APPENDIX D

HISTORIC RESOURCES REPORTS (DOE AND AOE)

Historic Resources
Assessment of Effects
Fulton County

Metropolitan Atlanta Rapid Transit Authority (MARTA)
Five Points Transformation

HP # 230328-006

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This document has been produced for use in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments.

Introduction

The Metropolitan Atlanta Rapid Transit Authority's (MARTA) Five Points station is the heart of MARTA's regional heavy rail system, located in south downtown Atlanta and connecting all four of the system's rail lines. Serving more than 60,000 patrons each day, Five Points station is used by more than 17 percent of all MARTA patrons and provides connections to more than 120,000 jobs within a mile of the station – approximately 25 percent of all jobs within the City of Atlanta. In partnership with the City of Atlanta, MARTA proposes to demolish the existing canopy, construct a new station canopy, and redesign the plaza the MARTA Five Points station. Collectively referred to as the MARTA Five Points Transformation project, the project envisions a modernized Five Points station through the reconstruction of the plaza area and the demolition of the station canopy within the same geographic footprint.

This document complies with Section 106 of the National Historic Preservation Act (NHPA) requiring identification of historic properties listed or eligible to be listed in the National Register of Historic Places (NRHP) within the project's Area of Potential Effects (APE). The APE consisted of the Five Points Station and immediately adjacent properties and included viewshed considerations.

Nine properties were surveyed in the APE. Of those, one district within the project's APE is currently listed on the NRHP: Underground Atlanta Historic District. During the survey, four properties were determined or previously determined to be eligible for listing on the NRHP: Five Points Station (Resource 1), Atlanta Constitution Building (Resource 2), Rich's Department Store (Resource 4), and First National Bank Building (Resource 8). Resources 3, 5, 6 and 7 were determined to be not eligible.

The potential effects of the project were identified and documented for all listed or eligible properties. After analyzing the potential effects of the project on all resources, we recommend a finding of Adverse Effect to the Five Points Station.

For the remaining properties, the project will not introduce physical elements to the historic properties and no adverse visual effects would result to the eligible properties due to their respective viewsheds having already been compromised by extensive non-historic development. After analyzing the potential effects of the project on these resources, we find that there are No Effects to the listed, eligible, and previously determined eligible resources Underground Atlanta Historic District, Atlanta Constitution Building, Rich's Department Store, and First National Bank Building.

Project Description

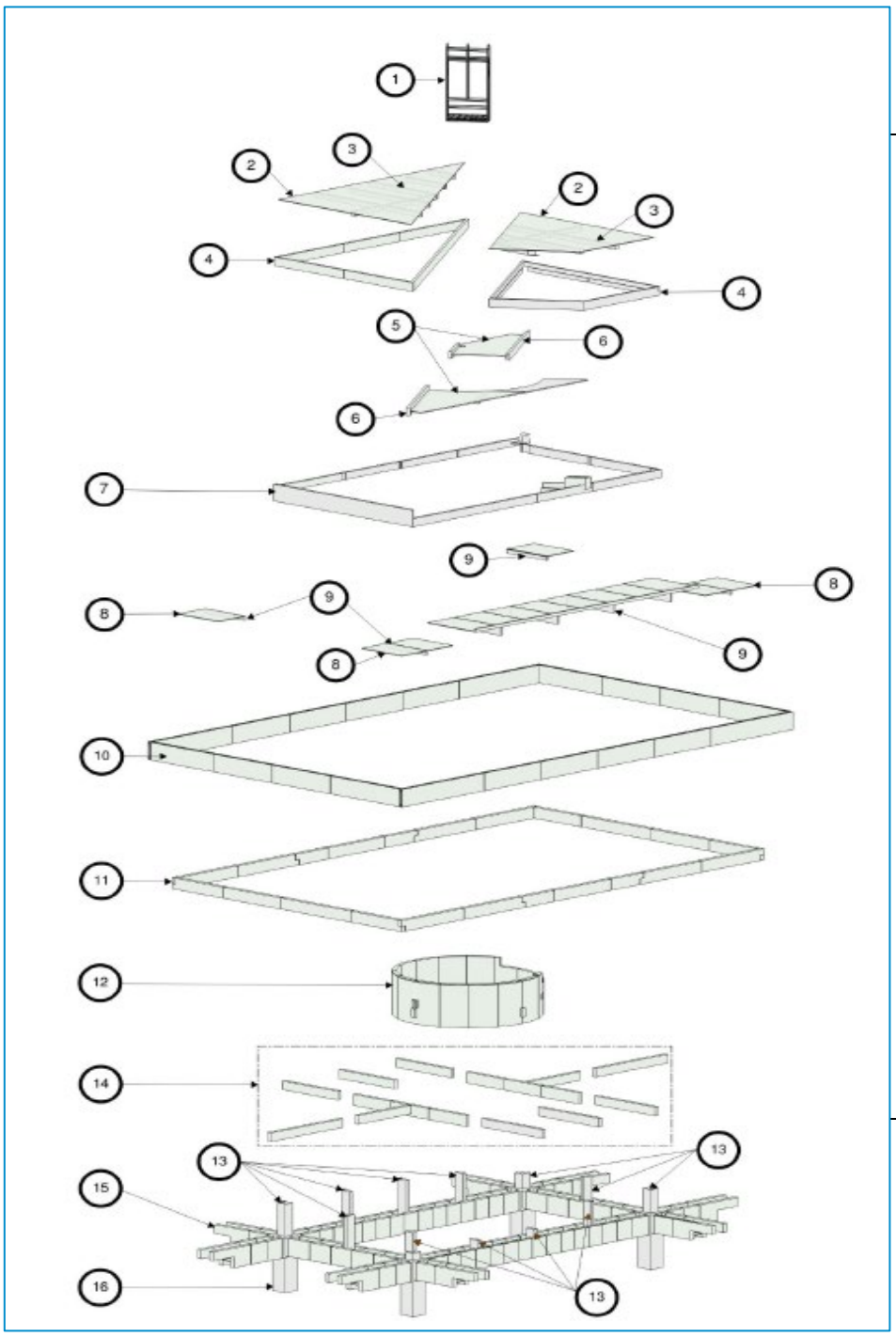
Overview

The Five Points Transformation project will demolish the existing station canopy, construct a new canopy, and redesign the plaza area entirely within the same geographic footprint of the existing plaza (Figures 1-7). The Five Points Station Transformation proposes to improve and modernize the station by opening the plaza slab to maximize access to daylight and air at the concourse level (Figures 3-4). The Station Transformation scheme emphasizes visual and physical connections to create a safe, efficient, and spatially captivating station experience. Strengthening the east-west grain of the newly exposed concourse level between the Forsyth and Peachtree entrances provides direct sightlines to fare control while adjacent walls can be transformed to retail frontages and murals to add activity and color to the station concourse.

The plaza level emphasizes north-south pedestrian connections at Broad Street via two lightweight bridges. The redesign would demolish the existing concrete canopy and replace it with an arched timber roof canopy with integrated louvers, transparent skylights, and deep overhangs. The canopy structure would be supported by structural steel V-shaped columns that would rest on existing station columns, minimizing the canopy's impact on the base station structure. A concourse level would feature new station vendor areas and public art, while the plaza level would provide spaces for communal activities, greenspace, and additional displays of public art. Additional improvements include construction of bus loading areas designed in a "sawtooth" pattern along Alabama Street SW (bus only) and Forsyth Street SW. Construction of the sawtooths will require demolition and redesign of the existing curbs. Neither street will be widened as part of this project. Bus layover areas will be temporarily relocated during project construction.

The existing canopy structural system is comprised of a system of concrete beams in four levels ranging from twenty-eight feet to forty-eight feet above the station's plaza slab; and is two-hundred sixty-two feet, ten inches (262' 10") in the east-west direction and one-hundred and sixty-seven feet, two inches (167' 2") in the north-south direction. The canopy structure acts as a roof that covers the plaza level entrances and concourse level partially at the plaza slab opening. This entire roof system is supported on four, eight-foot by eight-foot reinforced concrete columns that are socketed into bedrock at the Station's foundation level below. These columns are supported at the top of the plaza slab level by steel bearing plates that weigh approximately ten tons. There are eight main, ten-foot (10') deep, post-tensioned girders that run between these columns that cantilever forty to fifty-three feet (53') past the concrete columns to support the remainder of the roof canopy framing and act as the lateral stability system of the structure. Overall, the concrete beams are precast, post-tensioned beams that are supported on other precast, post-tensioned beams. The one exception is the exterior concrete fascia beams, which run along the exterior of the canopy structure. These beams are not post-tensioned; they are reinforced with steel rebar and steel welded wire fabric. Per the structural engineering study, the canopy will be demolished in the reverse order of construction while carefully understanding the change of load path induced at each stage (as shown in Figure 1).

