description: The resource is a one-story, irregularly shaped industrial building with no academic type or style (see attached photographs). The resource is clad in brick veneer, which has been painted, and has a clerestory with windows that wrap around the northeast corner of the building. There are four doors on the façade in two groups, which are both covered with a flat metal awning, which has also been painted. The doors appear to be original and consist of two metal doors with a small glass block, one solid metal door, and one set of full-view double doors. There are glass block windows interspersed along the façade, including one that functions like a transom above one of the entrances. The façade features a repeating design of slightly recessed sections of the brick veneer. The east elevation has one entrance, covered with a historic metal awning. An inset on the northwest corner allows for two loading bay doors, one pedestrian entrance with a flat metal awning, and a corner window. Access to the rear elevation was prevented by heavy vegetation on the eastern corner and a fence on the western corner.

The resource is set on a small asphalt-paved surface parking lot. A historic stone retaining wall runs along the southern edge of the parking lot to the resource’s southeast corner. Various types of non-historic fencing is located along the east, south, and west property lines. A large non-historic apartment complex is located to the southeast of the resource and a non-historic modular

14 1967 Atlanta City Directory, DeKalb History Center Archives.
17 1971 Atlanta City Directory, DeKalb History Center Archives.
building present in the resource’s direct viewshed. To the northeast and west of the resource are historic industrial buildings (Resources 3 and 5).

**NRHP Recommendation:** The property is considered **Not Eligible** for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** Resource 4 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 resource was evaluated under Criterion A and does not appear to possess significance in the area of industry. The resource served as the Atlanta offices for the Udylite Corporation but does not appear to be significant for this association. The company was headquartered in Detroit and background research produced very little information on the business’s Atlanta functions. Additionally, while the resource was constructed during a time of industrial growth in this area, it cannot convey its historic appearance due to painting of the resource’s historic masonry. Therefore, the resource is not considered eligible for the NRHP under Criterion A in the area of industry.

The resource was evaluated under Criterion C and does not appear to possess significance in the area of architecture. The resource does not represent a significant architectural building type or style. It is also not a good and representative example of its period of construction because non-historic alterations have altered the original cladding, awnings, and both of the original loading bay doors. Since the resource is utilitarian in its design, the non-historic alterations obscure its historic appearance and design intent. Painting of the historic masonry and metal awnings drastically alters the historic materials and feeling of the building, while making it incompatible with its neighboring historic industrial buildings. Replacement of the loading bay doors similarly compromises the resource’s materials. These non-historic alterations have obscured the resource’s original materials, workmanship, and design. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The resource has been determined to possess integrity in the areas of location and setting. The resource is in its original site of construction and has not been moved. While non-historic buildings are located in the viewshed of the resource, the setting of the resource is still overwhelmingly in industrial use and there are historic buildings neighboring the resource. The resource has been determined not to possess integrity in the areas of design, materials, workmanship, feeling, and association. Painting of the historic masonry has compromised the original design, materials, and workmanship by obscuring the historic brick veneer, one of the only character-defining features of the resource. The historic materials and workmanship have also been further compromised by replacement of the loading bay doors. The loss of integrity in the areas of design, materials, and workmanship has also diminished the resource’s integrity in the area of feeling. The resource does not convey an association with a significant architectural building type or style.

**Proposed Boundary (Justification and Description):** N/A.
**UTM Coordinates:** 7.5 Minute Series Topographic Map WGS84
Northeast Atlanta, GA Quadrangle Zone 16
Easting 742996 Northing 3744493

**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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Site Graphic - Resource 4

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

Source: ERIPWorld Imagery
Resource 4 (397 Armour Drive NE)
P.I. No. 0009395, Fulton County


Photo 2: View of the façade of the resource, facing south.
Resource 4 (397 Armour Drive NE)
P.I. No. 0009395, Fulton County

Photo 3: View of the northwest oblique of the resource, facing southeast.

Photo 4: View of the east elevation of the resource, facing west.
Resource 4 (397 Armour Drive NE)
P.I. No. 0009395, Fulton County

Photo 5: View of the Armour Drive NE ROW, facing west along the north side of the road.

Photo 6: View of the Armour Drive NE ROW, facing east. Source: Google Earth Pro.
PROPERTY INFORMATION FORM
Resource 5 (448 Plasamour Drive NE)

Property Identification: Resource 5 is identified as such 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 consists of two industrial buildings at 448 Plasamour Drive NE at the intersection of Plasamour Drive NE and Armour Drive 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 1967. This date of construction was supported by the review of historic and modern aerial photography on the USGS Earth Explorer website, as well as modern aerals through Google Earth Pro. The resource first appears on a 1968 USGS aerial (Photo 1). The property consisted of two trapezoid-shaped warehouses immediately adjacent to another irregularly shaped warehouse, which was connected to a smaller building. The area was primarily industrial by the time of the resource’s construction. Deed research indicates that a large non-historic billboard was constructed immediately west of Resource 5.1 c. 1993. In 2002, the building immediately adjacent to the resource was demolished (Photo 2). In 2008, a large apartment complex was constructed in the resource’s direct viewshed across Armour Drive NE (Photo 3).

The resource was not listed in the 1967 or 1968 city directories. In 1969, the Safety Division of American Optical Company was located in the resource. By 1985, a commercial floor covering company was operating out of the resource. The company was not named in the newspaper advertisement. MARTA purchased the property in 1998 and appears to use Resource 5.2 as offices and storage space, while Resource 5.1 is vacant.

American Optical Company was founded in 1833 by William Beecher in Southbridge, Massachusetts. The company is responsible for major innovations in glasses, including aviator-style sunglasses, introduced by the company in 1935 and polarized sunglasses, introduced in cooperation with Polaroid in 1942. President John F. Kennedy, professional athletes, and the crew of Apollo 11 all wore products from the brand. Today, the company is based in Chicago, Illinois. The resource was the site of production of American Optical Company’s safety products, which included safety glasses. The company began producing safety glasses in 1915. The safety products division of the company was established in 1923. It appears to have relocated from the company’s headquarters in Massachusetts to the resource around 1969. The Optical Heritage Museum, which serves as American Optical Company’s archives were contacted for more information regarding the company’s presence in the resource, but no response was received.

Field inspection noted that several of the storefronts on both Resource 5.1 and Resource 5.2 have been altered. The roofline of a storefront on Resource 5.2 has been altered to add a non-historic sloped metal roof and to add a roll up garage-like door in front of the entrance. On Resource 5.1, two of the storefronts have lost their character-defining metal bulkhead over the entrances; one has been replaced with plywood and the structural framing is visible on the other. Field survey also noted that the property is surrounded with a non-historic chain link fence with barbed wire, and

18 1967 and 1968 Atlanta City Directories, DeKalb History Center Archives.
19 1969 Atlanta City Directory, DeKalb History Center Archives.
23 Ibid.
several loading bay doors on Resource 5.2 have been replaced non-historically. No one was present for an interview at the property during field inspection.

**Description:** Resource 5.1 is an industrial building of no academic type or style with three storefronts and warehouse space (Photos 4-7). The three storefronts are located on the façade, which faces Armour Circle NE. The southernmost entrance is missing its characteristic metal bulkhead above the storefront and the structural framing is exposed. The central entrance has plywood covering the bulkhead space and the northernmost entrance is blocked by a large tree immediately adjacent to the building but appears to retain its original bulkhead and storefront. A non-historic billboard is located immediately to the north of the northernmost entrance. The resource is clad in a light brown colored brick veneer. A concrete sidewalk wraps around the north elevation, which does not have any openings. The west elevation has four loading bays, which all retain their original wood doors, and four pedestrian entrances with solid metal doors. The entrances are covered with a series of three original flat metal awnings. The south elevation, which has the same drainage lines as the north elevation and no openings has been painted. The resource’s roof is flat and has metal coping around the edges.

Resource 5.2 is an industrial building of no academic type or style with four storefronts and warehouse space (Photos 8-11). The four storefronts are located on the façade, which faces Plasamour Drive NE. One of the center storefronts has been altered to place a non-historic metal roof on top of the original bulkhead and the formerly open vestibule area enclosed with a non-historic metal roll-up door. Neither the north nor the south elevations have openings, but the south elevation possesses vertical drainage features. The brick veneer on the south elevation has been painted. The rear elevation has six loading bays. Two of the loading bay doors have been replaced with non-historic metal ones, while the other bays maintain their glazed and paneled wood doors. There are four pedestrian entrances on the rear elevation, all are solid metal doors. A flat metal awning spans the length of the rear elevation. On the northwest corner, the resource used to be connected to another building, which was demolished in 2002. In this space, the brick veneer transitions to painted CMUs. The roof is flat with metal coping around the edges.

A brick wall along the south elevation connects Resource 5.1 and Resource 5.2 to create a small courtyard behind both buildings. The lot is paved in concrete and the perimeter is surrounded by a six-foot-tall non-historic chain-link fence with barbed wire on top. A sidewalk is located in the ROW in front of the building on both Plasamour Drive NE and Armour Drive NE. The ROW along Armour Circle is grassed. A non-historic modular unit is located to the east of the property and a large non-historic apartment complex is located to the south. Historic industrial buildings are located to the southwest of the resource (Resource 3 and Resource 4) and to the north and east of the resource.

**NRHP Recommendation:** The property is considered **Not Eligible** for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** Resource 5 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 resource was evaluated under Criterion A and does not appear to possess significance in the area of industry. The resource was constructed during a time of industrial growth in this area, it
cannot convey its historic appearance due to the demolition of the attached neighboring building, painting of the resource’s historic masonry, alteration to several of the resource’s storefronts, and the replacement of several original loading bay doors. While the resource’s former tenant, American Optical Company, appears to have significance, the company’s association with the resource does not appear to be significant in the industrial history of Atlanta nor does it appear to have played a key role in the company’s history. The company’s former headquarters in Southbridge, Massachusetts would be the location with the significant association, not the resource. Background research revealed little information regarding what products the safety division produced. Furthermore, the company’s significance appears to be centered around sunglasses and military eyewear during World War Two. There is no evidence that the innovative sunglass products were produced in the resource, nor was the resource extant during the 1940s. Therefore, the resource is not considered eligible for the NRHP under Criterion A in the area of industry.

The resource was evaluated under Criterion C and does not appear to possess significance in the area of architecture. The resource does not represent a significant architectural building type or style. It is also not a good and representative example of its period of construction because non-historic alterations have demolished the formerly attached neighboring building, altered the original cladding, entrances, and several of the original loading bay doors. Since the resource is very utilitarian in its design, the non-historic alterations obscure its historic appearance and design intent. Painting of the historic masonry alters the historic materials and feeling of the building, while making it incompatible with its neighboring historic industrial buildings. Replacement of the loading bay doors similarly compromises the resource’s materials. Alterations to several of the resource’s entrances obscure the character-defining entrance bulkheads and break the rhythm created the series of openings. These non-historic alterations have obscured the resource’s original materials, workmanship, and design. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion C.

**Integrity:** The resource has been determined to possess integrity in the area of location. The resource is in its original site of construction and has not been moved. The resource has been determined not to possess integrity in the areas of setting, design, materials, workmanship, feeling, and association. The resource’s setting has been compromised by non-historic construction surrounding the parcel, including a large, overpowering non-historic apartment complex in its direct viewshed. The immediate setting has also been further altered by the demolition of building that shared a party wall with the resource and the construction of a non-historic billboard immediately adjacent to Resource 5.1. The resource’s design has been altered by the changes to the rooflines of several storefronts and the demolition of the adjacent building. The resource’s historic materials have been altered by the painting of the historic masonry on the south elevation and the loss of several metal bulkheads on the resource’s storefronts. The loss of historic materials has also diminished the resource’s integrity in the area of workmanship. Due to the significant non-historic alterations to the resource, the historic feeling cannot be conveyed. The resource does not convey an association with a significant architectural building type or style.

**Proposed Boundary (Justification and Description):** N/A.

**UTM Coordinates:**

7.5 Minute Series Topographic Map WGS84
Northeast Atlanta, GA Quadrangle Zone 16
Easting 743101 Northing 3744507
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:

Sarah Rogers
Edwards-Pitman Environmental, Inc.
2700 Cumberland Parkway, Suite 300
Atlanta, Georgia 30339
(770) 333-9484
Site Graphic - Resource 5

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

Legend
Parcel Boundary

Source: ESRI World Imagery
Resource 5 (448 Plasamour Drive NE)
P.I. No. 0009395, Fulton County


Photo 2: 2002 aerial of the resource. Source: Google Earth Pro. Note: Demolished building immediately adjacent to Resource 5.2.
Resource 5 (448 Plasamour Drive NE)
P.I. No. 0009395, Fulton County


Photo 4: View of the northeast oblique of Resource 5.1, facing southwest.
Resource 5 (448 Plasamour Drive NE)
P.I. No. 0009395, Fulton County

Photo 5: View of the façade of Resource 5.1, facing west.

Photo 6: View of the southeast oblique of Resource 5.1, facing northwest.
Resource 5 (448 Plasamour Drive NE)
P.I. No. 0009395, Fulton County

Photo 7: View of the southwest oblique of Resource 5.1, facing northeast.

Photo 8: View of the facade of Resource 5.2, facing west.
Resource 5 (448 Plasmour Drive NE)
P.I. No. 0009395, Fulton County

Photo 9: View of the northwest oblique of Resource 5.2, facing southeast.

Photo 10: View of the east (rear) elevation of Resource 5.2, facing northwest.
Resource 5 (448 Plasamour Drive NE)
P.I. No. 0009395, Fulton County

Photo 11: View of the southeast oblique of Resource 5.2, facing northwest.

Photo 12: View along the Plasamour Drive NE ROW in front of Resource 5.2, facing north along the west side of the road.
Photo 13: View along the Plasamour Drive NE ROW in front of Resource 5.2, facing south along the west side of the road.

Photo 14: View along the Armour Drive NE ROW to the south of Resource 5.1, facing west along the north side of the road.
Resource 5 (448 Plasamour Drive NE)
P.I. No. 0009395, Fulton County

Photo 15: View along the Armour Drive NE ROW to the south of Resource 5.2, facing east along the north side of the road.

Photo 16: View along the Armour Circle NE ROW in front of Resource 5.1, facing north along the east side of the road.
PROPERTY INFORMATION FORM
Marquette Cement Manufacturing Company Terminal (Resource 6)

**Property Identification:** Resource 6 is also identified as the Marquette Cement Manufacturing Company Terminal 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 348 Armour Drive NE on the west side of the road approximately 500 feet north of the intersection of Armour Drive NE and Ottley Drive NE (refer to Figure 2B. Historic Resources Location Map).

**Date(s) of Development:** According to the Fulton County tax assessor’s record, the Marquette Cement Manufacturing Company Terminal was constructed in 1962. 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 first appears on a 1968 USGS aerial (Photo 1). At that time, the property consisted of a T-shaped, multi-story industrial building, set on an oval-shaped driveway with plantings along the driveway entrance. Another square-shaped building was located to the northeast of the T-shaped building. The area was primarily industrial by the time of the resource’s construction. The square building was demolished by the time of a 1972 NETR aerial (Photo 2). In the 1980s, an industrial conveyer belt was constructed to the northeast of the resource (Photo 3). A one-story office building was constructed immediately southeast of the resource in 2008 (Photo 4).

The resource was built as the Atlanta District Distribution Terminal for the Marquette Cement Manufacturing Company. The Marquette Cement Manufacturing Company was established in La Salle, Illinois in 1898. The company provided cement to various large-scale building and highway projects in the mid-west during its early years. In May 1923, the company purchased the Cape Girardeau Portland Cement Company in Cape Girardeau, Missouri as its first expansion. In an effort to break into the southern market, the company also placed a sales office in Memphis, Tennessee. In the 1950s, the company continued its expansion into the south and beyond, building a plant in Brandon, Mississippi in 1951 and purchasing the Southern States cement plant in Rockmart, Georgia in 1954. By 1956, Marquette Cement Manufacturing Company and its subsidiaries operated ten cement plants in Illinois, Iowa, Ohio, Missouri, Tennessee, Mississippi, Georgia, and Wisconsin, which produced a combined 16,500,000 barrels of cement annually. In 1962, the company constructed the resource as a distribution depot for the Atlanta region. The resource cost approximately $1,000,000 to build and was one of seven distribution plants constructed by the company in 1962. The distribution centers were constructed to speed up delivery of cement from the producing plants to customers. The resource distributed cement produced at the Rockmart plant. In 1962, the company was ranked 494 in the Forbes 500, with revenues of $78,000,000 that year. Marquette Cement Manufacturing Company was purchased

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24 1963 Atlanta City Directory, DeKalb History Center Archives.
26 Ibid, p. 25.
27 Ibid, p. 27.
29 “Southern States Cement joins the Marquette family!” Atlanta Constitution, 08 Jan. 1954, p. 44.
by Gulf & Western Industries c. 1977. Gulf & Western then sold the company to Lone Star Industries in 1982 for $245,000,000. Lone Star Industries was the largest domestic producer of cement, concrete, and gravel at the time. RC Cement and Lone Star merged in early 2004 to establish Buzzi Unicem USA, the current owner of the resource. The company currently operates seven cement manufacturing plants and the resource is one of thirty-four cement distribution terminals that the company currently operates.

Field Inspection confirmed the 2008 semi-detached addition to the resource. Employees of Buzzi Unicem USA were present during field survey but were not aware of the history of the property. Access to the property was limited by employees to the area immediately around the resource due to safety concerns, as the property is in active industrial use.

**Description:** The resource is a multi-story industrial tower, constructed of concrete with elements of the Brutalism style (see attached photographs). The main tower is approximately five-stories tall and is constructed of precast, oversized concrete paneling. The only visible opening in the tower is a ground floor drive-thru for trucks. The tower has a flat roof, also constructed of concrete, and deep overhanging eaves with exposed structural beams. A metal catwalk is attached to the top floor of the tower on the northeast elevation. Also attached to the tower on its northeast elevation is a shed-roof, one-story original wing that is also constructed of precast concrete panels. This wing creates the resource’s T-shaped plan. To the southwest of the wing is a covered walkway with concrete columns and precast concrete panel roof. Another shed-roof wing is located off the northeast elevation of the first wing and covers a spur line of the GCAN Railroad. Off the southeast of the main tower is a partially detached non-historic office building, constructed of prefabricated corrugated metal.

The resource is set on an oval-shaped driveway with a grassed lawn in the interior of the oval. The rest of the parcel is paved in concrete. A large mature tree is located immediately to the south of the resource. A spur of the GCAN Railroad is located immediately to the north of the resource. Down a gravel drive, to the west of the resource, is a non-historic concrete conveyor built and concrete storage area. The property boundary along the Armour Drive NE ROW is fenced and gated. The ACAL railroad is located to the west of the parcel. On the northeast corner of the parcel, the ACAL and GCAN Railroads cross each other. To the west of the parcel is a historic building, Resource 2.

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

**NRHP Criteria and Level of Significance:** The Marquette Cement Manufacturing Company Terminal 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, 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 resource was evaluated under Criterion A and appear to possess a local level of significance in the area of industry. The resource is significant for its association with the Marquette Cement Manufacturing Company and the company’s presence in Atlanta. The resource played a key role in distributing cement from the company’s Rockmart plant to customers in the Atlanta area. At the time of the resource’s construction, the company was undergoing rapid expansion. The resource’s construction was one of seven distribution terminals constructed across the US in 1962 to reduce the amount of time to deliver cement to the company’s clients. The company was ranked in the Forbes 500 the year of the resource’s construction. The resource remains in use as a cement distribution terminal and can convey its significance. Therefore, the Marquette Cement Manufacturing Company Terminal is considered eligible for inclusion in the NRHP under Criterion A in the area of industry.

The Marquette Cement Manufacturing Company Terminal was evaluated under Criterion C and appear to possess a local level of significance in the area of architecture. The resource is a good and representative example of a Brutalist-style industrial building. According to Virginia Savage McAlester in *A Field Guide to American Houses* (4th Edition), Brutalism’s character-defining features are bulky angular exteriors, unadorned facades, and exposed concrete. The design of Brutalist buildings prioritized function over form. The resource fully expresses these ideals with its large, precast concrete panels that make up the exterior and structure of the main tower, the exposed structural elements on the tower’s roof, and its lack of decoration and adornment. The form of the resource is dictated by its function as a concrete distribution terminal. Therefore, the Marquette Cement Manufacturing Company Terminal is considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The Marquette Cement Manufacturing Company Terminal has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The property is in its original site of construction and has not been moved. The resource’s setting is retained through the presence of historic buildings and structures surrounding it and its immediate setting continues to convey the original oval-shaped driveway around the resource. The design of the resource is conveyed through its original T-shaped plan and multi-story industrial tower. While there is a non-historic office addition on the south elevation of the resource, the distinction between historic and non-historic elements on the property is very clear and the addition does not obscure the historic design or materials of the resource. The resource retains its original, character-defining concrete construction as its exterior material. The installation of these panels conveys the resource’s workmanship. Because the resource retains integrity in the areas of location, setting, design, materials, and workmanship, it can also convey integrity in the area of feeling and its association with the Marquette Cement Manufacturing Company and as a representative example of a Brutalist-style building.

**Proposed Boundary (Justification and Description):** The proposed NRHP boundary of the Marquette Cement Manufacturing Company Terminal corresponds to the legal property boundary, Fulton County Parcel 17 0058 LL0717, and contains approximately 6.17 acres. The proposed boundary contains all NRHP qualifying characteristics and features of the property and includes the main tower, its extensions, and its immediate surrounds.

The ROW line along Armour Drive NE has been proposed as the southeast border of the proposed NRHP boundary because the area within the existing ROW is separated from the resource by a

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fence and the ROW does not contain any landscape or other features that contribute to the NRHP eligibility of this property.

**UTM Coordinates:**
7.5 Minute Series Topographic Map WGS84
Northeast Atlanta, GA Quadrangle Zone 16
Easting 742831 Northing 3744611

**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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Marquette Cement Manufacturing Company Terminal (Resource 6)
P.I. No. 0009395, Fulton County


Photo 3: 1988 aerial of the resource. **Source:** NETR Historic Aerials. **Note:** Non-historic conveyor belt constructed on parcel.

Photo 4: 2008 aerial of the resource. **Source:** Google Earth Pro. **Note:** Non-historic addition to the southeast elevation of the resource.
Marquette Cement Manufacturing Company Terminal (Resource 6)

P.I. No. 0009395, Fulton County

Photo 5: View of the façade of the resource, facing northwest.

Photo 6: View of the south oblique of the resource, facing north.
Photo 7: View of the southwest elevation of the resource, facing northeast.

Photo 8: Detail view of the southwest elevation’s covered walkway and extensions, facing northeast.
Photo 9: View of the north oblique of the resource, facing southwest.

Photo 10: View of the Armour Drive NE ROW in front of the resource, facing northeast from the west side of the road.
Photo 11: View of the Armour Drive NE ROW in front of the resource, facing southeast from the west side of the road.
Marquette Cement Manufacturing Company Terminal (Resource 6)
P.I. No. 0009395, Fulton County

Proposed NRHP Boundary - Marquette Cement Manufacturing Company Terminal (Resource 6)

Legend

- Proposed NRHP Boundary

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

Source: HIP/Water Imagery
**PROPERTY INFORMATION FORM**

Valley Court Apartments (Resource 7)

**Property Identification:** Resource 7 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 Figure 2B. Historic Resources Location Map).

**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 8). To the east of the resource are the Peachtree Hills Apartments, constructed in 1938 by J.A. Jones Construction Company. 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. The later phase 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. 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. In 1960, there were approximately 5,000 new apartment units constructed in the state. Roughly half of those units were developed as public housing. 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.

In the early 1970s, the resource operated as the Brookside Apartments. By 1977, the resource was known as the Innisbook Apartments. 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

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37 “Peachtree Hills, NE (311).” Atlanta Constitution, 09 Mar. 1961, p.34.
38 Johnston, p. 20.
39 Johnston, p. 21.
added new appliances, kitchen cabinets and counters, carpets, heating and cooling systems, and replacement windows, according to an Atlanta Journal-Constitution article.\footnote{Cauley, H.M. “Garden Brook.” Atlanta Journal-Constitution, 15 Oct. 2000, p. 92.}

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 falls 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 is 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-
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 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 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, 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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(770) 333-9484
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 7)
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 southwest. **Source:** Google Street View, Nov. 2019.
Valley Court Apartments (Resource 7)
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.
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/.
Photo 9: View of the façade of a building along the western edge of the property, facing east. 
Source: https://www.georgiamlspage.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
Proposed NRHP Boundary - Valley Court Apartments (Resource 7)

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

Source: ERH World Imagery
PROPERTY INFORMATION FORM
Resource 8 (345 Peachtree Hills Ave)

Property Identification: Resource 8 is identified as such 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 345 Peachtree Hills Ave on the south side of the road approximately 500 feet southwest of the intersection of Peachtree Hills Ave and Palmour Drive (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 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. The resource first appears on a 1960 NETR aerial (Photo 1). At that time, the property consisted of a rectangular building, oriented with its short side fronting Peachtree Hills Ave. An apartment complex, built in 1960, was located to the west of the resource (Valley Court Apartments) and a vacant lot was located to the east of the resource. Peachtree Hills Park was located to the north of the resource across Peachtree Hills Ave. A wood line and Peachtree Creek separated the resource from the railroad tracks to the south of the parcel. By 1968, a rear addition had been constructed on the resource and three rectangular buildings, which were a part of Resource 9 (Atlanta Decorative Arts Center), were constructed immediately adjacent to the resource (Photo 2). A 1989 arson in the building caused “moderate” damage to a storage room.

The resource was constructed as Williams Printing Company, which specialized in printing of advertising materials. Williams Printing Company was founded in 1922 and its last executive, Mark C. Pope III merged the business with six other printing businesses in 1955 to form Graphic Industries, Inc. The resource was neither the company’s first nor last headquarters. Williams Printing Company’s first headquarters was located in the Thrower Building in downtown Atlanta, which is now demolished. In 1929, the company moved to the third floor of the Rhodes building at 78 Marietta Street, which has also demolished. The company expanded to occupy more space in the Rhodes building in 1950. In 1960, the company moved into the resource, and job advertisements promoted a “progressive top quality plant with new building and expanding facilities.” Between 1970 and 1970, the company moved out of the resource and into the building at 1240 Spring Street NW in Atlanta’s midtown neighborhood. Graphic Industries was one of the leading commercial printers in the southeast by the 1980s. The company was acquired by Wallace Computer Services Inc. of Chicago in 1997 for $260 million.

By 1973, Official Products Company, Inc. was located in the resource. In 1995, the resource was purchased by the current owner, Peachtree Hills Partners LLC, was re-developed as a multi-tenant commercial building.

Field inspection confirmed the rear addition and revealed several non-historic alterations to the building, including the painting of the historic brick veneer. Google Street View captures show the north and south elevations were painted prior to 2012 (Photos 3, 4) and the east elevation was painted between March 2017 and November 2018. During that same period, two flat metal awnings were removed from the façade (Photo 5). Employees of the resource were unaware of the resource’s history and were not interviewed during field survey.

**Description:** The resource is a one-story former industrial building, now in commercial use (see attached photographs). The resource has a flat roof and is covered in a brick veneer, which has been painted white. The façade has two large aluminum storefront-like entrances with paired four-pane fixed wood windows on either end. The west elevation features several openings, which consist of a full-view wood door, a set of double metal doors with no glazing, and two sets of double full-view aluminum doors to separate tenant units, a series of repeating four-pane fixed wood windows, and two small two-pane fixed wood windows. The southernmost four windows are part of a c. 1965 rear addition. The rear elevation provides a secondary entrance from the rear parking lot. On the rear elevation, there is one larger storefront, similar to those on the front elevation, a double three-pane door, a metal door with no glazing, and four-pane wood windows alternating with each entryway. Two shed-roofed corrugated metal awnings cover the major entrances. Stone steps lead down from the rear elevation to the rear asphalt-paved surface parking lot and a concrete sidewalk that wraps around the west elevation to the façade. The area between the building and the sidewalk is formally landscaped with a small lawn and plantings. The east elevation shares a party wall with the neighboring building, which is part of Resource 10.

The resource is surrounded by historic resources built contemporary to or prior to the resource. The Valley Court Apartments (Resource 7) is located immediately to the west of the resource and is separated from it by a sparse wood line. Resource 10, Atlanta Decorative Arts Center, is located to the east of the resource. Peachtree Hills Park, established prior to 1960, is located across Peachtree Hills Ave from the resource. A wood line runs along the southern edge of the property, which separates the resource from Peachtree Creek and a historic railroad.

**NRHP Recommendation:** The property is considered Not Eligible for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** Resource 8 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 resource was evaluated under Criterion A and does not appear to possess significance in the areas of commerce or industry. While the Williams Printing Company may possess significance in its own right, the resource’s association with the company is not significant. While the resource is the oldest extant headquarters, there is no evidence that major milestones in the company’s history occurred in the resource. Additionally, painting of the historic masonry has obscured the resource’s historic appearance so that it can no longer convey its association with the Williams Printing Company’s period of occupation. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion A in the areas of commerce or industry.
The resource was evaluated under Criterion C and does not appear to possess significance in the area of architecture. The resource does not represent a significant architectural building type or style. It is also not a good and representative example of its period of construction because non-historic alterations have obscured its historic appearance and materials. Painting of the historic brick veneer has obscured the quality, texture, and color of the original material. Two historic flat metal awnings have also been removed from the resource’s façade. These awnings are characteristic of industrial buildings from the mid-twentieth century. Because the resource was featured few decorative elements, the removal of the awnings affects the original rhythm and design intent of the resource. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The resource has been determined to possess integrity in the areas of location and setting. The resource is in its original site of construction and has not been moved. The resource’s setting remains relatively the same as it was at the time of its construction, as the neighboring buildings are the same age of the resource. The resource has been determined not to possess integrity in the areas of design, materials, workmanship, feeling, or association. The original design of the resource has been altered by the removal of the original flat metal awnings from the resource’s façade, as well by the historic rear addition, which extended the resource to the south by approximately 25% of the original building. The historic materials and workmanship have been obscured by the painting of the historic brick veneer, which was originally intended as a practical cladding for the simple industrial building. The non-historic paint obscures the original texture and color of the material, as well as the workmanship involved in its installation. The non-historic alterations also have diminished the resource’s integrity in the areas of feeling and association. Painting of the historic masonry and removal of the awnings has compromised the resource’s historic feeling. The resource cannot convey an association with a significant architectural building type or style.

**Proposed Boundary (Justification and Description):** N/A.

**UTM Coordinates:**

7.5 Minute Series Topographic Map WGS84
Northeast Atlanta, GA Quadrangle Zone 16
Easting 742828 Northing 3745002

**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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Resource 8 (345 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County


Photo 2: 1968 aerial of the resource. Source: USGS Earth Explorer. Note: Rear addition indicated by red dotted line.
Resource 8 (345 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 3: 2012 image of the resource, facing south. Source: Google Street View.

Photo 4: 2012 image of the resource, facing north. Source: Google Street View.
Resource 8 (345 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 5: 2017 image of the resource, facing southeast. Source: Google Street View.

Photo 6: View of the northwest oblique of the resource, facing southeast.
Resource 8 (345 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 7: View of the west elevation of the resource, facing southeast.

Photo 8: View of the south (rear) elevation of the resource, facing north.
Resource 8 (345 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 9: View along the Peachtree Hills Ave ROW in front of the resource, facing west along the south side of the road.

Photo 10: View along the Peachtree Hills Ave ROW in front of the resource, facing east along the south side of the road.
PROPERTY INFORMATION FORM  
Resource 9 (351 Peachtree Hills Ave NE)

**Property Identification:** Resource 9 is identified as such 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 consists of two sections, Resource 9.1, located at 349 Peachtree Hills Ave and Resource 9.2, located at 351 Peachtree Hills Ave. Both are located on the south side of the Peachtree Hills Ave directly across Peachtree Hills Ave NE from the terminus of Palmour Drive (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 1960. However, it is not extant on a 1960 NETR aerial. The website for the Atlanta Decorative Arts Center gives a construction date of 1961. The property first appears extant on a 1968 USGS Earth Explorer aerial (Photo 1). On the 1968 aerial, the property consists of six rectangular buildings, oriented into a central surface parking lot (Resource 9.1) and a larger multi-story square building, which consisted of with two parallel 1-story buildings around a central surface parking lot (Resource 9.2).

Resource 9.2 was originally designed and developed by Portman Architects. The firm’s website describes the original development as, “connected at either end by walls of the same color and rough brick texture as the pierced brick screens in front of each showroom building (Photo 2).” Furthermore, the website mentions that Resource 9.2 has been altered five times since its original construction. The first alteration, which occurred in 1970, consisted of adding a rear two-story building to connect the two parallel buildings. The alteration can be seen on the 1972 NETR aerial (Photo 3). In 1978-1979, the formerly open central parking lot was infilled with a multi-story addition. This alteration can be seen in the 1978 NETR aerial (Photo 4). In 1981-1982, a multi-story front addition had been constructed on the main building. It can be seen on the 1981 NETR aerial (Photo 5). This renovation reportedly added 150,000 square feet and cost $8 million. In 1985-1986, Resource 9.1 was purchased by John Portman and rebranded as ADAC West. The Portman Architects’ website also notes an extensive renovation in 2007 but the resource’s exterior footprint remains the same in aerial photographs.

Resource 9.2 has been home to the Atlanta Decorative Arts Center (ADAC) since its construction. ADAC was developed by John Portman, a renowned Atlanta-based architect and developer. All of the subsequent renovations were also completed by Portman Architects. The resource was developed as a design and furnishings showroom and distribution center with individual stalls for individual designers and manufacturers. Today, the resource has two distinct sections: ADAC (Resource 9.2) and ADAC West (Resource 9.1). Resource 9.1 has housed a number of different businesses since its construction, including the Fanny Farmer Candy Company, Varicon Electronics, and Williens Galleries. In 1986, it was converted to use as ADAC West.

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Field inspection confirmed the multiple large additions to Resource 9.1 and also noted that the original brick veneer on both Resource 9.1 and 9.2 have been painted. Each tenant space in Resource 9.2 has a non-historic fabric awning. One storefront in Resource 9.2, Suite C, has been non-historically altered with Colonial Revival-style detailing. Multiple unsuccessful attempts were made to contact ADAC’s general manager for an interview.

**Description:** Resource 9.1, known as ADAC West, consists of two, long one-story rectangular buildings oriented parallel to each other across a central surface parking lot (Photos 6-13). There are approximately twenty tenant spaces in Resource 9.1. Each tenant entrance is covered with a non-historic fabric awning and there is no uniform design of the storefronts. The resource is clad in a brick veneer, which has been painted dark gray. A raised wooden deck with a cast-iron railing provides connectivity between each tenant space. The resource has a flat roof with metal coping. The central parking lot is paved in asphalt and has a landscaped median. A covered walkway, located approximately in the middle of the eastern building, connects Resource 9.1 to Resource 9.2.