Figure 1. Canopy Demolition Process



1. Removal of solar sign structure
2. Removal of Level IV and III precast pretensioned planks
3. Removal of Level IV and III precast pretensioned secondary beams
4. Removal of Level IV and III precast pretensioned perimeter beams
5. Removal of Level II precast pretensioned planks
6. Removal of Level II precast pretensioned beams
7. Removal of Level II precast pretensioned perimeter beams
8. Removal of Level I precast pretensioned planks
9. Removal of Level I precast pretensioned secondary beams
10. Removal of Level I fascia girders
11. Removal of Level I precast post-tensioned perimeter beams
12. Removal of Drum
13. Demolition of cast-in-place concrete columns above Level I
14. Removal of precast post-tensioned beams
15. Segmental removal of main precast post-tensioned girders
16. Demolition of concrete columns to plaza level

Figure 2. Proposed Project Aerial Rendering

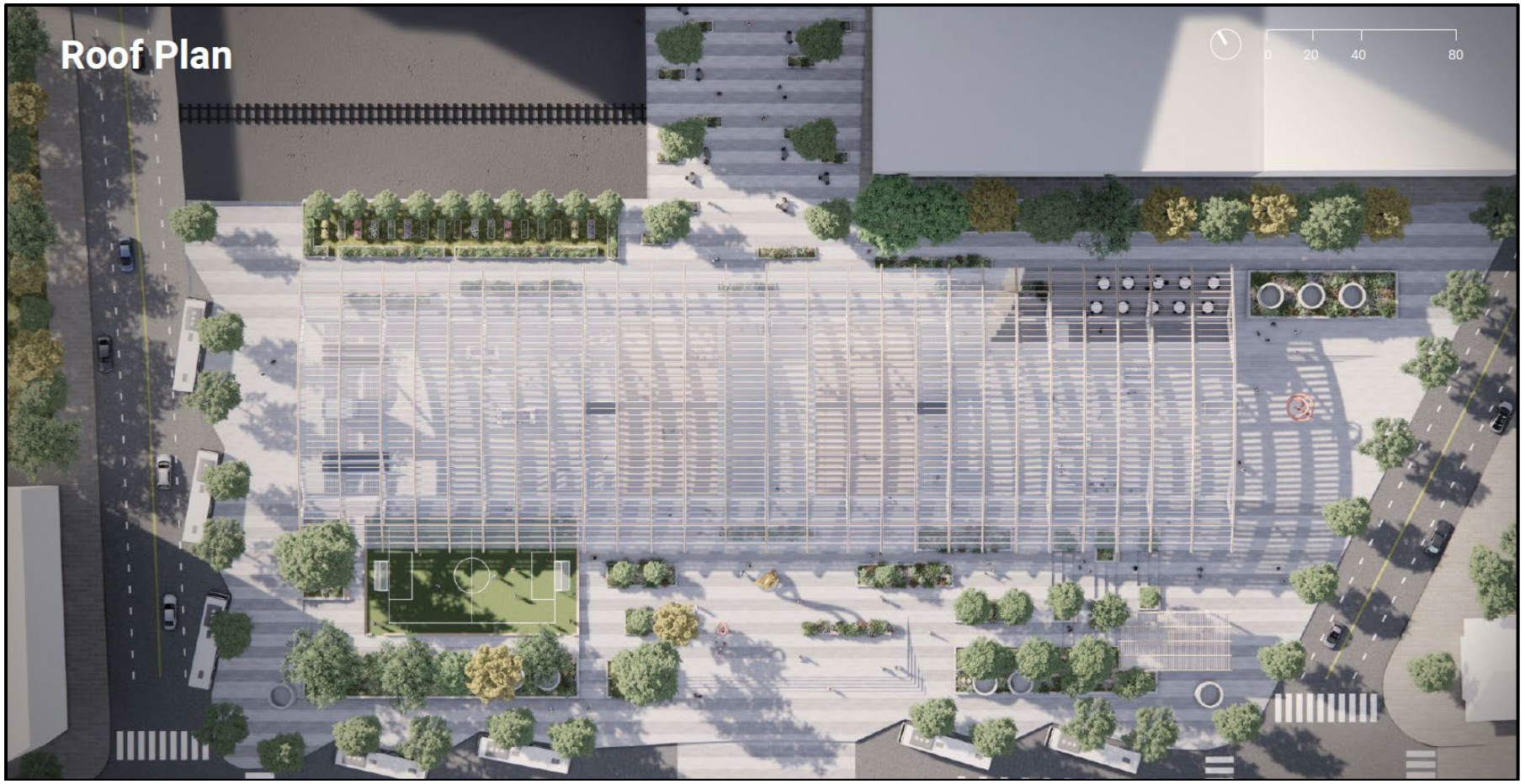


Figure 3. Proposed Project Aerial Rendering with Lifted Roof

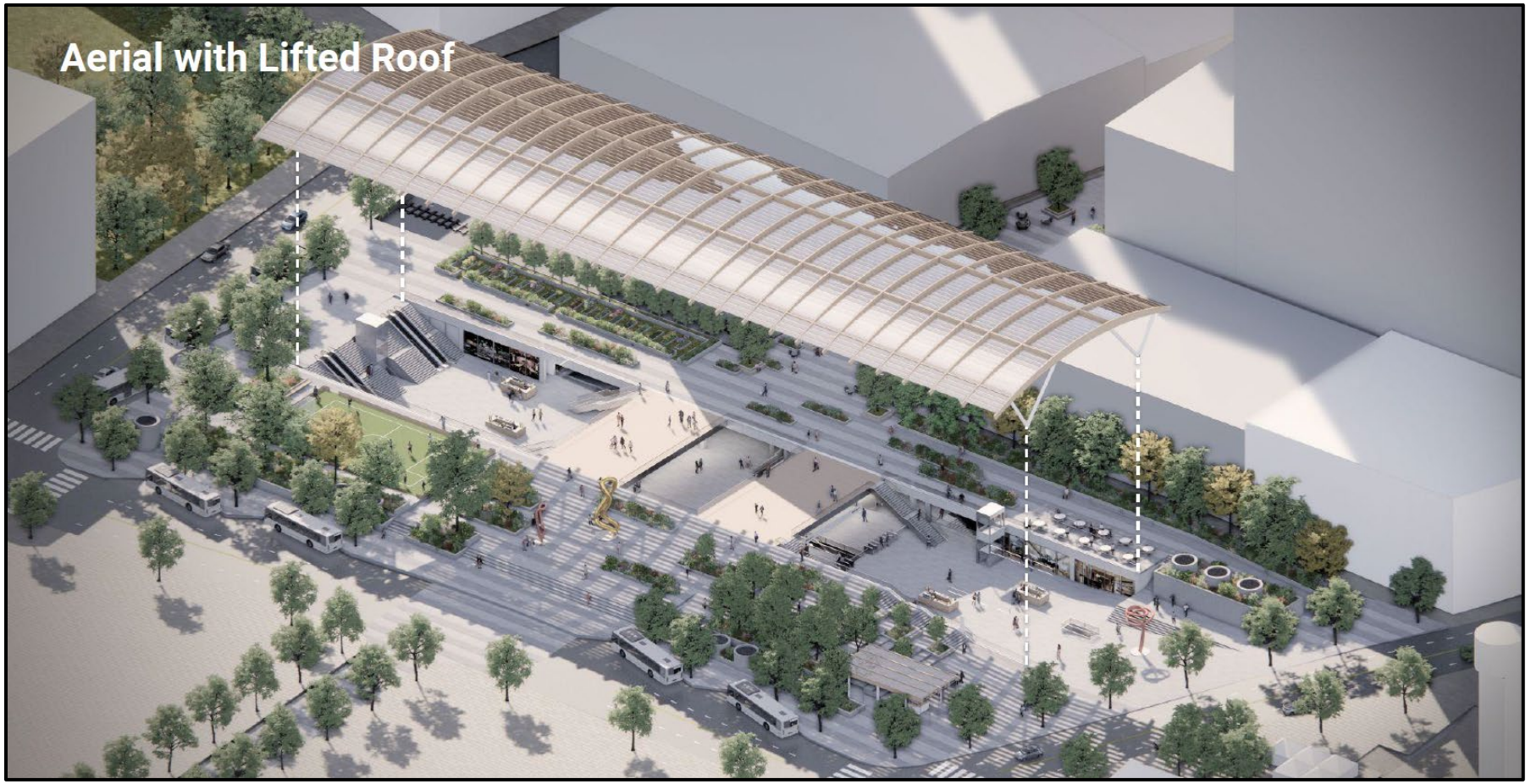


Figure 4. Proposed Project Plaza Reconfiguration

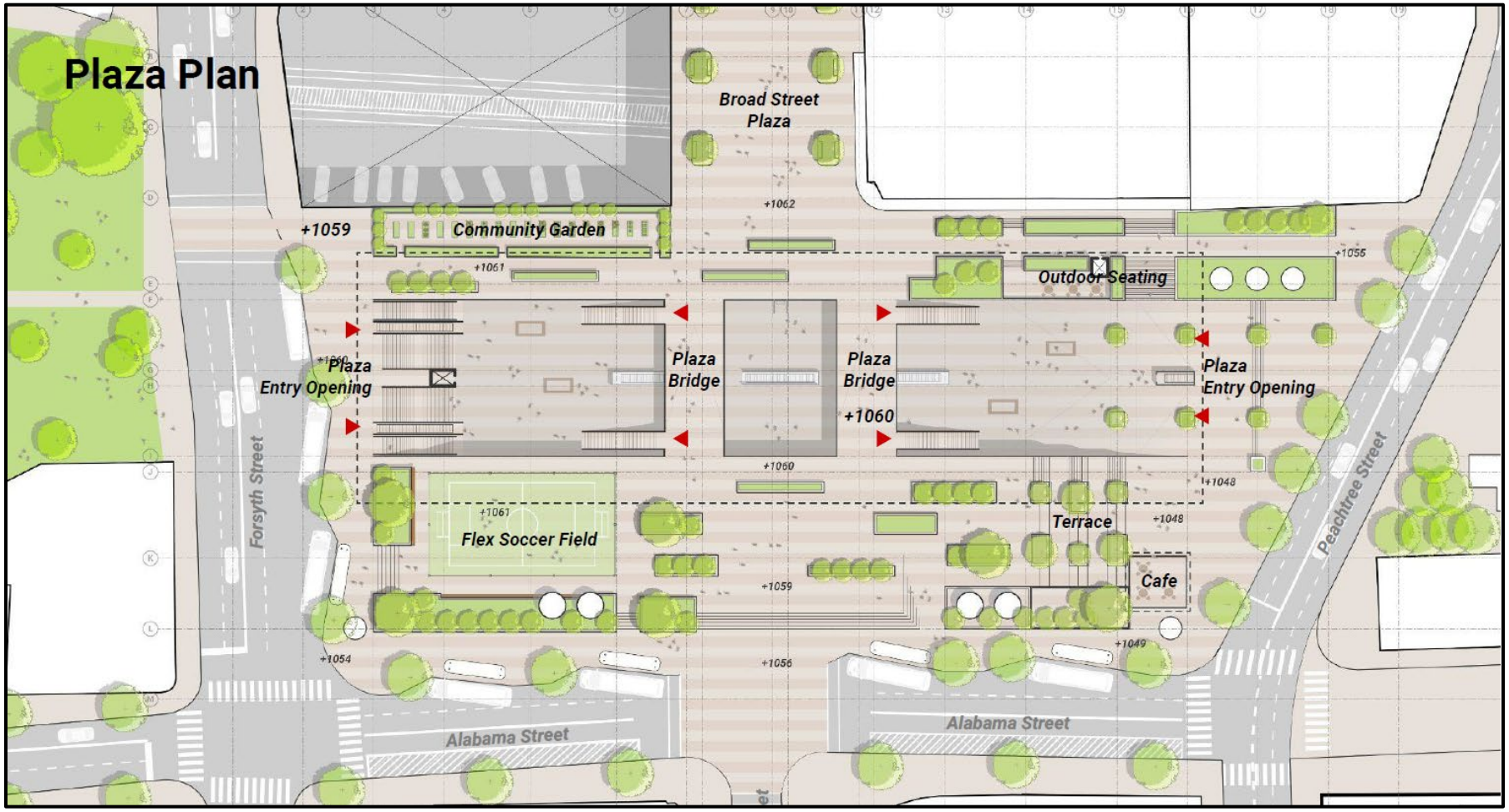


Figure 5. Proposed Project Bus Layout

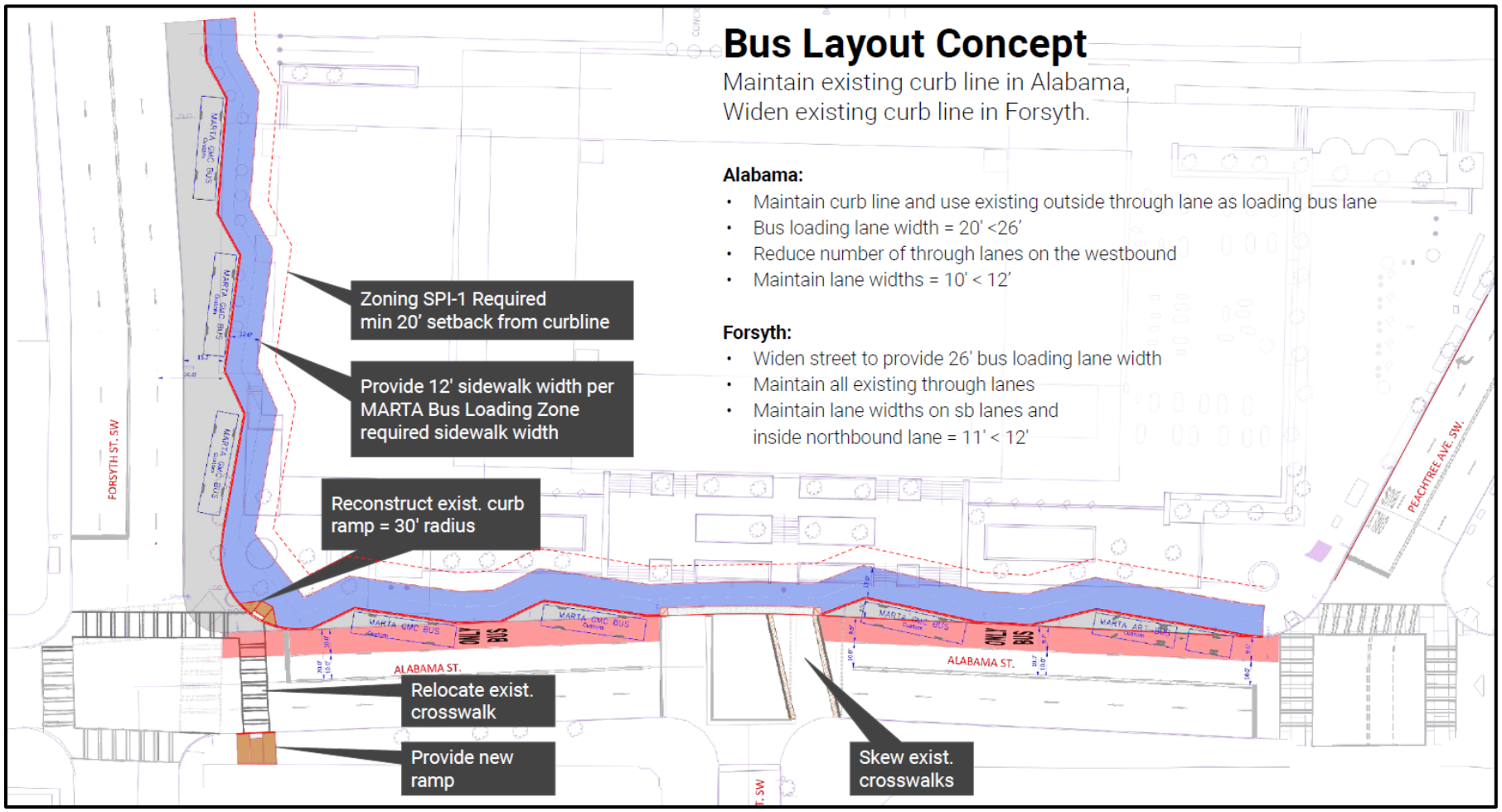


Figure 6. Existing Structure Demolition Plan

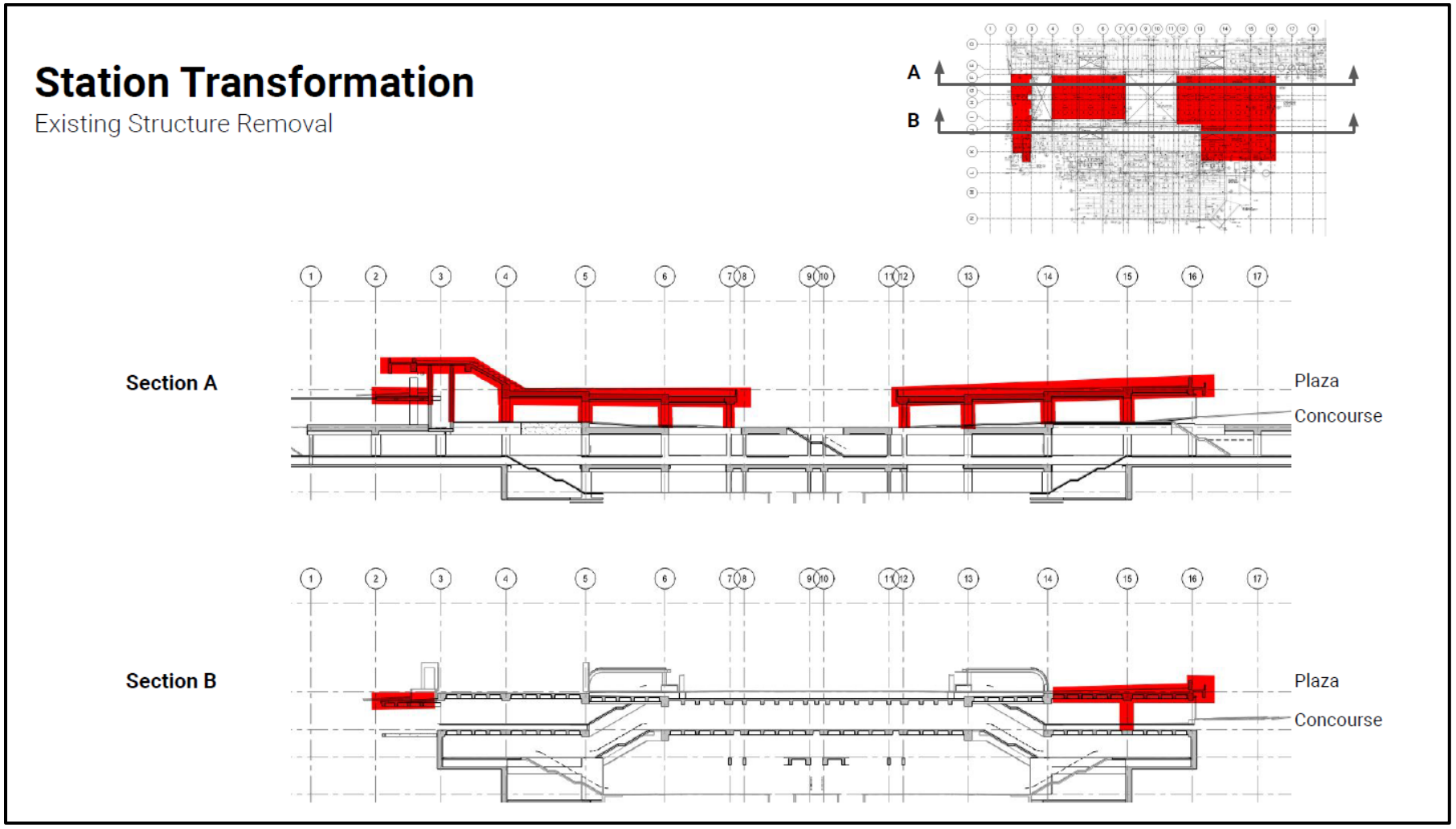
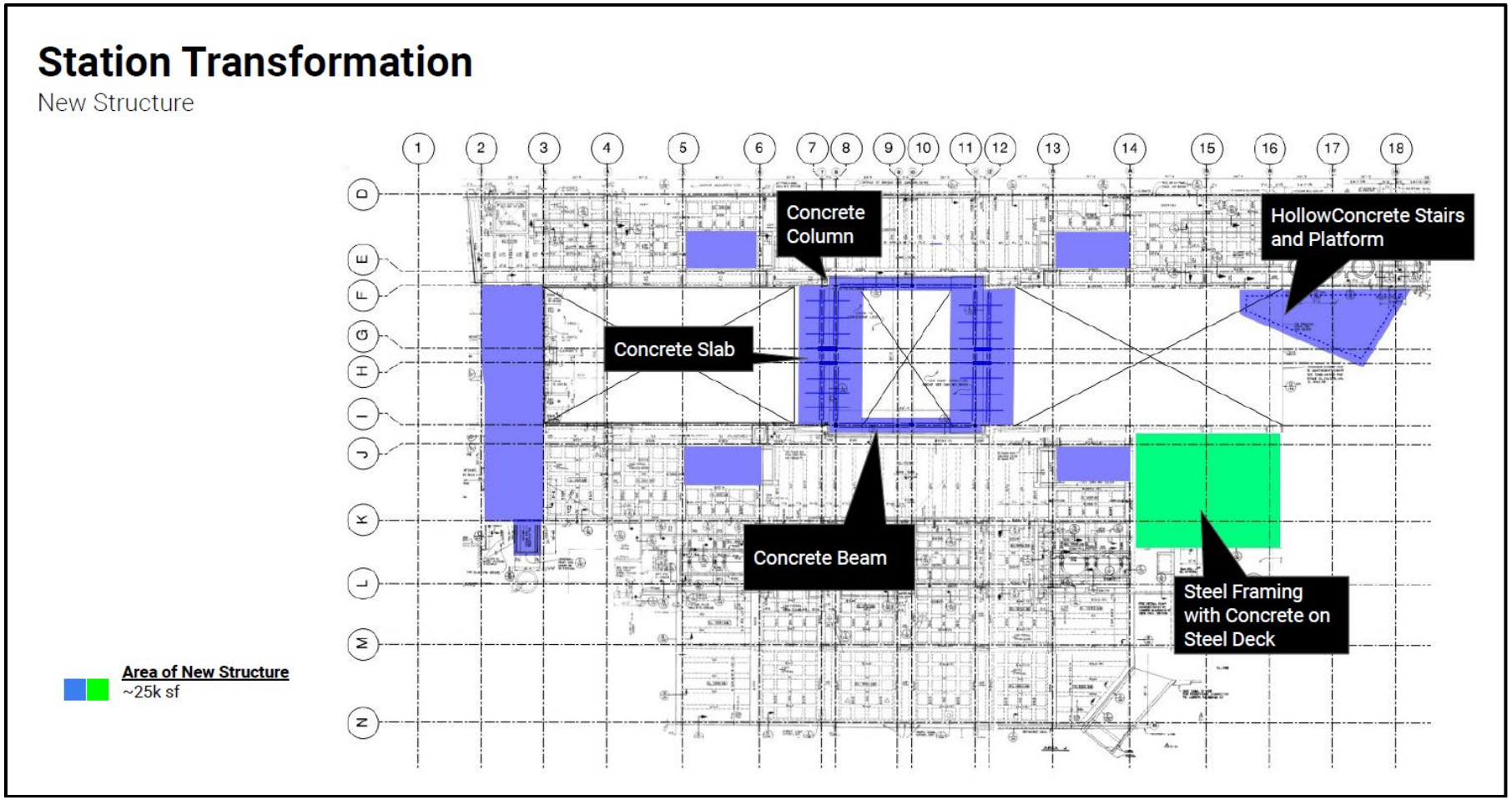


Figure 7. New Structure Plan



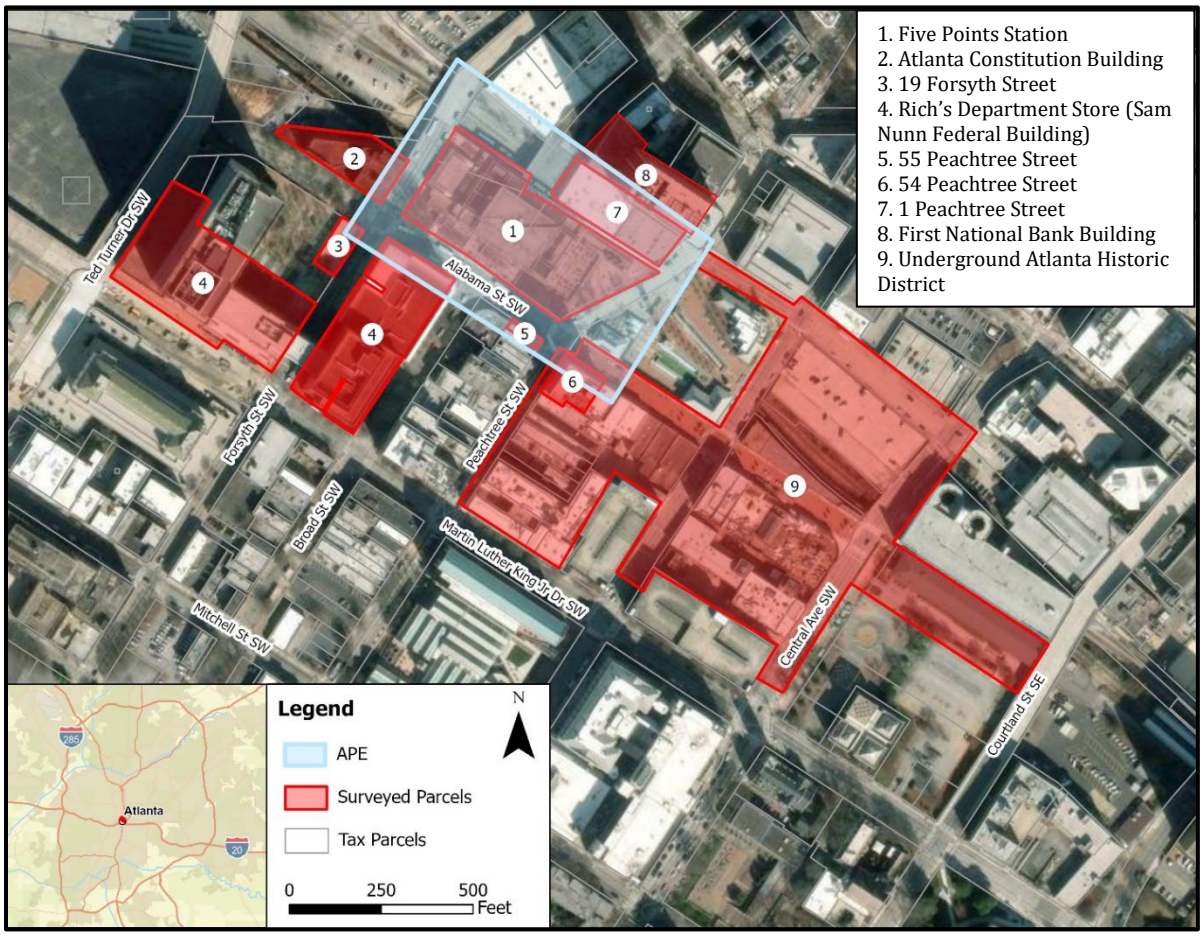
Area of Potential Effects (APE)