Resource 9.2, the main campus of ADAC, has a large, imposing three-story façade of a solid wall, clad in brick veneer that has been painted white (Photos 14-20). An open, concrete pergola-like structure covers the entrance, which is a non-historic double storefront entrance that is recessed into the non-historic front addition. On the side elevations, the historic one-story wings are dwarfed by a large, four-story center addition. The historic wings are clad in a brick veneer, which has been painted white, and have flat roofs. Recessed doorways lead into each tenant space. The non-historic center addition is four-stories with exterior catwalks with metal railings. Paired glazed and paneled doors lead to the catwalk from each tenant space. The center addition is also clad in brick veneer, which has been painted white. Structural concrete members on the side elevations of the center addition are exposed on the top two floors and have been painted black on the first two floors. The historic rear addition is two-stories, constructed on CMUs, which have been painted white. An exterior concrete staircase leads up to the second-floor exterior walkway and entrances. There is a CMU chimney in the center of the rear elevation. On the west elevation, a non-historic gate blocks the driveway to the west of the historic west wing.

The resource is surrounded on its parcel by surface parking lots. Underground parking is also located under the non-historic front addition, with an entrance on the west elevation. Non-paved areas of the lot and within the ROW are landscaped. Along Peachtree Hills Ave, the resource is surrounded by a mixture of historic and non-historic buildings. Peachtree Creek runs along the southern border of the property and the ACAL Railroad runs just along the southeast corner of the parcel.

**NRHP Recommendation:** The property is considered **Not Eligible** for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** Resource 9 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.

Resource 9 was evaluated under Criterion A and does not appear to possess significance in the area of commerce. While the resource functions as the leading decorative arts showroom in the southeast, the resource does not retain integrity and cannot convey its historic design, materials,
workmanship, or feeling. The multiple, large-scale renovations and additions to the resource have dramatically altered the resource in the non-historic era. The historic side wings on Resource 9.2 are the only pieces of the original design left and they are overshadowed beside the large, multi-story additions that comprise the rest of the property. Resource 9.1 was not incorporated into ADAC until the mid-1980s, so it does not convey the same significance as Resource 9.2. Resource 9.1’s former tenants do not appear to have been significant to the commercial history of Atlanta and only occupied the resource for one-to-two years during the historic period. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion A in the area of commerce.

The resource was evaluated under Criterion C and does not appear to possess significance in the area of architecture. While the resource was designed and developed by renowned local architect, John Portman, the original design has been obscured by multiple non-historic additions. Although the additions were also designed by Portman Architects, they dramatically overshadow the historic wings in massing, scale, and height. The most representative element of the resource’s association with Portman is the interior multi-story atrium in Resource 9.2, which is characteristic of the architect’s work. However, by the time this was added to the resource in the late 1970s, it was commonplace on Portman buildings. The atrium addition to Resource 9.2 is not technologically significant or innovative, neither are the other additions to the resource. Resource 9.1 was not originally designed by Portman and does not convey any significance associated with the architect. Resource 9.1 is not representative of any recognized architectural type or style and does not appear to be otherwise significant in the area of architecture. Additionally, it is not a good and representative example of its period of construction due to the painting of its historic masonry, which has obscured the original unadorned, utilitarian design. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The resource has been determined to possess integrity in the areas of location and setting. The resource is in its original site of construction and has not been moved. Integrity in the area of setting is retained by historic buildings and structures of the perimeter of the resource’s parcel and within its viewshed. The resource has been determined not to possess integrity in the areas of design, materials, workmanship, feeling, or association. The multiple large additions on Resource 9.1 have obscured the resource’s original long and low massing. The resource’s historic materials and workmanship have been obscured by the painting of historic masonry on both buildings and by the large additions on Resource 9.2. Due to the loss of integrity in the areas of design, materials, and workmanship, the resource also cannot convey integrity in the areas of feeling or association.

**Proposed Boundary (Justification and Description):** N/A.

**UTM Coordinates:**

7.5 Minute Series Topographic Map WGS84  
Northeast Atlanta, GA Quadrangle Zone 16  
Easting 742944 Northing 3744961

**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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Site Graphic - Resource 9

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

Legend
Parcel Boundary

Source: ESRI World Imagery.
Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County


Resource 9 (351 Peachtree Hills Ave)

P.I. No. 0009395, Fulton County


Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County


Photo 6: View of the northwest oblique of the east building of Resource 9.1, facing southeast.
Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 7: View of the west elevation of the east building of Resource 9.1, facing southeast.

Photo 8: View of the west elevation of the east building of Resource 9.1, facing southeast.
Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 9: View of the east elevation of the west building of Resource 9.1, facing southwest.

Photo 10: View of the east elevation of the west building of Resource 9.1, facing west.
Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 11: View of the east elevation of the west building of Resource 9.1, facing southwest.

Photo 12: View of the center parking lot of Resource 9.1, facing south.
Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 13: View of the northeast oblique of the east building of Resource 9.1, facing southwest.

Photo 14: View of the façade of Resource 9.2, facing southwest.
Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 15: View of the east elevation of Resource 9.2, facing southeast.

Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County


Photo 18: View of the west elevation of Resource 9.2, facing southeast.
Resource 9 (351 Peachtree Hills Ave)
P.I. No. 0009395, Fulton County

Photo 19: View of the Peachtree Hills Ave ROW in front of Resource 9, facing east from the south side of the road.

Photo 20: View of the Peachtree Hills Ave ROW in front of Resource 9, facing west from the south side of the road.
PROPERTY INFORMATION FORM
Resource 10 (2365 Adina Drive NE)

**Property Identification:** Resource 10 is identified as such 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 2365 Adina Drive NE on the east side of the road at the terminus of Adina Drive NE and Garson Drive (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 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 first appears partially constructed on a 1960 NETR aerial (Photo 1). At that time, the property consisted of the foundation of one building. The resource was fully constructed by a 1968 USGS aerial (Photo 2). At that time, the resource consisted of three rectangular apartment buildings, arranged in an L-shape with a center parking lot. Sidewalks led from Adina Drive NE to the building. I-85 was located to the southwest of the resource, separated by a densely wooded area. Different apartment complexes, which predated the resource were located to the north and west of the resource. In the 1980s, the Buford-Spring connector was constructed, and I-85 was relocated to approximately 10 feet west of the resource on an elevated bridge (Photo 3). The apartment complex to the north of the resource was demolished in 1990 and a non-historic complex constructed the same year (Photo 4). Between 1999 and 2002, front gable porches were added to the units (Photo 5). The apartment complex to the west of the resource was demolished in 2007 (Photo 8), subdivided, and non-historic apartments and townhomes constructed between 2008 and 2016, according to the Fulton County tax assessor.

The property was constructed as the Adina Arms Apartments. In the 1980s, the name of the complex changed to Broadview Apartments. The property still operates as multi-family housing today but the name of the complex was not visible anywhere during field inspection and no information was found through internet and newspaper research.

Field inspection confirmed that the front gable porches on the buildings within the resource are non-historic and also revealed that all the windows and doors in the resource have been replaced with non-historic units. The property is gated, and the historian was not able to gain access to the property during field survey. No one was available at the property for an interview. Multiple attempts to contact the property owner were unsuccessful.

**Description:** The resource consists of three two-story Masonry Vernacular apartment buildings (see attached photographs). Each building is clad in a red brick veneer, has a hip roof with wide overhanging eaves, and appears to house four units. A non-historic partial-width, full-height front gable porch, added c. 2000, projects from the center of each building towards the edge of the property. The buildings are arranged in an L-shape around a center parking lot. While access to the property was limited to the public ROW, aerials indicate each entrance to building that front the parking lot have a small non-historic porch projection. All of the windows in the complex have been replaced with non-historic vinyl casement windows with faux-muntins. All doors have been replaced with non-historic vinyl ones.

The property is fenced along the perimeter with a non-historic metal fence with brick columns. Outside the fence, in the Adina Drive NE ROW, the property is landscaped with small bushes. The

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59 “Adina Arms Apts.” Atlanta Constitution, 29 Nov. 1961, p. 27.
property is located at the terminus of both Adina Drive NE and Garson Drive. A concrete multi-use path is located along the ROW of Garson Drive and also terminates at the resource with Garson Drive. The resource is surrounded with non-historic multi-family residential. I-85 is located along the eastern edge of the resource’s parcel. An elevated bridge is located approximately 10 feet from the easternmost building on the parcel.

**NRHP Recommendation:** The property is considered **Not Eligible** for inclusion in the NRHP.

**NRHP Criteria and Level of Significance:** Resource 10 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 resource was evaluated under Criterion A and does not appear to possess 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. While the resource was constructed during a time of population growth in the Atlanta area, the resource is not a good and representative example of a modern apartment complex due to the extensive non-historic alterations to the property. The non-historic porch additions throughout the complex obscure the original roofline, form, and massing of the resource. Due to these additions and the replacement of all doors and windows in the resource, the resource is not able to convey its historic appearance or association. Additionally, the complex does not feature a formal, landscape site plan that is characteristic of modern apartment complexes. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion A in the area of community planning and development.

The resource was evaluated under Criterion C and does not appear to possess significance in the area of architecture. The property was evaluated within the *Modern Apartment Complexes in Georgia 1936-1954* context study. The resource was constructed as a Masonry Vernacular apartment building, which is identified in the context as a significance residential building style in Georgia’s architectural history. 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. While the resource may have originally possessed these characteristics, the non-historic alterations and additions to the property have obscured or removed most of the resource’s character-defining features. The full-height porch additions have obscured the original unadorned entrances, the rectangular footprint of the buildings, and the original simple hip-roof line. The non-historic vinyl windows throughout the resource are an incompatible replacement for the historic units. While the resource does still retain its masonry veneer and symmetrical façade, these features alone cannot sufficiently convey the Masonry Vernacular style. Therefore, the resource is not considered eligible for inclusion in the NRHP under Criterion C in the area of architecture.

**Integrity:** The resource has been determined to possess integrity in the area of location. The resource is in its original site of construction and has not been moved. The resource has been determined not to possess integrity in the areas of setting, design, materials, workmanship, feeling, or association. The setting of the resource has been compromised by the demolition of historic apartment complexes to the north and west of the resource and the construction of non-historic
complexes on those same lots. Widening of I-85 in the 1980s further compromised the historic setting of the resource, as the highway runs along the resource’s eastern edge. Construction of full-height, non-historic porches on the resource’s building has compromised the resource’s original design by obscuring the historic form and massing. Those same porches have introduced non-historic materials to the resources, which along with the replacement of all doors and windows in the resource has led to a loss of integrity in the areas of materials and workmanship. Due to the extensive alterations that have diminished the resource’s integrity in the areas of setting, design, materials, and workmanship, the resource also cannot convey integrity of feeling or its association as a modern apartment complex.

**Proposed Boundary (Justification and Description):** N/A.

**UTM Coordinates:**
7.5 Minute Series Topographic Map WGS84
Northeast Atlanta Quadrangle Zone 16
Easting 744082 Northing 3745161

**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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Site Graphic - Resource 10

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

Source: ESRI World Imagery

Legend
Parcel Boundary

Resource 10 (2365 Adina Drive NE)
P.I. No. 0009395, Fulton County


Photo 4: 1993 aerial of the resource. Source: Google Earth Pro. Note: Apartment Complex to the north of the resource demolished.
Resource 10 (2365 Adina Drive NE)
P.I. No. 0009395, Fulton County

Photo 5: 2002 aerial of the resource. Source: Google Earth Pro. **Note:** Non-historic porch projections on the resource.

Photo 6: 2007 aerial of the resource. Source: Google Earth Pro. **Note:** Historic apartment complex to the west of the resource demolished.
Resource 10 (2365 Adina Drive NE)
P.I. No. 0009395, Fulton County

Photo 7: View of the façade of one of the resource’s buildings, facing east.

Photo 8: View of the northwest oblique of the resource, facing southeast.
Photo 9: View of the southwest oblique of the resource, facing northeast.

Photo 10: Detail view of the resource’s windows and doors, facing southeast.
Photo 11: View of the Adina Drive NE ROW in front of the resource, facing north.

Photo 12: View of the Adina Drive NE ROW in front of the resource, facing south.
PROPERTY INFORMATION FORM
Lovable Brassiere Company (Resource 11)

Property Identification: Resource 11 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 aerals 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.” 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. The company was founded in 1926 as ‘Beautiform’ in a building at Pryor and Trinity Streets in Downtown Atlanta by Frank Garson. The company was renamed Lovable in 1931. The family-owned business moved to a new headquarters at 845-849 Spring Street in Atlanta in 1940. 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.

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. The resource’s construction was profiled in the New York Times in 1959. The article claimed the company its brassieres and other products were designed by engineers and

62 Ibid.
64 Ibid.
the resource was designed with “the latest techniques in automation and straight-line assembly.”68 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 produce 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.69 The resource was considered one of Atlanta’s leading manufacturing plants, according to a 1959 newsletter by the Metro Atlanta Chamber of Commerce.70 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.71 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.72 In 1998, the Lovable Brassiere Company filed for bankruptcy and ceased operations.73 Wachovia sold the resource to MARTA in 1999, who now uses the resource as an operations annex and police station.74

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 an industrial building of no academic type or style (see attached photographs). The easternmost half of the building is the oldest section of the building, constructed in 1955. This portion of the building is 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.

69 Ibid.
72 Ibid.
74 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 is a good and representative example of the company’s dedication to innovative manufacturing techniques because of the resource’s interior monorail, movable 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. 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.

Lovable Brassiere Company was evaluated under Criterion C and does not appear to possess significance in the area of architecture. The resource does not represent a significant architectural building type or style. Additionally, the resource does not express the distinctive characteristics of a specific time period or method of construction. The resource’s characteristic features of red brick veneer, flat roof, and glass entryways are commonly found throughout Atlanta and there are several others in the vicinity of the resource. These features do not appear to possess significance. Therefore, the resource is not 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 of construction and has not been moved. While the resource is currently double its original size, 25 "Lovable Brassiere Plans New Plant Here by 1959." Atlanta Constitution, 01 Nov. 1956, p. 6.
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. The boundary corresponds to the Fulton County parcel 17 0058 LL0493.

The ROW line along Piedmont Road has been proposed as the western 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.

**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:

Sarah Rogers
Edwards-Pitman Environmental, Inc.
2700 Cumberland Parkway, Suite 300
Atlanta, Georgia 30339
(770) 333-9484
Lovable Brassiere Company (Resource 11)
P.I. No. 0009395, Fulton County


Lovable Brassiere Company (Resource 11)
P.I. No. 0009395, Fulton County


Lovable Brassiere Company (Resource 11)
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 11)
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 11)
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 11)
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.
APPENDIX A

NOTIFICATION

AND

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

June 1, 2020

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 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) 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) of Health and Lineback Engineers, Inc.
MEMORANDUM

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

FROM: Whitney Rooks  
   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.
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> 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

www.edwards-pitman.com

Georgia | South Carolina | Florida
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
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
www.edwards-pitman.com
Georgia | South Carolina | Florida
APPENDIX B

NRHP NOMINATION FORM FOR
THE ANSLEY PARK HISTORIC DISTRICT
AND
THE BROOKWOOD HILLS HISTORIC DISTRICT
**National Register of Historic Places**

**INVENTORY -- NOMINATION FORM**

*SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS*

**TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**

**1 NAME**

**HISTORIC**

Ansley Park Historic District

**AND/OR COMMON**

Same

**2 LOCATION**

**STREET & NUMBER**

Ansley Park

**CITY, TOWN**

Atlanta

**STATE**

Georgia

**NOT FOR PUBLICATION**

**CONGRESSIONAL DISTRICT**

Fifth - Rep. Wyche Fowler

**CODE**

13

**COUNTY**

Fulton

**CODE**

121

**3 CLASSIFICATION**

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**4 OWNER OF PROPERTY**

**NAME**

Multiple Owners [see attached list]

**STREET & NUMBER**

**CITY, TOWN**

**STATE**

**VICINITY OF**

**COURTHOUSE, REGISTRY OF DEEDS, ETC.**

Superior Court

**STREET & NUMBER**

Fulton County Courthouse

**CITY, TOWN**

Atlanta

**STATE**

Georgia

**5 LOCATION OF LEGAL DESCRIPTION**

**6 REPRESENTATION IN EXISTING SURVEYS**

**TITLE**

Historic Structures Field Survey: Fulton County, Georgia

**DATE**

1976

**DEPOSITORY FOR SURVEY RECORDS**

Historic Preservation Section/Dept. of Natural Resources

**CITY, TOWN**

Atlanta

**STATE**

Georgia
Ansley Park is an early-twentieth-century suburban residential district. The district encompasses an area of some 275 acres and includes approximately 600 houses, several apartment buildings and a church. It features a curvilinear arrangement of streets, numerous irregularly-shaped parks and greenswards, and a wide range of eclectic and period architectural styles. It is located between Piedmont Avenue and Peachtree Street, west of Piedmont Park.

Ansley Park (as it was called as early as 1905) was developed in four phases between 1904 and 1913. The suburb was substantially completed by 1930. Its overall plan and landscaping have remained virtually unchanged since then, although, of course, the landscape has matured considerably. Its architecture is predominantly of the period as well, with some remodeling and a few new constructions. Essentially, Ansley Park is an intact early-twentieth-century suburb.

The Ansley Park plan was determined largely by topography. The terrain is rolling, with wooded hills and watered dales. A curvilinear arrangement of streets was laid into this landscape, corresponding to the lay of the land, rather than being imposed upon it. These streets form irregularly-shaped blocks around the various knolls and valleys. Building lots were for the most part platted on the gentler slopes; parks and greenswards were designed into the hilltops, dales, and steep unbuildable slopes.