The APE, as defined in 36 CFR § 800.16(d), is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The APE consists of the area where the proposed project has the potential to cause effects on historic properties. FTA delineated the APE to reflect the nature, scale, and location of the project activities subject to consultation (see Figure 8). The survey report and assessment of effects covers structures of historic age in the APE. For the purposes of this project, historic age is 45 years or older (1978 or earlier as of this report in 2023). The surveyed areas consisted of the Five Points Station, immediately adjacent properties, and viewshed considerations.

The proposed project does not involve any ground-disturbing activities in previously undisturbed areas. To construct the bus sawtooths, ground disturbance would be limited to cuts into existing curb and pavement installation that would not exceed existing pavement depth. Therefore, there is no potential to affect archaeological resources and establishing an archaeological APE is not necessary.

Figure 8. Project APE and Resource Location Map



National Register of Historic Places (NRHP) Listed Properties within the Project APE

One property within the project's APE is listed on the National Register of Historic Places (NRHP): Atlanta Underground Historic District. Also identified in this report as Resource 9, the Atlanta Underground Historic District is bounded by Martin Luther King Jr. Drive, Central Avenue, Wall Street, and Peachtree Street and includes viaducts, the Zero Mile Post, and the Georgia Railway Freight Depot.

Five Points Past and Present

The project is located in downtown Atlanta, on the southern end of its central business district. The Five Points Station is the central transfer point for all lines within the MARTA rail system. The station is named for its location near the Five Points intersection, which derives its name from the convergence of Decatur Street, Marietta Street, Edgewood Avenue, and two legs of Peachtree Street (one leg was previously named Whitehall Street). Five Points has a long history of rail transportation that dates to the city's establishment. In 1836, the Georgia General Assembly authorized the construction of a railroad to Chattanooga, Tennessee, and in 1842, the southern terminus of the railroad was located in what is now part of Underground Atlanta. The town of Terminus developed around the railroad and its station. Terminus, briefly renamed Marthasville, was incorporated as Atlanta in 1847 with city limits defined as a one-mile radius from the zero milepost, located under the Central Avenue bridge, between Alabama and Wall Streets, adjacent to Underground Atlanta.

From Reconstruction until the 1970s, Five Points functioned as the heart of Atlanta's central business district. It boasted well-known department stores, including Rich's, and hotels to invite travelers to the area and those arriving at Terminal Station, Atlanta's largest train station, a few blocks west. Five Points' slow decline began in the 1920s as the Atlanta metropolitan area diversified and white residents moved to neighborhoods north of the city. Five Points further declined into the 1960s and 1970s due to continued urban sprawl and creation of newer commercial districts. Terminal Station was razed in 1972 and was eventually replaced by the Richard B. Russell Federal Building, constructed in 1979. Underground Atlanta, "one of the city's busiest nightspots" in its heyday, experienced a rapid and significant decline in the late 1970s due to MARTA construction that eliminated popular nightspots and retail spaces.[1] Many other buildings in the Five Points area were razed to accommodate the station's construction, contributing to the area's decline. Five Points remains an office and commercial area, with Georgia State University responsible for much of the neighborhood's recent revitalization due to its significant presence throughout downtown Atlanta.

Against this national backdrop, Atlanta was reaching its own conclusions that public transit was an important facet of the city's long-term growth. In 1962, the Metropolitan Atlanta Transit Study Commission released a report recommending a region-wide bus and rail system for the long-term benefit of the city. To contend with increasing traffic and the resulting congestion, the proposed system map served five counties within the metro Atlanta area and consisted of, "66 miles of dual-track, grade-separated, electrified rail line, with 42 stations."[2] Five Points Station, then referred to as

[1] Angelo Lewis, "City Applies for Grant to Save Ailing Underground Atlanta," *Atlanta Constitution* (Atlanta, GA), January 8, 1979.
[2] Metropolitan Atlanta Transit Study Commission, "A Plan and Program of Rapid Transit for the Atlanta Metropolitan Region," (December 1962), MARTA Collection, Georgia State University Library; pg 7. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/3882

Transit Center, was also described in the report: "[s]ituated in Atlanta's central business district, Transit Center is the hub of the system. This station will be the busiest in the system."[3] Further, the planned station's east-west tracks would "occupy the Gulch alongside the existing railroad tracks, and the north-south tracks are planned below these in subway [tunnels] beneath Broad Street."[4] While the system map incurred changes during preliminary design phases, the core of the system within the downtown area that was proposed in 1962 remained consistent throughout the project (see Photo 21). The report ended by stating:

> The total impact of all of these effects will determine the kind of area Metropolitan Atlanta will be. The greatest single question for the citizens to consider is whether the region is to grow with a strong, conveniently accessible central city, linked to outlying centers that will grow in importance around rapid transit stations and to residential areas by uncongested streets and highways, or whether it is to grow in expanding rings of solid urbanization with rising congestion in each new ring frustrating accessibility to the old.[5]

In a growing city becoming increasingly more reliant on and subsequently congested by automobiles, the Metropolitan Atlanta Transit Study Commission stressed the need for long-term convenience, accessibility and connectivity to the city's commercial areas. Three years later, in 1965, Georgia passed the Metropolitan Atlanta Rapid Transit Authority Act, establishing MARTA, and Atlanta metro voters approved the proposed system program in 1971.

Following the initial planning and design stages, the system broke ground in 1975 and was constructed in multiple phases. The first phase, referred to as Phase A, comprised 14 miles of rapid rail transit; 17 stations, primarily along the east-west lines; the central car maintenance and repair facility; and design activities for six additional stations (see Photo 22). In 1978, the Urban Mass Transportation Act (UMTA) committed $800 million toward the construction of this initial phase of the rapid transit system.[6] System planning also anticipated incorporating and encouraging opportunities for development alongside, or even above, the stations. Development that occurred in tandem with MARTA construction included two office towers in the air rights of the Georgia State Station; the office building and regional headquarters for Southern Bell Telephone Company at the North Avenue Station; underground passageways linking Five Points Station to Underground Atlanta, Rich's Department Store, and a proposed development complex that was not realized; direct facility connections at Omni Station (now GWCC/CNN Center) to the Omni Coliseum (now State Farm Arena) and Omni International (now CNN Center); and direct access to Peachtree Center from the station of the same name.

Rail service began in June 1979 along the East Line between Georgia State and Avondale stations. The West Line opened in December 1979 between Hightower (now Hamilton E. Holmes) and Five Points stations. Rail service along the North-South Line, between Garnett and North Avenue stations and including the lower level of Five Points, began in December 1981.

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[3] Metropolitan Atlanta Transit Study Commission, "A Plan and Program of Rapid Transit for the Atlanta Metropolitan Region," (December 1962), MARTA Collection, Georgia State University Library; pg 7. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/3882
[4] Ibid. pg 7.
[5] Ibid. pg 11.
[6] "Rapid Transit and Urban Development in Atlanta, 1978" (Division of Planning and Marketing, MARTA, May 1978), MARTA Collection, Georgia State University Library; pg 3. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/7025/rec/8

Excavation and construction of Five Points Station
(source: https://www.threadatl.org/2020/02/28/proposed-overhaul-five-points/)

Summary of Findings

A total of 9 resources were surveyed. Of those, one district within the project's APE is currently listed on the NRHP: Underground Atlanta Historic District.

During the survey, four resources were determined or previously determined to be eligible for listing on the NRHP:

1. Five Points Station, Resource 1, 30 Alabama Street SW
2. Atlanta Constitution Building, Resource 2, 143 Alabama Street SW
3. Rich's Department Store, Resource 4, 41 Broad Street SW
4. First National Bank Building, Resource 8, 2 Peachtree Street SW

The potential effects of the project were identified and documented for all listed or eligible structures. After analyzing the potential effects of the shelters on all resources, we find that there would be an adverse effect to the eligible Five Points Station and no adverse effects to the Atlanta Constitution Building, Rich's Department Store, First National Bank Building, or Underground Atlanta Historic District.