The streets in Ansley Park are hierarchically arranged according to width, alignment and grade. Several primary streets flow through the suburb, providing principal means of transportation and defining major parts of the development. These primary streets are wide with gentle curves and easy grades. They include Fifteenth Street on the south, Peachtree Circle on the west, The Prado running northwest-southeast, and Avery Drive and Montgomery Ferry Drive running northeast. Secondary streets lead off from the primary streets to define the various irregularly-shaped blocks and provide access to the more reserved lots. These secondary streets are narrower with sharper curves and steeper grades. They include Westminster Drive, Seventeenth Street, Inman Circle, Beverly Road, Maddox Drive, Polo Drive, Park Lane and East Park Lane. Tertiary streets branch off from both primary and secondary streets to subdivide blocks and provide access to modestly-sized lots. Tertiary streets are narrow and may have sharp corners or steep grades. They include Barksdale Drive, Walker Terrace, Yonah Drive, and segments of Avery Drive, Beverly Road, and Montgomery Ferry Road. In addition to these three types of streets, there are unimproved alleys which provide limited access into the interiors of the residential blocks. There are only three cul-de-sacs in Ansley Park: Avery Drive, Beverly Road, and Ansley Drive.

[continued]
The streets are landscaped on either side like parkways. Carefully aligned curbs, smooth lawns, shrubs and trees border the streets through the Park. This streetscape blends with the landscaping of adjoining lots to create the appearance of a vast public park. In some cases, the streets actually border park space, and here streetscape and landscape merge completely. Major street intersections flow together and feature irregularly-shaped landscaped medians and islands.

Parks and greenswards in Ansley Park are irregularly shaped and correspond to the lay of the land. For the most part, they occupy hilltops, valley bottoms, and steep unbuildable slopes. They are minimally landscaped, reflecting the prevailing "natural" aesthetic of early-twentieth-century park design. The principal parks -- Winn Park to the south and McClatchy Park to the northeast -- wind their way through major parts of the suburb so that no residential lot is more than a five- or ten-minute walk away. Smaller landscaped grounds are scattered throughout the suburb and found at the larger street intersections. Privately-owned, undeveloped land surrounded by residential development remains in the interiors of many blocks. To the north, along the banks of Clear Creek, is the Ansley Park golf course.

Building lots in Ansley Park are arranged along the primary, secondary, and tertiary streets. The lots are laid out on gentle slopes rising from the level of the street, leaving hilltops, valley bottoms, and steep slopes open. They are generally narrow, but deep. Larger, broader lots are located along primary streets and at major intersections, affording opportunities for dramatic siting of large, stylish houses and apartment buildings; smaller lots are grouped along tertiary streets, where they contribute toward creating rows and districts of smaller, closely-spaced dwellings. Front yards of most building lots are landscaped with lawns, bushes and trees, in a "natural", free-flowing, continuous manner, creating the appearance of a large public park. Backyards are well removed from the streets and public view.

The buildings in Ansley Park are for the most part residences. They are diverse in style and scale, and represent a full range of early-twentieth-century eclectic and contemporary suburban architecture. A quarter-century of eclectic design is represented by the Colonial, Federal, Neo-Classical, Italian Renaissance, and Baroque, Queen Anne, and Tudor styles. Late Victorian cottages, Prairie School-style houses, and Craftsman bungalows

[continued]
represent the less eclectic, more contemporary trends of the period. This
great diversity of stylistic expression is matched by an equally great range
in residential scale, from one-story bungalows and cottages through two-story
houses to three-story mansions and larger apartment buildings. The grander
buildings are for the most part situated on the larger lots along primary
streets, at major street intersections, or overlooking parks. Smaller houses
are ranged on narrow lots along secondary and tertiary streets. All the houses
in Ansley Park front onto public rights-of-way.

The single great exception to the rule of residential architecture in
Ansley Park is the First Church of Christ Scientist building at the corner of
Peachtree and Fiteenth streets. The church is a centrally-planned Neo-Classi-
cal building with a pedimented Corinthian portico overlooking this major
street intersection. It was designed by Atlanta architects Edward Emmett
Dougherty and Arthur Neal Robinson, and it was built between 1913 and 1914,
just as development in the Ansley Park suburb was flourishing. For decades,
this church has stood at the principal entrance from Peachtree Street (a major
arterial street) into Ansley Park. It is one of the few individual architec-
tural landmarks in the district.
SCHEDULE OF INTRUSIONS

There are very few intrusions in the Ansley Park historic district. Moreover, these few intrusions are technical rather than substantive in nature. They are identified as intrusions primarily because of their dates of construction rather than their architectural design, landscaped setting, or use. Most of these intrusions are simply houses that have been built within the last fifty years or older houses that have been substantially remodeled. In most cases, they do not detract from the character and appearance of the historic district, and in some cases, they actually contribute to them. They have been identified, listed here, and marked on the attached map, primarily for the purpose of technical accuracy.

4. At the end of Ansley Drive: a new building under construction.
5. 1 Ansley Drive: a modern, two-story, brick apartment building with a seamed metal mansard roof and glass bay windows.
10. 76 Maddox Drive: a modern, two-story, wood-framed house with a recessed entry and a "split-gable" roof; out of scale on a street of relatively small, early-twentieth-century houses.
11. 97 East Park Lane: an apartment house which is two stories high, L-shaped in plan, with doors and windows aligned to emphasize verticality; built in 1967.
12. 59 Avery Drive: a new, one-and-a-half-story, broad A-frame house with stained-wood siding.

[continued]
16. 148 Westminster Drive: a modern, "rustic" house set back from the street and down in a hollow.
17. 124 The Prado: an L-shaped, gable-roofed brick house with a two-story main section and a one-story side wing.
18. 169 Seventeenth Street: a recent-vintage Georgian Revival brick house with a brick forecourt.
21. 1/3 Yonah Drive: two new attached Colonial Revival brick houses set behind a brick privacy fence.
23. 1230 Piedmont Avenue ("Ansley Arms"): a three-story stuccoed apartment building with a vertical "mansard" roof.

**NOTE:** Many of the photographs for the Ansley Park district nomination were taken by a consultant in March 1976. These photographs were individually field checked in November 1978 and found to present an accurate view of the character and appearance of the district at the present time.
Significance

Period
- Prehistoric
- 1400-1499
- 1500-1599
- 1600-1699
- 1700-1799
- 1800-1899
- 1900-

Areas of Significance -- Check and Justify Below
- Archaeology-Prehistoric
- Archaeology-Historic
- Agriculture
- Architecture
- Art
- Commerce
- Communications
- Community Planning
- Conservation
- Economics
- Education
- Engineering
- Exploration/Settlement
- Invention
- Landscape Architecture
- Law
- Literature
- Military
- Music
- Philosophy
- Politics/Government
- Religion
- Science
- Sculpture
- Social/Humanitarian
- Theater
- Transportation
- Other (Specify)

Specific Dates 1904 - 1930

Builder/Architect Various

Statement of Significance

Ansley Park is both historically and architecturally significant to Atlanta. The picturesque landscape design by S.Z. Ruff and the Southern Real Estate Improvement Company's carefully executed development plan expresses, with a high degree of excellence, the artistic and social directions manifested in America's rapid suburbanization after 1900. The people's response to increasing urbanization and the desire to live in the country, which still direct continuing American suburbanization, had their Atlanta beginnings in early developments such as Inman Park (placed on the National Register in 1973). Ansley Park's development represents a later step in the potentialities for future suburban growth in Atlanta because it was the first planned neighborhood to be designed and built after the acceptance of the automobile. Ansley Park depended on this new mode of transportation for its success.

The successful example set by Ansley Park and the refinement of the automobile and road systems provided an impetus to the development of the fashionable suburbs to the north and northwest.

Beyond its exemplary status as Atlanta's first automobile suburb, Ansley Park should also be noted for its fine architecture. The excellent collection of homes and apartments in Ansley Park is representative of all the popular eclectic and contemporary styles of the period.

In addition, the residents of the Park were prominent citizens of Atlanta and had a great impact on the future of the city, individually, as members of professional and business groups and collectively as a neighborhood.

The 202-1/2 acres, referred to as Land Lot 105 of Henry County, now Fulton County, was first granted Jonathan Carroll, who drew Land Lot 105 in the lottery on November 17, 1825. In 1827, the land was sold to Anson Kimberly. George W. Collier bought this land lot on June 4, 1847, for $50. In turn, the Collier heirs, for a handsome profit, sold the estate, with the exception of some 25 acres, to the Southern Real Estate Improvement Company and Mr. E.H. Inman in April of 1904.

The first public auction by the Southern Real Estate Improvement Company on April 25, 1904, produced $292,000 from the sale of 79 lots or approximately [continued]
50 acres of land. The properties auctioned were on the western boundary of Land Lot 105 lying along and inside the triangle formed by Peachtree Street, West Peachtree Street and Fifteenth Street (not part of Ansley Park proper and not included in this nomination).

The civil engineering firm of Robert and Kauffman was responsible for the first-phase land plan. This development stage had to conform to the established street system. The area of Phase I was chosen wisely because of the association with both Peachtree streets, both considered prestigious Atlanta addresses. The capital generated by the first auction financed the planning and initial development of Ansley Park.

By 1905, civil engineer S. Z. Ruff was employed by the Southern Real Estate Improvement Company to subdivide and plan the remaining 150-acre area of Land Lot 105 east of Peachtree Street. On October 19, 1905, lots on Lafayette Street, Fifteenth Street, Peachtree Circle and Peachtree Street were auctioned. Prior to this auction, properties had already been purchased along Peachtree Circle and part of Fifteenth Street. A similar auction was held on April 28, 1904. The poster for this auction shows a considerably enlarged Ansley Park plan, also executed by S. Z. Ruff, which includes land outside of the original land lot, to the east and north. All the property east to Piedmont Avenue was included, as well as land to the north for subdivision into lots and use as the Ansley Park golf course. The total area of Ansley Park, by 1909, exceeded 400 acres. At this time, Ansley Park was being promoted as the place for cultured and wealthy Atlantans to live: in the country, but close to the downtown business district, protected by neighborhood covenants, in a setting which was healthy and safe and included all modern utilities and services. Deed restrictions or covenants assured that persons of African descent would be barred from purchasing, renting or inhabiting property within the area, excluding those employed for domestic service. These restrictions also excluded all types of commercial development. Prospective land purchasers were assured a full complement of high-quality goods and services just outside the boundaries of the Park.

From the first auction, advertisements concentrated on the desirability of the area as an excellent real estate investment, where the escalation of land values often exceeded 1000 percent in only several years. The highest bid at the first auction, per front foot, was $89. However, by 1913, a promotional booklet indicated that the Park's remaining twenty-one lots were for sale at costs between $30 and $2400 per front foot. Speculative buying, during the early years of Ansley Park's development, seems to have been a common

[continued]
occurrence. There are accounts of lots being sold numerous times and bringing handsome profits to each owner. There are also accounts of lots being divided into two or three smaller lots. The original deed covenants specified only that the house be set back a minimum distance from the street, with no regulations regarding future minimum lot sizes or subdivision of properties.

Advertisements for Ansley Park also revealed a heavy reliance on the distinguished presence of the newly-established Piedmont Park to the east, the Piedmont Driving Club, and the Ansley Park Golf Club on the north, to provide the recreational and social amenities necessary for the success of the project. Forrest and George Adair were the primary real estate brokers for Ansley Park throughout its development.

The landscape plan of Ansley Park was drawn up by Atlanta civil engineer S.Z. Ruff in the picturesque landscape tradition pioneered by Frederick Law Olmsted and Calvert Vaux. Although Ruff is known to have worked with the Olmsted firm in connection with the Druid Hills development being planned as early as 1892, there is no definite indication that Ruff participated in the design of that plan in any capacity beyond that of civil engineer. Furthermore, currently available information about the planning of Ansley Park suggests that Ruff's responsibility primarily involved the surveying of lots and laying out of roadways. However, the design concepts espoused by Olmsted elsewhere were modified there by Ruff to produce a solution unique to Atlanta.

The Olmsted plan for Druid Hills was based on the design concept of a grand boulevard or parkway (Ponce de Leon Avenue) divided by strip parks which served as the central focus and traffic avenue for the development. In contrast, the plan for Ansley Park reflects the less monumental and more private aspects of suburban living. The parks in Ansley Park are not directly adjacent to the major thoroughfares as in Druid Hills. Instead, they are placed along streamways and in dales, bordered by winding side streets which overlook the parks and provide interesting vistas. The large-scale landscape modification schemes often employed by Olmsted were not used by Ruff. The variety of the original topography in the area was ample enough to achieve the picturesque landscape effect desired. Only slight attention to the landscape was necessary. The parks were placed to utilize the unbuildable steep and narrow streamways. Building lots providing views and ventilation were sited primarily on the slopes and on some hill and ridge tops. The result was a plan requiring only moderate funding for execution, with the majority of

[continued]
the effort directed toward landscaping the parks and constructing roadways. Evidence of the impact of the automobile on the planning process for Ansley Park is still present in the design of the landscape and buildings. The back alleyways of Ansley Park serve the many garages that are hidden from public view from the street. There were only a few carriage houses built in the Park, the primary ones by Ansley and Inman (both are now converted to residences). In the street design and driveway design, there was little attempt to alter the steepness of natural grades to make them more suitable for horse-drawn carriages. By the time of the later phase, developments on the eastern and northern boundaries of the Park, the importance of the automobile to American life was clearly evident in the wider streets and intersections. These, however, did not alter the basic concept or overall consistency of the Ansley Park plan.

The sales approach taken in Ansley Park and the impact of the real estate success had a direct influence on development in North Atlanta. The area surrounding Ansley Park had been recognized for its landscape qualities prior to the purchase by the Southern Real Estate Improvement Company. In the early 1890s, a site adjacent to the present Ansley Park was chosen for the Atlanta Cotton States Exposition of 1895. Following the Exposition, the grounds were converted to Piedmont City Park. The presence of Piedmont Park was surely an incentive in choosing the location for the development of Ansley Park. The recognition given the area by the Exposition, the conversion of the grounds into Atlanta's largest public park, and the presence in the park of the distinguished Piedmont Driving Club did much to make the area a desirable residential location for Atlantans. The Ansley Park Golf Club was the other major attraction provided by the developers to enhance the desirability of Ansley Park. This element of planned community development was becoming standard for Atlanta at the time.

The people associated with the development and success of Ansley Park and the residents of the Park, throughout its 70-year existence, are of great importance to the City of Atlanta. Because of careful landscape design, restrictive covenants, and gracious amenities, Ansley Park attracted many prominent Atlanta families who desired a suburban life style. The extent to which Ansley Park was considered a desirable residential area is evidenced by the conversion of the Edwin P. Ansley House on The Prado into the second Governor's Mansion in 1925. This building was torn down recently after the third and present Governor's residence was built in a later-developed residential area further northward.

[continued]
The architectural diversity of Ansley Park homes and apartments is an important statement of early-twentieth-century eclectic styles. This assortment of variously-scaled houses spans the full stylistic range and makes Ansley Park an important architectural statement of the period. Outstanding Atlanta architects have designed houses in Ansley Park, including Neel Reid, Philip T. Shutze, Anthony Ten Eyck Brown and Walter T. Downing. In addition, a building by Pittsburgh architect, Henry Hornbostel, nominated to the Register and in use by the Daughters of the American Revolution, is located there. Because of the large number of houses represented in Ansley Park by many prominent architects and builders, a selection of homes which expresses the design variety, historical significance, and architectural importance has been chosen. In every case, the street address of the house will be given and, if known, the original owner's name, date of construction and, if known, the architect's name (numbers refer to photographs and the map).

1. Rooming House, 1 Peachtree Circle, c. 1910-15. This house was designed in an Italian Renaissance eclectic manner by notable Atlanta architect Walter T. Downing. Its location, at the focal point of a major entrance to Ansley Park from Peachtree Street, adds to its visual significance.

2. Residence, 178 Fifteenth Street. Built for W.O. Jones, c. 1905-09, architect unknown, this house is representative of the fine craftsmanship and materials expressed in so many of Ansley Park's homes. This period design is typical also in its expression of multiple architectural influences ranging from the nineteenth-century villa style through Queen Anne and Jacobethan.

3. Residence, 186 Fifteenth Street. Built for Mr. David Black, Sr., in 1921, by architect Neel Reid, this is one of many fine examples of the late Colonial/Federal Revival in Ansley Park. Neel Reid, recognized as one of Atlanta's most important early-twentieth-century architects, designed several residences using varied adaptations of this manner in Ansley Park.


5. Residence, 218 Fifteenth Street. Built for W.M. Hayne, c. 1915, architect unknown. This residence was executed in a Colonial/Federal eclectic type of design that was widely popular in Atlanta residential areas of the period.

[continued]

7. Atlanta Chapter of the Daughters of the American Revolution, 1204 Piedmont Avenue. Built in 1917, this structure is a reproduction of the earlier "Craige House," which was the Massachusetts State Exhibition Building at the Cotton States Exposition of 1895. After the Exposition, "Craige House" was given to the Daughters of the American Revolution and moved across Piedmont Avenue to its present location. After sixteen years, the Exposition building was replaced with a more permanent copy. The Atlanta Daughters of the American Revolution Chapter, organized April 15, 1891, is the second oldest in the country and the first in Georgia.

8. Habersham Memorial Hall, 270 Fifteenth Street (on the National Register). Designed in 1923 by Pittsburgh architect Henry Hornbostel, this American/Federal Revival building was erected by the Georgia chapter of the Daughters of the American Revolution in memory of Joseph Habersham, Revolutionary War soldier, member of the Georgia Ratification Committee for the U.S. Constitution and U.S. Postmaster General from 1795 to 1801. Henry Hornbostel, a notable early-twentieth-century American designer, is represented in Atlanta also by the buildings of the Emory University campus and Callanwolde, a large Tudor Revival mansion built for the Candler family.

8A. Ansley House, 116-124 Lafayette Drive. Apartment House designed in a free interpretation of Italian Renaissance or Villa style.