Project Identified Resources

Resource 1: Five Points Station – 30 Alabama Street SW

Property Identification: Five Points Station is identified as Resource 1 on the Resource Location Map. The property is not in a historic district.

Location: The Five Points Station property is located at 30 Alabama Street SW on the north side of the street and extends the length of two blocks, between Forsyth Street SW and Peachtree Street (formerly Whitehall Street). The building was constructed as a transit station and remains in use as the MARTA transfer point for all rail lines.

Date(s) of Development: According to the Fulton County tax assessor's records, Five Points Station encompasses three tax parcels (14 007700030949, 14 007700020668, and 14 007700020585) and the existing rights-of-way where a section of Broad Street was closed. No construction date is listed but based on aerial photography and documentation including historic newspapers and archival materials from MARTA and Georgia State University, the station was constructed between 1976 and 1981. The station's east-west platforms opened in December 1979 as part of a subsequent phase of west line service, adding stops from Five Points Station to Hightower Station (now Hamilton E. Holmes Station), to the segment previously opened in June 1979. The Five Points Station north-south platforms on the lower level opened in 1981 when service began between Garnett and North Avenue Stations.

To date, the station has not undergone significant renovations, and many elements appear to be original. The curved, metal-and-glass enclosures at each of the station entrances beneath the canopy are later additions and do not appear on the station's original as-built plans; their later construction is not described in available planning documents or newspaper articles about station features. The largest update to the station was in 2017, when MARTA upgraded the Reduced Fare

and Lost and Found Offices within the station on the concourse level. Improvements to these offices included expanded waiting area space, reconfigured windows, new HVAC systems, and new lighting.

Description: Five Points Station is a multi-modal transit station that comprises four levels above and below ground. The street-level plaza consists of a Brutalist canopy designed by the Atlanta-based architecture firm Finch-Heery, a pedestrian mall, station entrances, and a station soccer field. The concourse level features faregates and the Reduced Fare and Lost and Found Offices. Platform levels include the east-west platform level where riders board and disembark the green and blue lines; and the north-south platform level where riders board and disembark the red and gold lines. See attached Determination of Eligibility in Attachment 1 for additional information.

National Register Recommendation: Eligible

Five Points Station is considered eligible for inclusion in the National Register of Historic Places. The resource 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.

Five Points Station is considered eligible under Criteria A and C in the areas of Architecture, Community Planning and Development, Engineering, and Transportation with local and state levels of significance.

Because Five Points Station is less than fifty years of age, the property was evaluated under Criteria Consideration G: properties that have achieved significance within the last fifty years because of exceptional importance, and was determined to meet Criteria Consideration G for exceptional significance under Criteria A and C.

See attached DOE and SHPO Response Letter in Attachment 1 for additional information.

Integrity: Five Points Station has been determined to possess integrity in the areas of location, design, materials, workmanship, feeling, and association. Five Points Station has been determined not to possess integrity of setting due to extensive non-historic development in the surrounding area.

Assessment of Effects: A Finding of Adverse Effect is anticipated for this resource. Project implementation would consist of the demolition of the character-defining Brutalist station canopy designed by Atlanta firm Finch-Heery. Following demolition of the canopy, the project would "open up" the plaza at the eastern edge of the concourse level; adjust pedestrian routes to improve accessibility; rebuild the station's street-level plaza to include spaces for station vendors; relocate existing station entrances in the central plaza area to accommodate the new walkways; relocate bus facilities, including the addition of seven bus "sawtooths" along Forsyth Street SW and Alabama Street SW; construct a new timber roof canopy structure with integrated louvers and skylights supported by structural steel, V-shaped columns; relocate the station soccer field at the plaza level from its present location beneath the canopy and along Forsyth Street SW to along Alabama Street SW; and create public space adjacent to the station for events. No new foundations or structural work below the concourse level of the station are proposed.

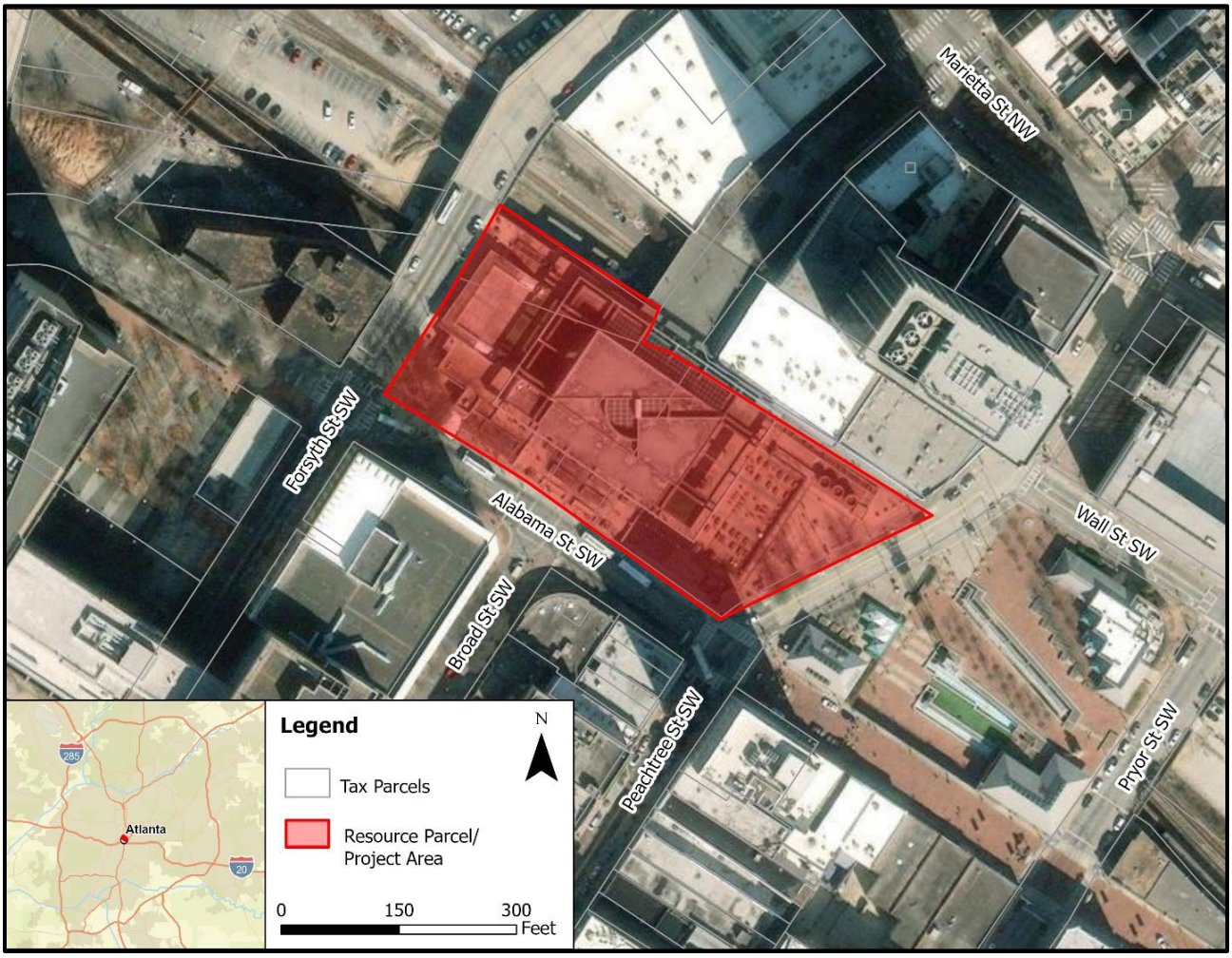
Physical destruction or damage to all or part of the property would occur as a result of the physical destruction of the station canopy and reconfiguration of the station plaza. The existing heavy, concrete, Brutalist canopy would be demolished and replaced with a lighter steel and timber

structure. The plaza would be redesigned, creating a more open layout for pedestrian and public use. These activities would result in a finding of adverse effect for Five Points Station.

Direct effects anticipated to the Five Points Station would alter existing pedestrian walkways and access points to the station at both the plaza and concourse levels; however, no changes are proposed for areas below the plaza level and would not alter or impede the continued transit-related use of the property. Five Points Station would continue to operate as a transit station and would remain open during project construction.

The demolition of the Brutalist canopy and reconfiguration of the plaza level, including the addition of bus sawtooths, would alter the character-defining physical features present at the canopy and plaza levels that contribute to the station's historic significance. The proposed timber, glass, and steel canopy structure would be a marked change from the current concrete canopy. The new design for the surrounding plaza would also be a notable change; redesigning the plaza level, opening up Five Points Station's concourse level to create a new plaza, and moving the location of the station soccer field would change character-defining features and Brutalist elements that have defined the station since its construction over 40 years ago. Demolition of the canopy would introduce a visual change that adversely affects the property.