8B. Lafayette Apartments, 67 Lafayette Drive. Apartment house designed in a free interpretation of the Neo-Classical style. It features a large central air and light court and cantilevered balconies.

8C. Lafayette Apartments, 55 Lafayette Drive. Apartment house with overt manifestations of the Italian Villa style, including carved spandrel panels, bracketed cornices, and tiled roofs.

9. Residence, 68 Peachtree Circle. Built after 1909, architect unknown, this house suggests the influence of Frank Lloyd Wright's early Prairie style on the architecture of Atlanta.


[continued]
12. Residence, 15 Inman Circle, after 1909, architect unknown. This house is included as an example of the continuation and adaptation of the Classical-Queen Anne style originally popular between 1885-1900. Its fine use of materials and attention to details are characteristic of this period.

13. Residence, 108 Seventeenth Street, c. 1915. This home is an example of the eclectic Tudor architectural manner expressed by other houses throughout Ansley Park. The Episcopal bishop of Atlanta presently resides in this house.

14. Residence, 227 Peachtree Circle, architect unknown. Built for J.T. Hall before 1909, this house is a fine early example of the English half-timbered style found in Ansley Park.

15. Residences, 221, 217, 209 Peachtree Circle. These are representative examples of late-nineteenth and early-twentieth-century houses in their setting.

16. Residence, 205 Peachtree Circle, built before 1909, architect unknown. This house is representative of the early architecture found before 1910 along Peachtree Circle. The early houses in Ansley Park were primarily large, two-story homes with clapboard and/or shingle siding in a massive block plan with a lower one-story projecting porch, hipped roof and deep overhanging eaves.

17. McClatchey Park, view of pavillion. This is another of the landscaped grounds in Ansley Park.

17A. Residence, 85 East Park Lane (center) and adjoining. A typical row of Craftsman bungalows.

17B. Residence, 65 Avery Drive. A Craftsman bungalow, typical of the more modest housing in Ansley Park.

18. The Villa Apartments, c. 1925, 200 Montgomery Ferry Drive. Designed by Atlanta architect Philip Shutze, in a Beaux-arts Renaissance eclectic manner, the apartments are located adjacent to the Ansley Park Golf Club on Montgomery Ferry Drive.

[continued]
19. Residence, 131 Montgomery Ferry Road, c. 1920. This unusually detailed bungalow exemplifies the variety and individuality present in many of Ansley Park's bungalows. Most of the bungalows were built in the northern and eastern areas of the Park from 1915 to 1925 in the latter phases of the Park's development. These bungalows vary greatly in style and scale.

Ansley Park is a planned suburban community representing an important period of residential development in Atlanta. Its planning, at the onset of Atlanta's automobile age, and its location on the northern edge of the established city, played an influential role in further residential development in the area. A full range of early-twentieth-century eclectic styles present in its architecture, and the landscape plan, both important historical features, continue today to serve the needs of the community. The Ansley Park Civic Association, first founded in 1908 as a part of the early development, has in recent years taken an active role in planning for and protection of the integrity of the neighborhood. A trend toward the subdivision of larger houses and construction of new apartments and townhouse complexes has been arrested and the neighborhood revitalized. The district's unique physical qualities, preserved and adapted to contemporary life, deserve protection.
pp. 1, 4-5.


Interviews with Walter Smith, president, Ansley Park Civic Association; Mrs. Tigner Blackman; Ms. Caroline Bethea and Miss Emma Gregg.

Materials in Ansley Park file of the Atlanta Historical Society, including newspaper articles dating from 1908, 1915, auction notices for 1904, 1905, 1909, and the "Abstract of Title to Ansley Park, Land Lot 105."

10 GEOGRAPHICAL DATA
ACREAGE OF NOMINATED PROPERTY 275 (estimated)
QUADRANGLE NAME Northwest Atlanta and Northeast Atlanta QUADRANGLE SCALE 1:24000
UTM REFERENCES
ZONE EASTING NORTHING
A 1,6 714,2 7,7,0 3,7,14,4 6,5,0
B 1,6 714,3 3,9,0 3,7,4,2 3,3,0
C 1,6 714,2 7,4,0 3,7,4,1 4,3,0
D 1,6 714,2 3,1,5 3,7,4,1 4,1,5
E 1,6 714,1 8,8,5 3,7,4,2 3,6,5
F 1,6 714,1 8,8,5 3,7,4,2 3,6,5
G 1,6 714,1 8,8,5 3,7,4,2 3,6,5

VERBAL BOUNDARY DESCRIPTION
The boundaries of the Ansley Park historic district are described by a black line on the attached map entitled "Ansley Park Historic District."

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

11 FORM PREPARED BY
ORGANIZATION Historic Preservation Section/Dept. of Natural Resources
DATE January, 1979
STREET & NUMBER 270 Washington Street, S.W.
CITY OR TOWN Atlanta
STATE Georgia

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION
THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:
NATIONAL ___ STATE ___ LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE
TITLE Acting State Historic Preservation Officer
DATE 2/7/79

FOR NPS USE ONLY
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER
DATE

ATTEST:
CHIEF OF REGISTRATION
ANSLEY PARK HISTORIC DISTRICT
Ansley Park, City of Atlanta,
Fulton County, Georgia

UTM Reference:
A. Zone 16 E742770 N3743650
B. Zone 16 E743390 N3742330
C. Zone 16 E742740 N3741430
D. Zone 16 E742315 N3741415
E. Zone 16 E741885 N3742365
Front Facade, Photographer Facing Northeast.
Photograph: Roaming House, 1 Peachtree Circle.

Negatives filed 6a, Dept. of Natural Resources
Date: March 1976
Photographer: Randolph C. Marks

Atlanta, Fulton County, Georgia
Ainsley Park Historic District
ANSLEY PARK TO BE NOMINATED TO THE NATIONAL REGISTER

The Historic Preservation Section of the Georgia Department of Natural Resources has announced plans to nominate the Ansley Park neighborhood to the National Register of Historic Places. Staff members from the Historic Preservation Section will be at the Peachtree Branch Library at 1314 Peachtree Street on Monday, November 14 from 7:30pm to 9:00pm to answer questions about the proposed nomination. Property owners within the district will be given the opportunity to make comments concerning this nomination.

Although the National Register is a listing of significant cultural and historical sites throughout the country, registration gives a site more than just prestige. In effect, the National Register is a planning tool which ensures that sites significant to our cultural heritage which may be affected by federally funded or licensed projects are identified and incorporated into the Federal Planning process. Listing on the National Register does not mean that the Federal government wishes to purchase the property nor do they desire to place restrictive covenants on the land. State and local ordinances establishing historic district zoning and architectural review boards are not a part of the National Register program.

National Register listing makes a site eligible for National Park Service matching grants-in-aid for preservation, rehabilitation, acquisition, and development. Grant application are handled by the State Historic Preservation Office. In addition, the Tax Reform Act of 1976 contains several provisions encouraging the rehabilitation of historically significant structures and discouraging the demolition of such structures.

Ansley Park is being recognized for its landscape design and its collection of residential structures, including apartment buildings, which were designed by outstanding architects. This subdivision, laid out by S. Z. Ruff for Edwin P. Ansley, was the third suburban development in the city and was the first planned suburb north of Atlanta. It was preceded by Inman Park and Druid Hills.
NOTIFICATION PROCEDURES FOR ANSLEY PARK

I. Arrangements began in July for a Public Information meeting to precede the October Board meeting.

A. Lyn Waskiewicz worked through the Ansley Park Civic Association. It was determined that a meeting of residents would not be practical until fall. Therefore, presentation to the Review Board was planned for January.

B. In the meantime, individual consultation with individual property owners and with the Executive Secretary of the Civic Association was held to provide information on the National Register program.

C. A newsrelease was printed by the Atlanta Journal.

D. A mailout to the Civic Association members was sent to the property owners.

E. A Public Information meeting was held on Monday, November 14, 1977. This meeting was attended by approximately 100 persons. Much favorable comment was received and we were told that our presentation had answered many doubts and convinced some persons who had not been sympathetic.
Produced by the United States Geological Survey

Compiled from imagery dated 1993

North American Datum of 1983 (NAD 83). Projection and
blue 1000-meter grid ticks: Universal Transverse Mercator, zone 16
10,000-foot ticks: Georgia Coordinate System of 1983 (west zone)

North American Datum of 1927 (NAD 27) is shown by dashed
corner ticks. The values of the shift between NAD 83 and NAD 27
for 7.5-minute intersections are obtainable from National Geodetic
Survey NADCON software

There may be private inholdings within the boundaries of
the National or State reservations shown on this map
NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

NAME
HISTORIC
Brookwood Hills

AND/OR COMMON
Same

LOCATION
STREET & NUMBER
32-255 Huntington Road, 16-57 Woodcrest Avenue, 15-57 Northwood Avenue, 9-129 Palisades Road, Parkdale Way, 7-74 Montclair Drive, 23-95 Wakefield Drive, 11-161 Camden Road, and 22-146 Brighton Road.

CITY, TOWN
Atlanta

CONESSIONAL DISTRICT
Fifth-Wythe Fowler

STATE
Georgia

013

COUNTY
Fulton

121

CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

X

X

X

X

X

X

X

X

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

MUSEUM

COMMERCIAL

PARK

EDUCATIONAL

PRIVATE RESIDENCE

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

SCIENTIFIC

MILITARY

TRANSPORTATION

OTHER:

OWNER OF PROPERTY

NAME
Multiple Owners (see attached list)

STREET & NUMBER

CITY, TOWN

STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Superior Court

STREET & NUMBER
Fulton County Courthouse

CITY, TOWN
Atlanta

STATE
Georgia

REPRESENTATION IN EXISTING SURVEYS

TITLE
None

DATE

FEDERAL

STATE

COUNTY

LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

Nw
Brookwood Hills

Brookwood Hills is a well-defined residential area that incorporates the major architectural, landscape and planning elements of suburban development of the early 1920s in America. The district encompasses an area of approximately ninety acres which includes 255 residences, a large recreation area and pool, and two distinctive bricked and landscaped entranceways to the subdivision. The district's enclave pocket design, curvilinear street system, development density, provisions for recreational areas, and regularity of the landscape design plan provide a semi-rural environment within an urban setting.

Brookwood Hills, as it was called from its inception, was developed in a series of phases over a period of years. Phase I included the development of Huntington Road, Palisades Road, Woodcrest Avenue and Northwood Avenue. The area was substantially developed and homes sold by the end of 1924. The second phase of development, known as the Brookwood Hills Extension, proceeded from 1924 to approximately 1930. Development occurred along Wakefield Drive, Camden Road, Brighton Road and the northern portion of Palisades from Huntington Road to Wakefield Drive. Both of these development phases are included within the historic district boundaries.

The present Brookwood Hills neighborhood contains two more recent development phases which occurred along the eastern portion of Brighton Road and Camden Road. Neither of these phases was planned or developed by the original developer, although the similarities in architectural styles of the newer residences to the original developments are very obvious and consistent.

The Brookwood Hills plan was determined largely by the topography of the area, as well as established ownership boundaries. The terrain is gently sloping with pockets of heavily wooded areas and a natural spring. Existing boundaries at the time were Peachtree Road (to the west), a well-traveled street, Southern Railroad Line (to the southeast), and the Clear Creek area, a heavily wooded virgin forest area (to the east).

The curvilinear street system in the subdivision follows the topology, includes the natural-spring area, and serves to prevent a monotony of homes developed on regularly planned lots along the streets. This system in Phase I of the subdivision provided for circular access to all lots in the subdivision. Access to the neighborhood from Peachtree Street only at Palisades Road and Huntington Road further enhances the elements of privacy and protection for residents. Curvilinear streets also create a semi-rural, leisurely atmosphere within the boundaries of the neighborhood.

[continued]
A pocket-enclave design of the neighborhood is created by its location. It is sandwiched between railroads to the north and southeast, Peachtree Road to the west, and a heavily wooded area, Clear Creek, to the east. This design and isolated location protected the neighborhood from heavy through-traffic and visually defines the identity of Brookwood Hills.

Building lots in the first phase were originally platted in regular 50'-x-400' dimensions, shifting in shape slightly to accommodate the curvilinear road layout. Development of these regular lots proceeded as platted, with the exception of Palisades Road, where property owners used two or three lots for their residences (150' x 400'). Houses of substantially larger scale were built along this street, with remaining acreage being used for gardens, lawns and open space. The general development density in this first phase of development provides an air of urbanity amidst the semi-rural setting and develops an atmosphere of stability from the compactness of the residences.

The street system in the Brookwoods Hills Extension is somewhat more linear and regular in layout. The planned Brighton Road entranceway adds only one more entrance point to the subdivision. Circulation within this phase of the subdivision is more linear along Brighton Road and Camden Road, with Montclair Drive and Wakefield Drive providing circular access to this phase and Phase I.

Building lots in Phase II are for the most part rectangular in shape. They are generally wider, yet more shallow than Phase I. Setbacks of the homes in this phase are not as great as those in Phase I, with exception of Montclair Drive. Houses along the west side of Montclair are set back further and at a higher elevation due to the topography.

All houses in the subdivision, due to the design, give the feeling of facing inward toward the middle, or center, of the subdivision, again reinforcing the private aura of the community.

All streets in the Brookwood Hills district are landscaped with the regular precision of an engineer. Mr. B.F. Burdette designed all the landscaping and personally planted many of the trees. Oak trees were regularly placed along the streets, each separated by two flowering crepe myrtles. The pool and recreation area, once the site of a natural spring, was also lined with oaks.

[continued]
and crepe myrtles. The southern edge of the pool area is heavily wooded with
a large grove of beech trees.

Pockets of undeveloped lots along the eastern edge of Huntington Road
serve to enhance the semi-rural feeling of the subdivision. Clear Creek, a
thirteen-acre virgin-forest area, is directly east of the district. While
not part of the original subdivision, this wooded land further contributes to
the semi-rural atmosphere of the subdivision. (Clear Creek is not included
in the district boundaries, but provides an important, distinct edge to the
district.)

Most homes in the district have been informally landscaped with trees,
ground cover and shrubbery that blend with the subdivision’s landscape design.
Broad lawns, oak trees, creeping ivy, flowering shrubs add to the natural
beauty of the subdivision. These features further the natural, free-flowing
landscape and provide a feeling of luxurious urbanity.

As part of the original subdivision plan, B.F. Burdette also designed
distinctive brick entranceways on Palisades Road and Brighton Road. These
bricked, landscaped entranceways were designed and planted with crepe myrtles
and foliage similar to the rest of the subdivision. In the 1960s, the neigh-
borhood garden club re-landscaped the entranceways and added curb cuts in
order to better accommodate automobiles. The original idea, though, was not
dramatically altered.

Essential to the community spirit and identity of the neighborhood is
the recreation area containing the pool, tennis courts, clubhouse and park.
Located in a gully, this area originally contained a spring-fed lake. As
Phase II of the subdivision development occurred, Burdette set aside the land
specifically for recreational purposes and social reasons.

The buildings in Brookwood Hills are all residences, with the exception
of the community clubhouse. The residences are diverse in style, scale and
building materials, and reflect a full range of early-twentieth-century eclect-
ic residential architecture. Eclectic styles and elements are represented
by Tudor, Colonial, Neoclassical, Bungalow and Cottage styles. A variety of
building materials, clapboard, brick, stone, clay roof, slate roofing, add to
the architectural diversity. This diversity of stylistic expression is fur-
thered by the range of scale in the residences. They range from one-story

[continued]
bungalows and cottages to two- and three-story spacious Colonial and Tudor mansions with ballrooms and servants' outbuildings.

The larger residences are located primarily along Palisades Road and Wakefield Drive. Two-story homes appear along Camden Road, Brighton Road, Woodcrest Avenue and Northwood Avenue. Huntington Road contains the major concentration of bungalow- and cottage-style homes. The placement indicates the modest initial development in the subdivision, later developing into grander scale homes.

Boundaries

Boundaries of the Brookwood Hills historic district circumscribe the historically significant part of the suburb: two adjacent, consecutively developed subdivisions, dating from 1922 through 1933, and their two major landscaped entrances from Peachtree Street (a third entrance, not landscaped as a part of the suburb, is not included). These boundaries exclude two later, historically unrelated phases of development dating from the 1930s through the 1970s. (See Section 8 for elaboration.) West of the Brookwood Hills historic district is Peachtree Road, once a fashionable residential street (though not a part of Brookwood Hills) and now a busy commercial thoroughfare. To the south lies an undeveloped tract of land, railroad tracks, and an expressway. To the east stands a virtual wilderness along Clear Creek; beyond it is an industrial park, railroad tracks, and expressway. North of Brookwood Hills is institutional and commercial development, and another railroad.

Intrusions

The Brookwood Hills historic district contains few intrusions. These few intrusions are technical rather than substantial (i.e., less than fifty years old and of no extraordinary significance) and detract very little, if at all, from the character and appearance of the subdivision. Most are simply houses dating from the last four decades which, through their scale, materials, siting, and landscaping, are compatible with their historic surroundings. [Intrusions have been identified, marked on the accompanying list of property owners, and marked on the accompanying map of "Brookwood Hills."
Architect, Landscape Architecture and Community Development

Brookwood Hills is significant to the history of architecture, landscape architecture and community development in Atlanta. It is a fine example of early-twentieth-century residential suburban development. Located adjacent to Peachtree Street, a major north-south thoroughfare, it was planned and designed to accommodate the automobile, yet streetcar and railroad facilities were readily available in the vicinity. Its curvilinear and irregular grid-iron street pattern is laid into the natural terrain to take advantage of the topography for easing automobile circulation and maximizing the number of house lots. Broad intersections open within the subdivision, while access is limited to Peachtree Street, creating an enclave without through traffic that successfully isolates the subdivision and turns it inward, away from the hustle and bustle of the city. The layout of lots gives each property a more-or-less-private rear yard. Adjacent front yards create the impression of linear public parks running along the streets; adjacent rear yards combine to create private enclaves within blocks and circles. Half of one block, or circle, is devoted to public recreation and features a pool, tennis courts and a clubhouse set within a wooded glen. Landscaping is generally informal, subscribing to the "modern" or "English" picturesque aesthetic, with lawns and casually disposed trees, shrubs, and flower beds running together from one property to the next. Rigorously aligned rows of street trees -- specified and in some cases planted by the developer, B.F. Burdette himself -- provide a pleasant counterpoint to the otherwise informal landscaping. These street trees impart a peculiar sense of identity to Brookwood Hills, and demonstrate the influence of at least one man's convictions regarding appropriate public landscaping. Architecture encompasses a wide range of early-twentieth-century period and eclectic residential designs and a variety of house types. The larger houses, set close to the streets on relatively narrow lots, create a distinct townhouse or rowhouse impression that, like the effect of the street trees, characterizes the suburb. Remarkably well preserved today, free from serious intrusions or disfigurements, Brookwood Hills constitutes a genuine period piece from Atlanta's first wave of suburban residential development.

[continued]
Even more important than its intrinsic merits, however, is the fact that Brookwood Hills constitutes another in a series of historic Atlanta suburbs. This series started with Atlanta's first suburb, the late-nineteenth-century Inman Park (registered in 1973), and Atlanta's second suburb, the turn-of-the-century Druid Hills (partly registered in 1975; full nomination currently pending), and continued with suburban developments in the West Paces Ferry Road area (nomination under consideration) and along Peachtree Street north of the city. Among the latter, Brookwood Hills stands prominent. It represents a suburban development that was planned, designed, and developed by local people who were directly inspired and, in some cases, actually trained by the earlier, precedent-setting suburban developments. As such, Brookwood Hills demonstrates the insistence of suburban development during the early decades of the twentieth century in Atlanta, and it shows the extent to which the innovative suburban planning and design principles of the late-nineteenth and early-twentieth centuries became accepted locally as norms for subsequent suburban development in the twentieth century.

Developmental History and Principal Figures

In the early-nineteenth century, the land now known as Brookwood Hills was included in the property of Merideth Collier, one of the original settlers of historic DeKalb County. In the middle of the nineteenth century, these holdings were divided among three of Collier's sons, each of whom received 400 acres. Early in the twentieth century, the George Washington Collier estate was largely developed as Ansley Park, and the Wesley Gray Collier estate was largely developed as Peachtree Heights. Parts of the Andrew Jackson Collier and George Washington Collier estates were developed as Brookwood Hills.

In 1912, Benjamin F. Burdette and E.F. Chamblees purchased approximately fifty acres of land in Land Lot 110 from the A.J. Collier estate. B.F. Burdette was a principal in the Burdette Realty Company, a local real-estate agency established in 1910. The land Burdette and Chamblees purchased had extensive frontage along the east side of Peachtree Road, and the new owners set about immediately to subdivide this frontage for residential development. Land to the rear of the Peachtree Road frontage was reserved for future subdivision, and access was reserved at what was later to become Palisades Road.

[continued]
Several years later, Arthur C. Burdette purchased E.F. Chamblees' interest in the remaining forty acres of this land and formed a real-estate and development partnership with B.F. Burdette. Early in the 1920s, this partnership agreed with George Washington Collier, Jr., owner of some twenty-five acres of land in Land Lot 109 directly south of the Burdette holdings, to jointly develop these sixty-five acres as a suburban subdivision called Brookwood Hills. This subdivision, consisting of Palisades Road, Huntington Road, Northwood Avenue, and Woodcrest Avenue, was to constitute the first of four phases in the development of the entire Brookwood Hills suburb.

This first phase of Brookwood Hills was developed between 1922 and 1924. Civil engineer O.F. Kauffman drew the plat for the subdivision under the direct supervision of B.F. Burdette. Kauffman had previously worked for the Druid Hills Company while it was implementing the plan for the Druid Hills suburb originally prepared by Frederick Law Olmsted, Jr., and the Olmsted Brothers, and his picturesque, curvilinear design for Brookwood Hills clearly reveals the influence of Olmsted's principles, although on a reduced scale.

Burdette, who specified the street trees in Brookwood Hills, would have been, as a real-estate agent, acutely aware of the precedent-setting development of Druid Hills and its successors like the nearby Ansley Park, and he clearly intended to create a subdivision that would emulate them, yet at the same time establish its own identity through the street trees and the lack of through traffic. The Burdette Realty Company, under the supervision of A.C. Burdette, handled the sale of lots in Brookwood Hills. Lot owners contracted for and financed improvements to their lots independently, in accordance with the stipulation that their houses represent a $7,500-$10,000 minimum value, depending on location. Some houses were designed by prominent Atlanta architects including Neel Reid and Walter T. Downing. Many of the houses were built by Atlanta contractors Martin Nichols and L.W. Rogers, and by the Burdettes.

Shortly after completing the development of this first phase of Brookwood Hills, the partnership of B.F. and A.C. Burdette, which then owned the Burdette Realty Company, formed a corporation under that name. The new corporation then assumed title to approximately ten acres of undeveloped land immediately north of the Palisades Road lots. It concurrently purchased from the DuBose estate approximately twelve acres directly north of and adjoining this undeveloped tract, and from the G.W. Collier estate another twenty-eight acres north of and adjoining the DuBose tract. This consolidated property was then developed by 1933 as the Brookwood Hills Extension.

[continued]
The Brookwood Hills Extension includes Brighton Road, Camden Road, Wakefield Drive, Montclair Drive, Parkdale Way, and an extension of Huntington Road, all within Land Lot 110, with access at Brighton Road to Peacree Street. The Extension was planned, designed, and developed along the lines of the original Brookwood Hills subdivision. The only significant difference lies in the Extension's irregular gridiron street layout, drawn to take advantage of a broad hillside. The Extension also features a large tract of land set aside in 1926 by B.F. Burdette for the recreation of Brookwood Hills residents.

The original Brookwood Hills subdivision and the Brookwood Hills Extension constitute the historic and significant part of the Brookwood Hills suburb. The suburb was extended in two more phases of development dating from the 1930s through the 1970s. The first phase completed the Brighton Road-Camden Road loop; the second extended Camden Road into a cul-de-sac. While superficially similar to, and complementing, the earlier developments, neither of these two subsequent phases was developed by the Burdette Realty Company, neither features the street trees insisted upon by B.F. Burdette, and, of course, neither is fifty years old. Thus, although a part of today's Brookwood Hills neighborhood, these latter two phases of development are not a part of the historic Brookwood Hills suburb.
MAJOR BIBLIOGRAPHICAL REFERENCES

Atlanta Centennial Yearbook: 1837-1937

[continued]

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 92 (est.)

QUADRANGLE NAME Northwest Atlanta, Ga.
QUADRANGLE SCALE 1:24,000

ZONE EASTING ZONE EASTING
A [1,6] 714,1 91,0 714,1 92,0
B [1,6] 714,1 91,0 714,1 93,0
C [1,6] 714,1 48,0 714,3 0,0
D [1,6] 714,1 28,5 714,3 36,0
E [1,6] 714,1 28,0 714,3 7,0
F G H

VERBAL BOUNDARY DESCRIPTION
The boundaries of the Brookwood Hills historic district are described by a black line on the attached "Map Showing Boundaries of the Brookwood Hills Historic District."

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

FORM PREPARED BY

NAME / TITLE Nancy Nolan, consultant for the Brookwood Hills Neighborhood Association; Richard R. Cline, architectural historian, Historic Preservation Section
ORGANIZATION Historic Preservation Sec., Dept. of Natural Resources
DATE April, 1979
STREET & NUMBER 270 Washington St., S.W.
TELEPHONE (404) 656-2840
CITY OR TOWN Atlanta
STATE Georgia CODE 30334

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:
NATIONAL ___ STATE ___ LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Acting State Historic Preservation Officer
DATE 10/4/79

FOR NPS USE ONLY
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER

CHIEF OF REGISTRATION

GPO 921-803
MAP SHOWING LOCATIONS OF INTRUSIONS IN THE BROOKWOOD HILLS HISTORIC DISTRICT

intrusions X
scale 1" = 400'
north ↑
August 1979
APPENDIX C

PROPERTY INFORMATION FORMS,

SHPO CONCURRENCES,

AND RAILROAD INFORMATION FORMS,

AND GHBS FORMS FOR

PREVIOUSLY IDENTIFIED RESOURCES
PROPERTY INFORMATION FORM

Property Identification: This property is identified as the Rollins Building (Resource T11) in the 2008 I-85/SR 400 Survey Report conducted by Terracon for GDOT Project NH-0085-02(153). This property was not identified in the 1976 DNR Fulton County Survey.

Location: The property is located at 2170 Piedmont Road on the west quadrant of the intersection of Piedmont Road and Lakeshore Drive in Fulton County. The resource is located on the west side of Piedmont Road (refer to project location map).

Date(s) of Development: According to the tax assessor’s record, the Rollins Building was constructed in 1961. However, according to our conversation with Ms. Carol Molnar, representative and official historian of Rollins, Inc., the construction on the building started in 1962 and was completed in 1963. According to Ms. Molnar, the resource was designed by architect Herbert C. Millkey. Upon the completion of the construction, the total cost of the resource was $1.8 million. The resource was deliberately built as the United States Headquarters for the Rollins Company, which moved from Delaware to Atlanta following construction of the new building.

Description: The Rollins Building is a two story commercial building consisting of reinforced concrete foundation with stucco exterior siding with International style elements (see photographs 1-8). The International style elements are illustrated by the use of reinforced concrete, flat roof, rectilinear massing, symmetry, and the extensive use of large windows that appear as a repetitive element. The roof is flat and consists of an unknown material. The windows are arched, tinted fixed single pane with metal framing. The east front façade features a single pane door entrance to the second floor with concrete steps leading to Piedmont Road. The west elevation features no windows on the first floor and horizontal single pane rows along the top of the second floor. The west elevation features a painted brick veneer exterior siding. The north elevation windows are a combination of large, arched single pane windows and small horizontal single pane rows. On the south elevation, only the second story is visible with large, arched single pane windows. There is also a large, arched roof overhang for a walkway.

The resource is located in a casual planned setting with extensive decorative foundation plantings and a manicured lawn on the front east façade. The immediate setting of the resource includes a large paved parking lot surrounding the resource to the north, west and south. Numerous non-historic properties surround the property to the north, east, south, and west with dates of construction from 1960-2000. There are no outbuildings associated with the resource.

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 Rollins Building 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 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 Rollins Building was evaluated under Criterion A and appears to possess a local level of significance in the area of community growth. The resource was constructed with the purpose of serving as the world headquarters for the Rollins Inc. company. Upon its completion, the headquarters and employees were relocated to the then growing suburban Atlanta area. Its construction helped to bring big business and the commercial world outside of downtown Atlanta and into the suburbs. According to the Fulton County tax assessor’s office, adjacent properties developed in the early 1960s around the Rollins Building. The subsequent commercial and residential growth that developed around the resource can be attributed to the construction of the Rollins Building. Therefore, the Rollins Building is considered eligible for inclusion in the National Register under Criterion A.

The Rollins Building was evaluated under Criterion C and appears to possess a local level of significance in the areas of architecture. The resource was intended as a worldwide company headquarters and no expense was spared for this undertaking. By hiring noted Atlanta architect Herbert Millkey to design the building, the structure was impressive and unique in an area still growing as a suburb of Atlanta. Although the arched windows and roof overhangs are ornamental features not consistent with the International style, the building is overall a strong example of the International style with the use of the reinforced concrete, symmetrical design, and the repetitive floor-to-ceiling windows with metal frames. Although decorative buildings are seen throughout downtown Atlanta, few buildings around suburban Atlanta have such architectural detailing, such as arched floor to ceiling windows and overhanging rooftops with square openings. Surrounding properties are largely non-historic from 1960-2000 and have no such distinguishing architectural designs. The Rollins Building is one of the few remaining examples of a commercial building with International style elements within the project’s corridor and therefore is significant as an important example of the International style within Georgia. Therefore, the Rollins Building is considered eligible for inclusion in the National Register under Criterion C.

The Rollins Building was also evaluated under Criterion Consideration G for a property that has achieved significance within the last 50 years. The building is of an exceptional design. Few remaining buildings around suburban Atlanta have such decorative and unusual detailing, such as floor-to-ceiling windows and the arched roof overhangs. Surrounding properties are largely non-historic commercial buildings from 1960-2000 and have no such distinguishing architectural designs. Its uniqueness distinguishes it from other commercial building from the same period of development. Although the resource does not exhibit all facets of the International style, it remains one of the few buildings in suburban Atlanta that displays many features of the style. Additionally the resource retains integrity of design, materials and workmanship. Therefore, the
Rollins Building is considered eligible for inclusion in the National Register under Criterion A and Criterion Consideration G.

**Integrity:** The Rollins Building has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The resource is located on its original site of construction and therefore retains integrity in location. The historic setting of the surrounding area remains commercial with structures built in the early 1960s. The surrounding properties around the Rollins parcel are still the 1960s structures and therefore the resource retains integrity of setting. The original exterior materials such as foundation, siding, windows, and doors remain intact and therefore retains material integrity. Due to the lack of alterations and replacement materials, the resource features evidence of the architect’s design and the builder’s skill. Therefore the resource retains integrity of workmanship. There are no glaring alterations or additions that have altered the original design integrity of the structure. Due to a lack of historic or non-historic alterations, the resource retains an overall aesthetic sense and therefore retains integrity of feeling. The resource was constructed as the United States headquarters for the Rollins Company and is still being utilized today as their offices. Therefore the Rollins Building retains integrity in association.

**Proposed Boundary (Justification and Description):** The proposed National Register boundary of the Rollins Building corresponds to the legal property boundary (17-0049-LL-054-5), and contains 4.02 acres.

The right-of-way line along Piedmont Road has been proposed as the eastern border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

**UTM Coordinates:** 7.5 Minute Series Topographic Map. Northeast Atlanta - Georgia Quadrangle Zone 16 Easting 743698 Northing 3744650.

**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:

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Photo #1  Overview of the east front façade and the north elevation of the Rollins Building (T11) facing southwest.

Photo #2  North elevation of the Rollins Building (T11) facing southwest.
Photo #3  West elevation of the Rollins Building (T11) facing northeast.

Photo #4  South elevation of the Rollins Building (T11) facing northwest.
Photo #5  Detail of the east front façade entrance of the Rollins Building (T11) from Piedmont Road facing west.

Photo #6  Detail of the decorative foundation plantings at the east front façade of the Rollins Building (T11).
Photo #7  Rollins/Orkin sign located approximately 20-feet southeast of the Rollins Building (T11) on their property.

Photo #8  Right of way on Piedmont Road facing southeast.
PROPERTY INFORMATION FORM

Property Identification: The Piedmont Heights Historic District is identified as THD-2 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. One of the resources within the district, the Rock Springs Presbyterian Church, was listed in the National Register in 1990.

Location: The proposed district is located along Piedmont Road to the east, Montgomery Ferry Road to the south, Flagler Avenue and Monroe Drive to the west and property lines north of Wimbledon Road in Fulton County. The Piedmont Heights Historic District is located south of I-85 (refer to project location map).

Date(s) of Development: According to the National Register nomination of the Rock Springs Presbyterian Church (located within the eastern quadrant of the district), the Church is the last remaining structure of the former Easton Township and the Rock Springs community, which overlay the eastern boundaries of the district at the intersection of Rock Springs Road and Piedmont Road. Easton Township was established by 1888 and was a thriving community of approximately 100 people. The town supported a grist mill, post office (closed by 1904) and a railroad depot for the Air Line Belle, a commuter train which ran from Toccoa to Atlanta.

According to the tax assessor’s records, the Piedmont Heights Historic District was constructed from 1910-1960. The subdivision known as Piedmont Heights is comprised of several different historic subdivisions (see attached historic plats). The different subdivisions identified are as follows: Ansley Park Annex, Hope Estates and Piedmont Heights. Previously the land was known as “the country” and located on the outskirts of Atlanta and was composed of mostly undisturbed forest. The majority of the houses were constructed in two phases. The first began in 1920 and ended in 1930. As evidenced on Fulton County tax plats, the first subdivision of individual parcels dates back to 1912 in the Piedmont Heights section, located west of Piedmont Road, north of Montgomery Ferry Road and south of Allen Road. The Ansley Park Annex, located west of Monroe Drive NE (formerly North Boulevard) and south of Rock Spring Avenue dates from 1924. The second phase started in 1948 and ended in 1958. The parcels north of Rock Springs Road were subdivided in 1946. The division of land within Hope Estates began in 1952 between Gotham Way and Piedmont Avenue NE north of Wimbledon Road NE. The Piedmont Heights Historic District features non-historic residential infill and some resources have various historic and non-historic alterations.