Figure 9. Resource 1 Parcel Map



Resource 2: Atlanta Constitution Building - 143 Alabama Street SW

Property Identification: The Atlanta Constitution Building is identified as Resource 2 on the location map. The property is not in a historic district.

Location: The property is located at 143 Alabama Street SW. Resource 2 is situated in the northwest corner of Alabama Street SW and Forsyth Street SW and is west of Five Points Station.

Date(s) of Development: According to Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS), Resource 2 "was constructed to house the Atlanta Constitution, which was there from 1947 to 1953, during the tenure of Ralph McGill, editor, until the consolidation with the Journal when James C. Cox of the Journal bought the Constitution. The newspaper moved out in 1953. After some remodeling, Georgia Power moved into the building in 1955, then left in 1960. The building has been vacant since 1972."

Description: Atlanta Constitution Building is an Art Moderne commercial building. The building is five stories, has a terraced, flat roof, and is clad in Flemish bond brick. It has an irregular footprint and a prominent rounded corner at the intersection of Alabama Street SW and Forsyth Street SW that contains a recessed main entryway. No windows are intact; however, fenestration includes linear groupings of windows with an emphasis on long horizontal lines. All bays at or near ground level are now sealed.

A 72-foot bas-relief sculpture depicting the "History of the Press" by Atlanta artist Julian Harris was originally present along the east elevation facing Forsyth Street SW; however, following the

building's abandonment the piece was moved to the Georgia World Congress Center/CNN MARTA Station. Similarly, an aluminum and terrazzo medallion depicting the state seal of Georgia was embedded in the floor at the building's entrance, but it has since been relocated for display at the Atlanta History Center.

A fire in 2013 damaged the empty building, the extent and effect of the damage is unclear.

National Register Recommendation: Eligible

A 2012 Atlanta Downtown Survey 1935-1985 identified the Atlanta Constitution Building and determined the property to be eligible for the National Register at the local and state levels under Criteria A and C. The property is eligible under Criterion A in the area of social history due to the building's association with both the Atlanta Constitution and Georgia Power, and under Criterion C in the area of architecture as one of few examples of Art Moderne in Atlanta.

The building appears to be in the same general condition as when the 2012 survey was conducted.

Integrity: Atlanta Constitution Building has been determined not to possess integrity in the areas of design, workmanship, materials due to the loss of windows and doors, deterioration of exterior cladding while the building has been vacant, and removal of exterior decorative elements. However, the Atlanta Constitution Building has been determined to possess integrity in the areas of location, setting, feeling, and association.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation would consist of the Five Points Station redesign, including demolition of the original aboveground canopy structure, and new aboveground facilities including a redeveloped plaza, new bus transfer facilities, and improved pedestrian and bicycle access.

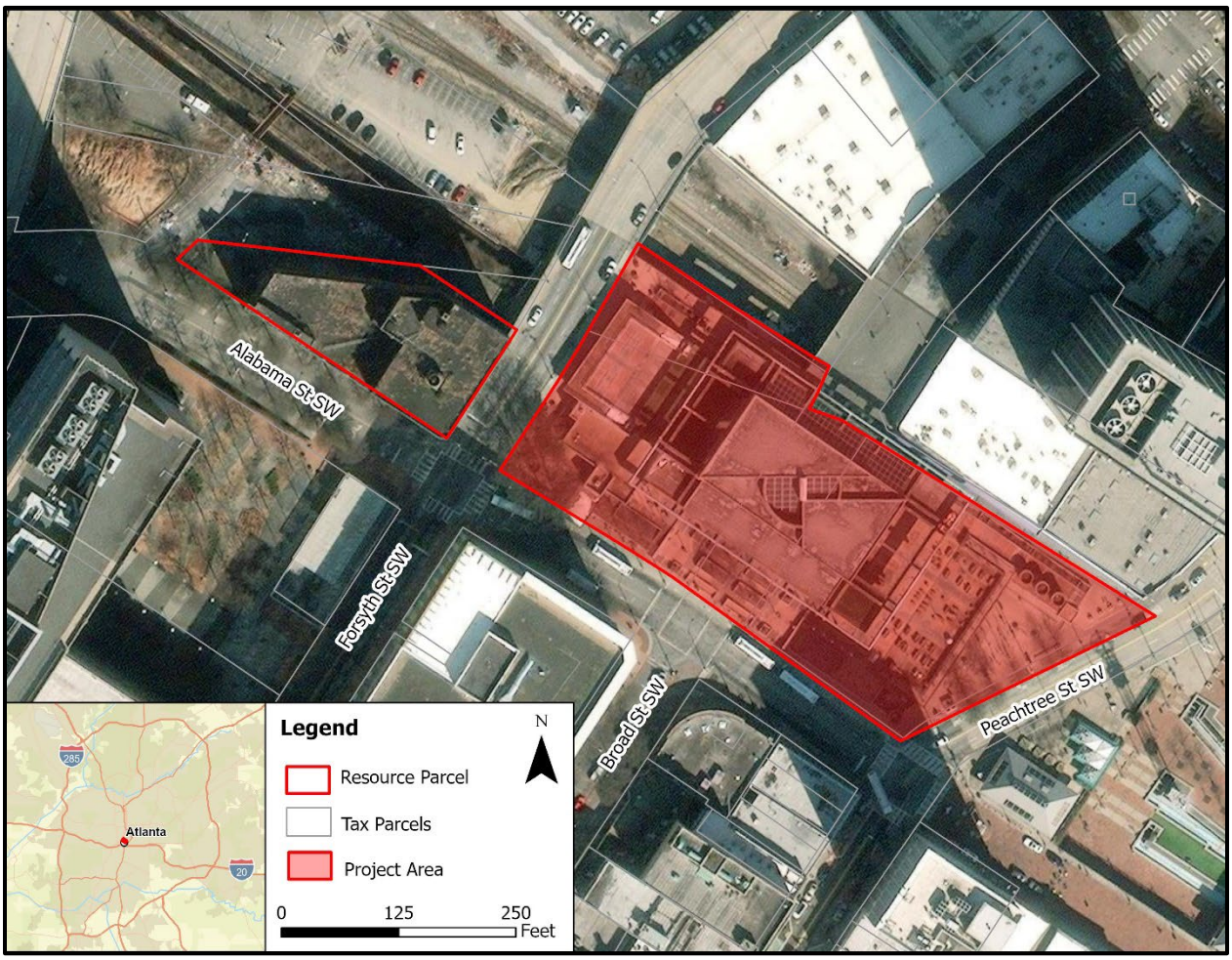
All construction will occur within the right-of-way and all improvements will be within existing pavement or on MARTA-owned property. No construction or ground-disturbing activity would occur on the historic property. The proposed project would not change the character of the physical features that contribute to its historic significance.

Project implementation would result in the introduction of visual elements due to the demolition of the existing Five Points Station canopy, proposed replacement canopy, and plaza reconfiguration. While the proposed project would constitute a change in the resource's viewshed, the existing canopy would be replaced with another canopy structure, and the use of the space would remain consistent. These changes occur in an urban setting that has been continuously altered over time and features a collection of buildings from a range of time periods that lack a consistent visual character. Further, views toward Five Points Station from the Atlanta Constitution Building are not significant or character-defining: construction of Five Points Station and its Brutalist canopy post-dates the property's period of significance and diminished the resource's integrity of setting when approximately five blocks were demolished for the station, dramatically altering this area of downtown Atlanta beginning in the 1970s. Therefore, the project would result in no adverse effect on the Atlanta Constitution Building.

References: Georgia's Natural, Archaeological, and Historic Resources GIS, Resource ID 243159. Accessed via https://www.gnahrgis.org/PublicHome/Index?ReturnUrl=%2fHome%2fIndex

Huebner, Karen. "Downtown Atlanta Contemporary Historic Resources Survey Report," September, 2013.

Figure 10. Resource 2 Parcel Map



Resource 3: 19 Forsyth Street SW

Property Identification: Resource 3 is identified on the location map. The property is not in a historic district.

Location: The property is located at 19 Forsyth Street SW. Resource 3 is situated in the southwest corner of Alabama Street SW and Forsyth Street SW and is southwest of Five Points Station.

Date(s) of Development: Resource 3 was constructed in 1961 as a multi-unit commercial property. It remains in commercial use.

Description: The building at 19 Forsyth Street SW is an altered one-part block commercial building. It sits atop a concrete foundation, has a rectangular footprint, is clad in a smooth cement exterior, and is covered by a flat roof. The building is oriented on a northeast-southwest axis and has entryways fitted with modern glass and metal doors surmounted by glazed transoms along Forsyth Street SW and Alabama Street SW. It was constructed in 1961 but has been updated since that time. Overall, the building lacks ornamentation and features a low, horizontal appearance that reflects a common mid-century form although it does not have character-defining features of any recognized Modern-era style. The façade features three entrance bays facing Forsyth Street SW. The northern-most unit of the building was formerly a McDonalds. While business signage and entryway awnings are no longer present, the building retains the angled canopy above the roof that partially covers the northwest corner of the building, which was added in the 1990s. Along the façade the unit features a recessed, single-door entryway flanked by sidelights and large, metal-framed display windows near the northeast corner of the building. South of the entry is another metal-framed display unit. Further south along the façade are the two additional entryways.