Description: The Piedmont Heights Historic District is a largely early to mid 20th century residential housing district consisting of single story, single dwelling residential resources (see attached photographs 1-42). The structures are heavily composed of bungalows, American Small Houses and Ranches. The structures are comprised of concrete slab and concrete block foundations with brick veneer, weatherboard or replacement vinyl exterior siding. Windows observed consist strongly of original 1/1, 2/2 and 6/6 double-hung sash windows and replacement metal frame windows. The roof materials consist largely of asphalt shingle. Approximately half of the resources appear to have historically enclosed side porches for additional living space. A small sampling of the structures have Craftsman elements illustrated.
by verandahs, exposed rafter tails and battered columns on brick piers. Elements of the Cape Cod style are evidenced by symmetrical front façade with a centered door, window dormers, wide wood siding, and one to one and a half stories. Residences along the western and southern quadrants of the district along Flagler Avenue, Monroe Drive NE and Montgomery Ferry Road largely consist of bungalows and American Small Houses from the 1920s-1930s. Residences along the northern quadrant of the district are largely bungalows, American Small Houses or Ranches and date from the late 1940s. Although parcels along Allen Road NE are the oldest based on tax plats, this area now features most of the historic and non-historic residential infill (Photographs 28 & 29). According to a tax plat for Gotham Way, dated July 1955, the houses to be constructed must have at least 1,250 square feet of floor space and no concrete blocks should be visible above the foundation design.

The streetscapes present throughout the Piedmont Heights Historic District feature mostly manicured lawns, mature trees, decorative foundation plantings, and sidewalks. Some of the resources are on a level topography with the road although many are elevated on slight hills.

**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 Piedmont Heights 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.

The Piedmont Heights Historic District was evaluated under Criterion A and appears to possess a local level of significance in the areas of community development. Previously the land was known as “the country” and located on the outskirts of Atlanta and was composed of mostly undisturbed forest. With the creation of the small, planned neighborhoods, prospective residents were encouraged to purchase a new home with a homestead exemption covering the county and state taxes. The Piedmont Heights Historic District is a good example of a well-preserved suburban Atlanta platted residential subdivision that grew out of the need for affordable housing for the influx of families moving out of Atlanta and into the growing suburbs. With the development of I-85 to the north and the affordable suburban housing, Piedmont Heights began to experience encroaching retail and commercial facilities to serve the new residents. This is a direct effect of the growing population of Piedmont Heights. The Piedmont Heights Historic District illustrates the evolution from an outskirts “country” location into a cohesive residential neighborhood and therefore is considered eligible for inclusion in the National Register under Criterion A.
The Piedmont Heights Historic District was evaluated under Criterion C and appears to possess a local level of significance in the areas of architecture. The district is approximately 90% historic with non-historic residential infill comprising the other 10%. As a whole, the Piedmont Heights Historic District, with its diversity of early to mid-twentieth century styles and uniform scale and design, forms a cohesive and architecturally significant residential district of the suburban Atlanta phenomenon. Overall the district has suffered few intrusions or building alterations and has retained its architectural integrity. The district represents a good collection of bungalows, American Small Houses and Ranches, including some with elements of the Craftsman and Cape Cod style. The structures represent good examples of house types from the early 1920s to the late 1950s that are significant in Georgia’s architectural history and are considered eligible for inclusion in the National Register under Criterion C.

**Integrity:** The Piedmont Heights Historic District has been determined to possess integrity in the areas of location, association, setting, materials, workmanship, feeling, and design. The resources are located on their original site of construction and there does not appear to have been a change to the street locations. Therefore the Piedmont Heights Historic District retains integrity of location. The historic association of the resources remains intact as single family residences. There has been no commercial infill within the district. The immediate setting of the structures has largely remained free of non-historic intrusions. The surrounded setting of the neighborhood has remained commercial with community shopping centers and strip centers. Those businesses developed in conjunction with the success of the suburban landscape, therefore they retain integrity of setting. Various historic and non-historic alterations to materials do not appear to have resulted in a loss of integrity in materials. The continued use of historic materials remains as evidence of the builder’s labor and skill. Therefore, these resources convey integrity in workmanship. The historic designs of the structures remain intact despite historic and non-historic alterations. Modern infill structures have incorporated style elements of older structures into their construction. The overall aesthetic sense of the neighborhood and structures has remained and integrity of feeling is retained by the cohesiveness of the neighborhood, despite modern infill.

**Proposed Boundary (Justification and Description):** The proposed Piedmont Heights Historic District is located within the City of Atlanta planning department, neighborhood planning unit (NPU) NPU-F. The proposed National Register boundary for the Piedmont Heights Historic District is a visual boundary. It is discussed as follows: being irregularly shaped with the northernmost point along the north boundary lines of properties north of Wimbledon Road, the eastern boundary along Piedmont Road, the southern boundary along Montgomery Ferry Road, the western boundary along Flagler Avenue and Monroe Drive. The proposed boundary contains all National Register qualifying characteristics and features of the district and includes the contributing properties and their associated landscape features.

The edge of pavement along Montgomery Ferry Road and Piedmont Avenue NE have proposed as the southern and eastern borders 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 to the north of the proposed northern boundary of the Piedmont Heights Historic District is wooded and undeveloped. Therefore the proposed northern boundary runs along the northern property boundary lines. The east and southern boundaries were determined by non-historic commercial development (Photographs 38 & 42) and non-historic residential in-fill (photographs 39-42). The west boundary was determined by the existing railroad and golf course. The northwest boundary was determined by non-historic commercial development (Photograph 36).

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

**UTM Coordinates:** 7.5 Minute Series Topographic Map. Northeast Atlanta - Georgia Quadrangle Zone 16 Easting 743447 Northing 3743245.

**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:

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**Bibliography**


About Piedmont Heights from
http://www.piedmontheights.org/more/index.cfm?Fuseaction=more_9033&section=more_9033
Accessed 22 February 2008
Photo #1  Representative photo of a structure along Wimbledon Road looking northeast.

Photo #2  Representative photo of a structure along Wimbledon Road looking southeast.
Photo #3  Representative photo of a structure along Wimbledon Road looking southeast.

Photo #4  Representative photo of a structure along Kilburn Drive looking northwest.
Photo #5  Representative photo of a structure along Kilburn Drive looking northwest.

Photo #6  Representative photo of a structure along Wimbledon Road looking northeast.
Photo #7  Representative photo of a structure along Kilburn Drive looking northeast.

Photo #8  Representative photo of a structure along Kilburn Drive looking northwest.
Photo #9  Representative photo of a structure along Wimbledon Road looking southeast.

Photo #10  Representative photo of a structure along Wimbledon Road looking northeast.
Photo #11 Representative photo of a structure along Wimbledon Road looking northeast.

Photo #12 Representative photo of a structure along Gotham Way looking northwest.
Photo #13 Gotham Park at the end of Gotham Way looking north.

Photo #14 Representative photo of a structure along Gotham Way looking northwest.
Photo #15 View of the Rock Springs Presbyterian Church along Piedmont Avenue NE facing west.

Photo #16 Representative photo of a structure along Rock Springs Road looking southwest.
Photo #17 Representative photo of a structure along Rock Springs Road looking north.

Photo #18 Representative photo of a structure along Rock Springs Road looking southwest.
Photo #19 Representative photo of a structure along Rock Springs Road looking northwest.

Photo #20 Representative photo of a structure along Monroe Drive looking southwest.
Photo #21 Representative photo of structures along Monroe Drive looking southwest.

Photo #22 Representative photo of a structure along Monroe Drive looking northwest.
Photo #23 Representative photo of a structure along Flagler Avenue looking southeast.

Photo #24 Representative photo of a structure along Flagler Avenue looking southwest.
Photo #25 Representative photo of a structure along Montgomery Ferry Road looking north.

Photo #26 Representative photo of a structure along Montgomery Ferry Road looking north.
Photo #27 Representative photo of a structure along White Oak Hollow looking northwest.

Photo #28 Representative photo of a structure along Allen Road NE looking north.
Photo #29 Representative photo of a structure along Allen Road NE looking southwest.

Photo #30 Representative photo of a structure along Piedmont Way NE looking southeast.
Photo #31 Representative photo of a structure along Piedmont Way NE looking north.

Photo #32 Representative photo of a structure along Piedmont Way NE looking southwest.
Photo #33 Representative photo of a structure along Monroe Drive looking southwest.

Photo #34 Representative photo of a structure along Monroe Drive looking southeast.
Photo #35 Representative photo of a structure along Monroe Drive looking southeast.

Photo #36 Representative view of setting along northern boundary looking northeast.
Photo #37 Representative view of setting along the western boundary looking southwest.

Photo #38 Representative view of setting along southern boundary looking southeast along Monroe drive NE.
Photo #39 Representative photo of non-historic residential infill along Montgomery Ferry Road looking south at the southern boundary.

Photo #40 Representative photo of non-historic residential infill along Montgomery Ferry Road looking southeast at the southern boundary.
Photo #41 Representative photo of non-historic residential infill along Montgomery Ferry Road looking southeast at the southern boundary.

Photo #42 Representative view of setting along eastern boundary looking southeast.
RE-ISED PLAT OF A PART OF
PROPERTY OF
PIEDMONT HEIGHTS
LAND LOT 56  17TH DISTRICT
FULTON COUNTY GEORGIA
SCALE 1:660  APRIL 10, 1938
Subdivision or Release to

ABE & LOUIS LUSTGARTEN
LAND LOT 20177 DIST.
FULTON COUNTY GA.
WATTS & BRAWNING ADDN.
JULY 17, 1955
CITY OF ATLANTA
Mission St. & Atlanta Ave.

Note: City of Atlanta will not be held responsible for overflow or erosion caused by natural drain shown or for extension of Culvert shown.
Sanitary sewer will be available when outfall is constructed.

Restrictions
No house to have less than 1250
sq. ft. of floor space
No concrete space visible above
drainage line.

[Signature]
Mayor

COUNTY HEALTH OFFICER CERTIFICATE

I hereby certify that the water supply, sewage disposal and septic tank system shown on the plat and as more specifically provided for below meet the requirements of the Fulton County Department of Public Health and are hereby approved as shown.

Type water supply: Mhattan
Type sewage disposal: Metropolitan

Environment: Suburban

[Signature]
Health Officer

APPROVED BY MUNICIPAL PLANNING BOARD....JUL 29 1955
APPROVED BY BOARD OF ALDERMEN 8-1-55
APPROVED: 8-5-55

[Signature]
PLANNING BOARD

[Signature]
MAYOR

[Signature]
COUNTY HEALTH OFFICER

[Signature]
Health Officer
PROPERTY INFORMATION FORM

**Property Identification:** The property is identified as the Goetz Building (T31) in the 2008 I-85/SR400 Survey Report conducted by Terracon for GDOT Project NH-0085-02(153). This property was not identified in the 1976 DNR Fulton County Survey.

**Location:** The property is located at 1904 Monroe Drive approximately 230 feet north of the intersection of Monroe Drive and Wimbledon Road in Fulton County (refer to project location map). The resource is located on the west side of Monroe Drive approximately 150 feet from the roadway.

**Date(s) of Development:** According to the tax assessor’s record, the Goetz Building was constructed in 1958.

This resource is currently being used as an office building. This resource has continually housed several different businesses since its construction. Interestingly, it seems to have housed at least one architectural firm or construction company at all times.

**Description:** The Goetz Building is a two story professional office building with International elements (see photographs 1-14). This building is clad in red brick veneer; it sits on a concrete slab foundation. On the southwestern elevation there is an enclosed stairwell projection. The two story stairwell is outside of the building and connects to the second floor via a glassed breezeway. The second story office above the entrance on the northeastern elevation has a decorative metal honeycomb motif in the windows. This decoration provides some privacy yet it allows a sufficient amount of light into the room. The windows on this structure have the illusion of spanning both floors. They are metal framed historic single pane fixed windows over small single pane sliding windows. They are inset into a large rectangular form around each window set. The windows sets are comprised of the first floor and second floor windows. The windows within the inset are separated from one another by a span of painted stucco panels. These forms give the illusion of floor-to-ceiling curtain walls of windows yet it allows privacy needed for office spaces. The doors on this structure are historic single light metal framed plate glass surrounded by single light transoms. The International elements are reflected in the simple geometric massing of the structure, the geometric detailing created by the windows and the panels, and the honeycomb motif in the windows.

This resource has maintained a very picturesque setting. It sits approximately 150 feet west of Monroe Drive with a plant lined driveway to the road. Non-historic apartment homes are located approximately 75 feet south of the structure. These apartments are largely screened from the Goetz Building by mature trees. Buford Highway is located approximately 82 feet north of the structure. It is also largely screened by mature vegetation. Like the Watkins Building the Goetz Building seems to face Buford Highway. The property is surrounded by mature vegetation with some flowering annuals. Beyond the immediate setting are non-historic industrial structures dating from 1969-2008.
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 Goetz Building 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 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 Goetz Building was evaluated under Criterion A and does not appear to possess significance in the area of commerce. This resource does not possess characteristics of an important event that made a significant contribution to the broad patterns of the commercial development of the surrounding community. The Goetz Building has housed various enterprises since its construction in 1958. Because of the numbers of businesses that have occupied the structure, there is no indication that this resource is associated with a unique or vital commercial component of the community’s commercial development. Furthermore, this was not the first or only commercial business constructed in this area. Therefore, the Goetz Building is considered not eligible for inclusion in the National Register under Criterion A.

The Goetz Building was evaluated under Criterion C and does appear to possess a local level of significance in the area of architecture. This resource reflects the simple geometric forms typical of the International architectural style of the 1950s. This style is minimalist in nature and stresses functionalism. The International stylistic elements are reflected in simple geometric massing of the structure, the geometric detailing created by the windows and the panels, and the honeycomb motif in the second story windows. The Goetz Building further illustrates the defining features found in architecture during the 1950s in the south. It is set back on the parcel, has fixed windows with operable windows for ventilation below and has red brick veneer. It further exemplifies a 1950s structure by using large windows and glass doors to integrate inside and outside spaces. Therefore, the Goetz Building is eligible for listing under Criterion C.

Integrity: The Goetz Building has been determined to possess integrity in the areas of location, setting, association, design, materials, feeling and workmanship. This resource has retained integrity in the area of location because it remains on its original site of construction. The historic physical environment of this resource has not been altered by non-historic intrusions; therefore, it has retained integrity in the area of setting. This resource has retained integrity in the area of association because it is still being used as it was originally intended, for professional office space. The historic massing and footprint remain unaltered therefore this resource retains design integrity. There have been no material alterations; therefore, this resource retains materials integrity. The resource retains integrity of feeling because it evokes an aesthetic sense
of time and place as a circa 1958 commercial property. Evidence of the builders’ labor and skill are reflected in the intact materials and design. Therefore, this resource has retained integrity in the area of workmanship.

**Proposed Boundary (Justification and Description):** The proposed National Register boundary of the Goetz Building corresponds to the legal property boundary, 17 005700040341 and contains 1.36 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the structure and the immediate surrounds.

The Goetz property does not extend to Monroe Drive, therefore there is no right-of-way adjacent to this structure. The northern boundary of this resource extends to the northern parcel line. It is located approximately 82 feet from Buford Highway.

**UTM Coordinates:** 7.5 Minute Series Topographic Map. Northwest Atlanta Quadrangle Zone 16 742910Easting 3743774Northing.

**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:

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**Photo #1**  Eastern elevation of the Goetz Building (T31) looking northwest.

**Photo #2**  Detail of the Goetz Building (T31) looking west.
Photo #3  Eastern elevation of the Goetz Building (T31) looking northwest.

Photo #4  Northern elevation of the Goetz Building (T31) looking south.
Photo #5  Western elevation of the Goetz Building (T31) looking south.

Photo #6  Western elevation of the Goetz Building (T31) looking north.
Photo #7  Southern elevation of the Goetz Building (T31) looking north.

Photo #8  Detail of door on the southern elevation of the Goetz Building (T31).
Photo #9  Detail of windows on the eastern elevation of the Goetz Building (T31).

Photo #10  Looking east towards Monroe Drive from the Goetz Building (T31).
Photo #11 Setting of the Goetz Building (T31) looking north towards I-85.

Photo #12 Setting of the Goetz Building (T31) looking south towards non-historic apartment buildings.
Photo #13 Right of way of the Goetz Building (T31) along Monroe Drive looking north.

Photo #14 Right of way of the Goetz Building (T31) along Monroe Drive looking south.
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 20th 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-20th 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-20th 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:

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Bibliography
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.
PROPOSED NATIONAL REGISTER BOUNDARY
ARMOUR DRIVE HISTORIC DISTRICT (THD-1)
I-85/SR 400
P.I.# 762380
FULTON & DEKALB COUNTIES

LEGEND

PROPOSED BOUNDARY
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-20th 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.

Sincerely,

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

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: [Signature]  DATE: 11/20/09

David Crass, Deputy SHPO

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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 though 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 Oglesby (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.
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 it 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 discontiguous 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
SEABOARD AIR LINE (SAL)
Georgia, Carolina, & Northern System Feature Inventory Form

Legend
National Register Assessment:
- Precise location, CONTRIBUTING
- Precise location, Non-contributing
- Indeterminate location
- Depot, CONTRIBUTING
- Depot, Non-contributing

Sources: Esri, DeLorme, USGS, NPS, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community. Content may not reflect National Geographic’s current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, i-crop, Inc.

GCAN: Resource Location Map

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GEORGIA’S RAILROADS, 1833-2015: Historic Context and Statewide Survey

SEABOARD AIR LINE (SAL)
Georgia, Carolina & Northern System Feature Inventory Form

GCAN: Lenox Road crossing, Atlanta

GCAN: Emory University depot, Decatur

GCAN: Old Briarcliff Way, Decatur

GCAN: SAL Belt Railroad junction, Decatur
SEABOARD AIR LINE (SAL)
Georgia, Carolina & Northern System Feature Inventory Form

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

GCAN: Tucker depot, DeKalb County

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

GCAN: Main Street crossing, Tucker
GCAN: Lawrenceville Highway bridge, Tucker

GCAN: North Clayton Street crossing, Lawrenceville

GCAN: Lawrenceville depot

GCAN: Second Avenue, Dacula, Gwinnett County
GCAN: Former Apalachee River bridge pier, Dacula

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

GCAN: Along Fourth Avenue, Auburn, Barrow County

GCAN: US 29, Winder
GCAN: Winder depot

GCAN: North Burson Avenue crossing, Bogart

GCAN: Athens depot

GCAN: Statham depot at Jefferson Street crossing, Barrow County
GCAN: College Avenue overpass, Athens

GCAN: Colbert depot, Madison County

GCAN: Old Elberton Road crossing, Hull, Madison County

GCAN: South Fork Broad River, Comer, Madison County
GEORGIA’S RAILROADS, 1833-2015: Historic Context and Statewide Survey

GEORGIA’S RAILROADS, 1833-2015: Historic Context and Statewide Survey

SEABOARD AIR LINE (SAL)
Georgia, Carolina & Northern System Feature Inventory Form

GCAN: Relocated Comer depot

GCAN: SR 72 overpass, Oglesby, Elbert County

GCAN: Elberton depot

GCAN: North Oliver Street crossing, Elberton
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 Railroad. 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 Laurensville Branch, which ran southwest from the ACAL mainline at Suwanee to Laurensville, 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.
ACAL: Ralph McGill Boulevard, Atlanta

ACAL: Piedmont Road, Atlanta

ACAL: Park Drive bridge, Atlanta

ACAL: Montgomery Ferry Road, 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: Flowery Branch depot, Gwinnett County

ACAL: Along West Shadburn Avenue, Buford, Hall County

ACAL: Main Street at Railroad Avenue, Flowery Branch
ACAL: Allen Street, Oakwood, Hall County

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

ACAL: Gainesville depot

ACAL: Main Street, Lula, Hall County
ACAL: Non-historic, reconstructed Lula depot

ACAL: Gainesville Highway, Alto vicinity, Habersham County

ACAL: Homer Road, Lula

ACAL: Baldwin Yard, Habersham County
ACAL: Cornelia depot, Habersham County

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

ACAL: Downtown Cornelia at depot

ACAL: From Seventh Street bridge, Mt. Airy
ACAL: SR 365 crossing, Toccoa

ACAL: Elberton branch, Martin depot, Stephens County

ACAL: SR 17 at SR 145, Toccoa

ACAL: Lavonia depot, Franklin County
ACAL: East Main Street, Lavonia

ACAL: Along Blackmon Road, Bowersville vicinity, Hart County

ACAL: Ridgeview Road crossing, Bowersville vicinity, Hart County

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

ACAL: Royston depot, Franklin County

ACAL: Depot Street crossing, Canon, 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
Serial #: 121-0110-0

County: FULTON Municipality: ATLANTA

Serial #: 121-0110-0

GDOT District 7 Owner: STATE

Location: IN N ATLANTA

Bridge Name: MODERATE

UTM: 16 757961 3708646

Facility Carried: PIEDMONT ROAD

Feature Intersected: CSX RR

Type: STRINGER Design:

Material: STEEL

Length: 98 Width: 81.5 # Lanes: 6

Railing Type: TUBULAR RAILINGS

Date of Construction: 1960 Alteration: Source: GDOT BRIDGE INSPECTION FILE

Designer/Builder: STATE HWY DEPT BRIDGE DEPT

Current National Register Status of Bridge: Not Previously Evaluated

Local, Determined Eligible, or NR Historic District/Status:

Inventory NR Recommendation: Not Eligible

Setting/Context:
The overpass carries a striped 6-lane city street and sidewalks over a single railroad track in urban Atlanta.

Physical Description:
The 3 span, 98'-long steel stringer bridge is supported on concrete column bents and abutments. It has cantilevered deck sections and is finished with tubular hand rails.

Summary of Significance:
The steel stringer bridge built in 1960 by the state highway department has no innovative or distinctive details. Steel stringer bridges were favored for their economies of initial cost, construction and maintenance, and they dominated pre-1966 bridge construction in the state and nation. This example is typical of the hundreds of nearly identical replacement stringer bridges built by the state highway department from the 1920s to 1966 as part of their improvement of the state highway system. The bridge is not technologically significant. Over 2,000 1910s to 1966 steel stringer bridges remain.

Bibliography:
GADOT. Bridge Inspection File & Plans.
Serial #: 121-0110-0  County: FULTON  District: 7  City: ATLANTA

Reviewed By/ Date: MEM
Notes/Comments:

NO ATTACHMENT  NO ATTACHMENT  NO ATTACHMENT  NO ATTACHMENT

NO ATTACHMENT  NO ATTACHMENT  NO ATTACHMENT  NO ATTACHMENT
County: FULTON  Municipality: ATLANTA  GDOT District 7  Owner: STATE

Location: IN N ATLANTA

Bridge Name:  UTM: 16 757961 3708646
Facility Carried: SR 13
Feature Intersected: SOUTHERN RR/PEACHTREE CK
Type: STRINGER  Design: 
Material: STEEL  # Spans: 11  Length: 613  Width: 84.7  # Lanes: 4
Railing Type: 
Date of Construction: 1954  Alteration: 1985  Source: GDOT BRIDGE INSPECTION FILE
Designer/Builder: STATE HWY DEPT BRIDGE DEPT

Current National Register Status of Bridge: Not Eligible. 1993 Agreement
Local, Determined Eligible, or NR Historic District/Status:

Inventory NR Recommendation: Not Eligible

Setting/Context:

Physical Description:

Summary of Significance:
The stringer bridge originally placed in 1954 with a width of about 85' has been significantly widened when it was designated I-85. It now has the appearance of a modern bridge, and it does not maintain the aspects of integrity. It is not historically or technologically significant. The altered bridge was determined not eligible as part of a 1993 interagency agreement.

Bibliography:
GADOT. Bridge Inspection File & Plans.

Reviewed By/ Date: MEM

Notes/Comments:
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Page 2 of 2
Serial #: 121-0487-0

County: FULTON  Municipality: ATLANTA  GDOT District 7  Owner: RAILROAD

Location: IN N ATLANTA

Bridge Name:  

Facility Carried: SOUTHERN RR

Feature Intersected:  SR 13/I-85

Type: STRINGER  Design:  

Material: STEEL  

Railing Type: TUBULAR RAILINGS  

Date of Construction: 1963  Alteration:  

Source: GDOT BRIDGE INSPECTION FILE  

Designer/Builder: 

Current National Register Status of Bridge: Not Eligible. Interstate Exempt

Local, Determined Eligible, or NR Historic District/Status: 

Inventory NR Recommendation: Not Eligible

Setting/Context:
The old bridge card says that this is Southern RR over I-85. Is SR 13 old interstate? It carries a railroad over a median divided, limited access highway in a wooded setting. This is something of a misnomer, as this part of SR 13 (Buford Highway) runs concurrent with I-85; therefore, this is an interstate highway and thus covered by the exemption. DOT refers to it as SR 13.

Physical Description:
The 4 span, 149'-long steel stringer bridge is supported on concrete column bents and abutments. The beams are closely spaced to accommodate railroad loading. The tubular handrails are typical of the period.

Summary of Significance:
The steel stringer bridge dated to 1963 has no innovative or distinctive details. It is a later and typical example of the approximately 2,000 steel stringer bridges in the state dating from the 1910s, when they were introduced, to 1966. Steel stringer bridges were favored for their economies of initial cost, construction and maintenance, and they dominated pre-1966 bridge construction in the state and nation. The bridge is not historically or technologically significant. The highway may originally have been I-85, which was later built on a new alignment.

Bibliography:
GADOT. Bridge Inspection File & Plans.
Serial #: 121-0487-0  County: FULTON  District: 7  City: ATLANTA

Reviewed By/ Date: MEM

Notes/Comments:

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Page 2 of 2
Serial #: 121-0488-0

County: FULTON  Municipality: ATLANTA  GDOT District: 7  Owner: RAILROAD

Location: IN N ATLANTA

Bridge Name: UTM: 16 757961 3708646

Facility Carried: SOUTHERN RR

Feature Intersected: SR 13/I-85

Type: STRINGER  Design:

Material: STEEL  # Spans: Length: 164  Width: 

Railing Type: STANDARD CONCRETE 2 RAIL HIGH

Date of Construction: 1954  Alteration: Source: GDOT BRIDGE INSPECTION FILE

Designer/Builder:

Current National Register Status of Bridge: Not Eligible. Interstate Exempt

Local, Determined Eligible, or NR Historic District/Status:

Inventory NR Recommendation: Not Eligible

Setting/Context:
This is something of a misnomer, as this part of SR 13 (Buford Highway) runs concurrent with I-85; therefore, this is an interstate highway and thus covered by the exemption. DOT refers to it as SR 13.

Physical Description:

Summary of Significance:

Bibliography:
GADOT. Bridge Inspection File & Plans.

Reviewed By/ Date: MEM

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Serial #: 121-0507-0

County: FULTON  Municipality: ATLANTA  GDOT District 7  Owner: RAILROAD

Location: IN ATLANTA

Bridge Name:  

Facility Carried: SOUTHERN RR (717914H)

Feature Intersected: M-9215 (LINDBERGH DRIVE)

Type: STRINGER  Design:

Material: STEEL  # Spans:  

Length: 55  Width:  

# Lanes:  

Railing Type: NONE

Date of Construction: 1928  Alteration: 1987  Source: GDOT BRIDGE INSPECTION FILE

Designer/Builder: 

Current National Register Status of Bridge: Not Eligible. Atlanta Railroad Bridge and Viaduct Study. 1995

Local, Determined Eligible, or NR Historic District/Status:

Atlanta Railroad Bridge and Viaduct Study. 1995

Inventory NR Recommendation: Not Eligible

Setting/Context:
The bridge carries a railroad over a striped 3-lane city street in an suburban setting with scattered houses and office buildings.

Physical Description:
The 3-span overpass has built up stringers with lateral bracing for 35' long main span and rolled beams for the shorter approach spans, which are supported on concrete abutments and built up column curb columns. The bridge is finished with an open deck.

Summary of Significance:
The bridge was determined not eligible as part of the Atlanta viaduct study. The railroad overpass with its built up stringer, deck-girder like, main span, built up curb columns, and open deck represents an extremely common overpass type and design that is common throughout metropolitan areas. This one was reportedly placed in 1928 and rebuilt in 1987.

Bibliography:
GADOT. Bridge Inspection File & Plans.
GEORGIA DEPARTMENT OF TRANSPORTATION
HISTORIC BRIDGE INVENTORY REPORT

Serial #: 121-0507-0  County: FULTON  District: 7  City: ATLANTA

Reviewed By/ Date: MEM

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**Location:** IN ATLANTA, NEAR MARTA SHOPS

**Bridge Name:** NORFOLK SOUTHERN RR

**Facility Carried:** NORFOLK SOUTHERN RR

**Feature Intersected:** CR 519 (ARMOUR DRIVE)

**Type:** STRINGER

**Material:** STEEL

**Design:**

- **Length:** 36
- **Width:**
- **# Spans:**

**Railing Type:** PIPE RAILINGS

**Date of Construction:** 1938

**Alteration:** UNK

**Source:** GDOT BRIDGE INSPECTION FILE

**Designer/Builder:**

**Current National Register Status of Bridge:** Eligible. Atlanta RR Bridges & Viaducts, 1996

**Local, Determined Eligible, or NR Historic District/Status:**

Atlanta RR Bridges & Viaducts, 1996. Evaluated eligible as a "common example of this type." GDOT/SHPO agree that all bridges associated with active rail lines are eligible. The railroad is considered a linear historic district.

**Inventory NR Recommendation:** Eligible

**Setting/Context:**

The bridge carries three tracks of the Norfolk Southern Railroad over a two-lane road in a modern industrial park setting west of I-85. To the east of the railroad are tracks of Marta, including a Marta overpass. The Marta shops are to the northeast.

The rail line is the former Southern Railway's main line entering the city from the northeast. This line was established in the early 1870s under the Atlanta & Richmond Air Line Railway name, which was eventually incorporated into the Southern system as the most significant, heavily trafficked line from the upper South into Atlanta.

**Physical Description:**

The 1 span, 36'-long, rolled steel stringer bridge has welded pipe railings (ca. 1960), concrete deck with cantilevered section, beams with riveted stiffeners at the ends, concrete diaphragms, and is supported on concrete abutments that have been repaired with concrete (ca. 1980).

**Summary of Significance:**

The steel stringer bridge is listed in BMS with a year built of 1938, which may be correct for the beams, but the railings (by evidence of welding) and the concrete deck and substructure (by evidence of condition/repairs) are either heavily altered or were replaced at a later date. The bridge has lost integrity of original design and has the feel and appearance of a bridge that dates to the 1960s or 1970s. The steel stringer is the most common bridge type in...
Georgia with more than 2,000 examples dating from the 1910s to 1960s. This example has no unusual or noteworthy features or details. It is a later improvement to a busy rail line and does not have a significant association with the historical development of the main line. GDOT/SHPO agree that all bridges associated with active rail lines are eligible. The railroad is considered a linear historic district.

Bibliography:
GADOT. Bridge Inspection File & Plans.
APPENDIX D

PROPERTY INFORMATION FORMS

FOR

PREVIOUSLY IDENTIFIED RESOURCES

PRESENTED FOR SHPO CONCURRENCE
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 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 tails 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
TOPOGRAPHIC MAP OF PEACHTREE HILLS HISTORIC DISTRICT
(Surveyed 1928)
Atlanta BeltLine Northeast Quadrant

Source: City of Atlanta and Vicinity
1930 Topographic Map

Not to Scale
PLAT OF BIRCH WOOD UNIT III (1955)
PEACHTREE HILLS HISTORIC DISTRICT
Atlanta BeltLine Northeast Quadrant

Source: Fulton County 1955
Subdivision Plat Map
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 on 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.
PROPOSED NATIONAL REGISTER BOUNDARY FOR THE PEACHTREE HILLS HISTORIC DISTRICT
(RESOURCE #3)
Atlanta BeltLine Northeast Quadrant

Not to Scale
PROPERTY INFORMATION FORM

**Property Identification:** Resource #4 is identified as such 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 located at 308 Peachtree Hills Avenue on the north side of the road east of its intersection with Peachtree Hills Circle in Atlanta, Fulton County (refer to Figure 3A).

**Date(s) of Development:** Resource #4 is a neighborhood park. According to a City of Atlanta official, Resource #4 dates to 1952. A two-story addition was added to the front elevation of the recreation center associated with the resource in 2002. In 2006, landscape plans were designed for the park to include tennis courts, a playground and baseball field. According to aerial photography, the field assessment, and the design plans, these additions do not appear to be historic.

**Description:** Resource #4 is a neighborhood park. A gable-roofed recreation center/gymnasium is associated with the resource. The recreation center has a combination of running bond brick and metal panel siding materials, fixed nine-light windows on its west elevation, two-pane windows along the roofline, and metal doors. A two-story addition with matching brick cladding and metal siding has been added to the front elevation of the recreation center. A multi-use field is associated with the resource. Non-historic tennis courts, a playground, ball ground, and a picnic shelter have been added to the resource (see attached Photographs #1 - #12).

The setting along Peachtree Hills Avenue consists of mid to late 20th century residential and commercial development. The immediate setting of the resource consists of the park.

**National Register Recommendation:** The property is considered **Not Eligible** for inclusion in the National Register of Historic Places.

**National Register Criteria and Level of Significance:** Resource #4 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 or deed research on 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.
Resource #4 was evaluated under Criterion A and does not appear to possess a local level of significance in the areas of recreation or landscape architecture. There is no indication that this neighborhood park is unique or distinctive among the many neighborhood parks of Atlanta. In addition, the park has been upgraded recently with the addition of non-historic tennis courts, a playground, and ball field that has altered the original design. For these reasons, the property is considered not eligible for inclusion in the National Register under Criterion A in the areas of recreation or landscape architecture.

Resource #4 was evaluated under Criterion C and does not appear to possess significance in the area of architecture. The only building within the park is the recreational center. The building represents a not identified by the GASHPO as being significant in Georgia’s architectural history. Due to a non-historic, two-story addition to the front elevation, the building does not retain integrity and can no longer convey significance in the area of architecture. Therefore, the property as a whole is not considered eligible for inclusion in the National Register under Criterion C in the area of architecture.

**Integrity:** Resource #4 has been determined to possess integrity in the area of location since it is located in its original location and has not been moved. Due to modern development in the area, the resource does not possess integrity of setting. Resource #4 has been determined not to possess integrity in the areas of design, materials, workmanship, feeling, or association. Due to a two-story addition being added to the front elevation of the recreation center and the implementation of a landscape plan in 2006 that incorporated tennis courts, a playground, ball field and picnic shelter, the resource has diminished integrity in the areas of design, materials, workmanship, feeling, and association.

**Proposed Boundary (Justification and Description):** N/A

**UTM Coordinates:** 7.5 Minute Series Topographic Map
Northwest Atlanta Quadrangle Zone 16
Easting 742777 Northing 3745101

**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:

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Photograph #1 - View of front elevation of recreation center of Resource #4 facing northwest.

Photograph #2 - View of east elevation of recreation center of Resource #4 facing northwest.
Photograph #3 - View of east elevation of recreation center of Resource #4 facing northwest.

Photograph #4 - View of front elevation of recreation center of Resource #4 facing northeast.
Photograph #5 - View of west elevation of recreation center of Resource #4 facing northeast.

Photograph #6 - View of west elevation of recreation center of Resource #4 facing southeast.
Photograph #7 - View of rear elevation of recreation center of Resource #4 facing southeast.

Photograph #8 - View of east elevation of recreation center of Resource #4 facing southwest.
Photograph #9 - View of foot bridge in Resource #4 facing northeast.

Photograph #10 - View of field associated with Resource #4 facing northeast.
Photograph #11 - View of non-historic tennis courts associated with Resource #4 facing southeast.

Photograph #12 - View of non-historic playground and shelter associated with Resource #4 facing south.