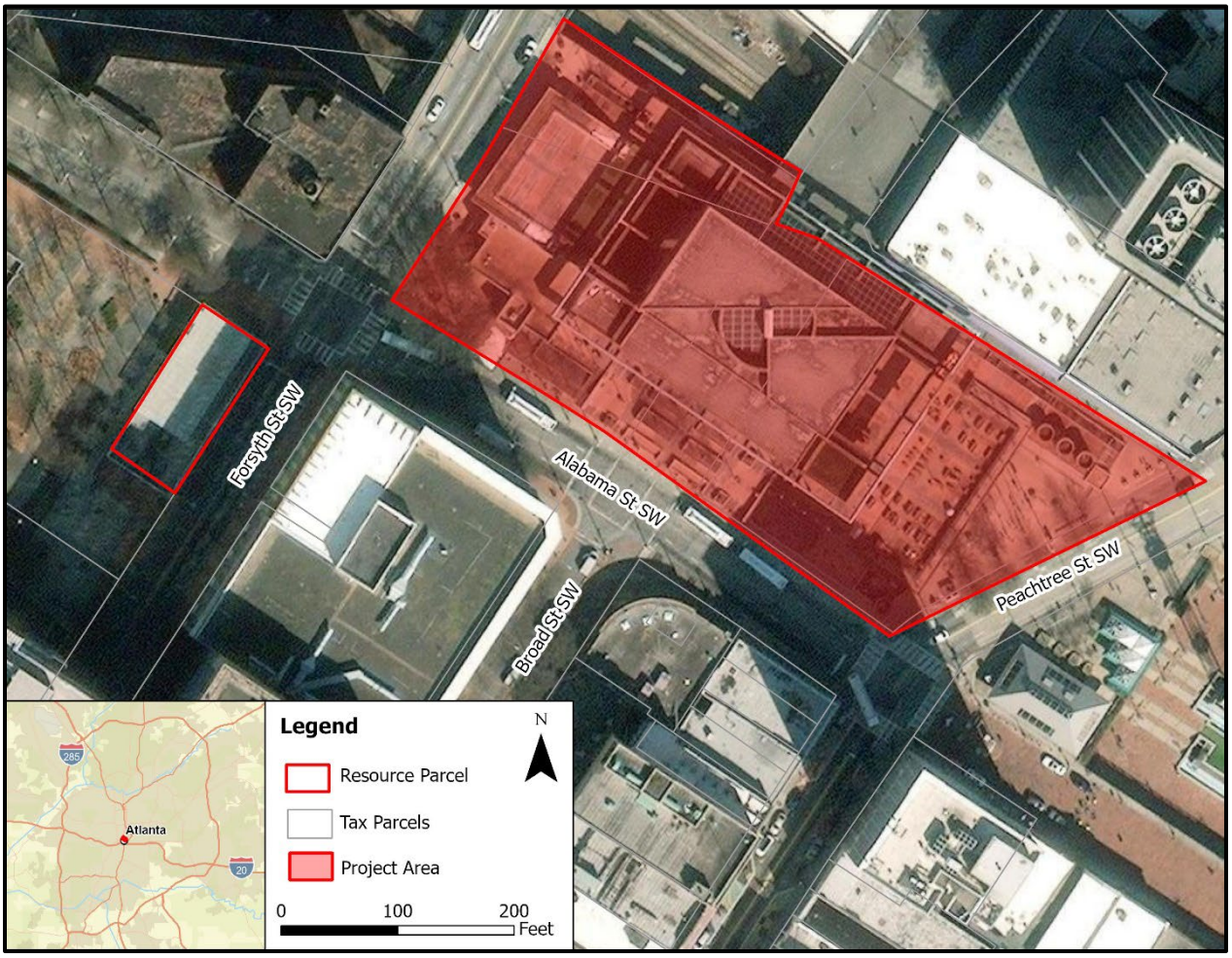
The southwest elevation features a metal-framed display window. The northwest elevation features a single-door entrance with transom flanked by display windows. Three triangular metal supports to anchor the roof's canopy are affixed to the elevation. The northeast elevation is oriented towards

Alabama Street SW and features an off-center entryway with a large display window to the south. Two recessed maintenance entryways with single metal doors are present to the north.

National Register Recommendation: Not Eligible

The commercial building at 19 Forsyth Street SW does not appear to be individually eligible for listing. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

Figure 11. Resource 3 Parcel Map



Resource 4: Rich's Department Store – 41 Broad Street SW

Property Identification: Resource 4 is identified on the location map. The property is not in a historic district.

Location: The portion of the building known as Rich's Department Store is located at 41 Broad Street NW and was incorporated into the Sam Nunn Federal Center at 45 Forsyth Street SW during the Federal Center's construction in the 1990s. The property at 45 Forsyth Street SW is on the northwest side of the street and bounded on three sides by Forsyth Street SW, MLK Jr. Drive SW, and is bounded by Ted Turner Drive NW, MLK Jr. Drive SW, and Forsyth Street SW. The property at 41 Broad Street is bounded by Broad Street SW on the east, Alabama Street SW on the north, Forsyth Street SW on the west, and MLK Jr. Drive SW on the south. The northbound MARTA Five Points Rail Station shelter is located adjacent to the property on MLK Jr. Drive SW.

Date(s) of Development: According to the Fulton County tax assessor's record, there are two distinct dates of construction: 1924 (Rich's) and 1996-1998 (Sam Nunn Federal Center). The building was originally constructed for retail use, but a portion was demolished and reconstructed as a federal building complex in the 1940s.

Description: The original portion of Rich's Department Store, Resource 4, which is part of the Sam Nunn Federal Center, was evaluated and determined to be eligible for the NRHP in the 2020 Combined HRSR-AOE for MARTA's Summerhill Bus Rapid Transit project. The 1996-1998 addition was determined to be visually distinct and not eligible for the NRHP at the time of survey in 2020. See attached Determination of Eligibility in Attachment 1 for additional information.

National Register Recommendation: Eligible

Research indicates that the original portion of Rich's Department Store was previously determined eligible for listing in the National Register of Historic Places. It is eligible under Criterion A for its influence as a central, upscale department store in the south, spurring five-and-ten store Dillard's to develop into an upscale department store chain. The store is also the location of the first protest of the highly influential and significant Atlanta Student Movement in 1960 that spurred the desegregation of numerous places in Atlanta and the greater South.

The property is eligible under Criterion B. It is associated with Dr. Martin Luther King's early desegregation efforts and an early effort to engage students in his civil rights campaign prior to the Freedom Rides. Numerous properties throughout the South, particularly in Atlanta, and the greater United States can claim isolated or peripheral associations with Dr. King, but this location was a significant part of his early organizing work ; Rich's was a targeted environment in his hometown where he mobilized student power to achieve regional change.

The building is also eligible under Criterion C as a good example of an early twentieth-century downtown department store. Its character-defining features, including showcase windows, multiple facades, and ornate clock, remain in place. The use of high-quality materials to convey luxury and status to shoppers are also intact. The property is not eligible under Criterion D.

Although the flagship Rich's department store building is currently used as part of the Sam Nunn Federal Center, it remains visually distinct. The 1996-1998 Sam Nunn Federal Center is not eligible for listing in the National Register of Historic Places. While it is an interesting example of late twentieth-century federal architecture, not enough time has passed to accurately evaluate it within the canons of federal architecture or Modern design. It cannot be evaluated for significance or potential exceptional importance under Criteria Consideration G. However, it should be evaluated upon reaching 50 years of age, when it may be significant. Until then, care should be taken to retain its current character and materials.

Rich's Department Store's period of significance is 1924-1960, which includes its construction and desegregation eras. The historic property boundary includes the original Rich's Department Store footprint only.

Integrity: The building's character-defining features, including showcase windows, multiple facades, and ornate clock remain in place. Rich's Department Store retains integrity of location, design, material, workmanship, feeling, and association; its setting has been diminished by the surrounding 1990s federal center and changes to this area of downtown to Atlanta.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for Rich's Department Store. Project implementation would consist of Five Points Station redesign, including demolition of the original aboveground canopy structure, and new aboveground facilities including a redeveloped plaza, new bus transfer facilities, and improved pedestrian and bicycle access.

All construction will occur within the right-of-way and all improvements will be within existing pavement or on MARTA-owned property. No construction or ground-disturbing activity would occur on the historic property. The proposed project would not change the character of the physical features that contribute to its historic significance.

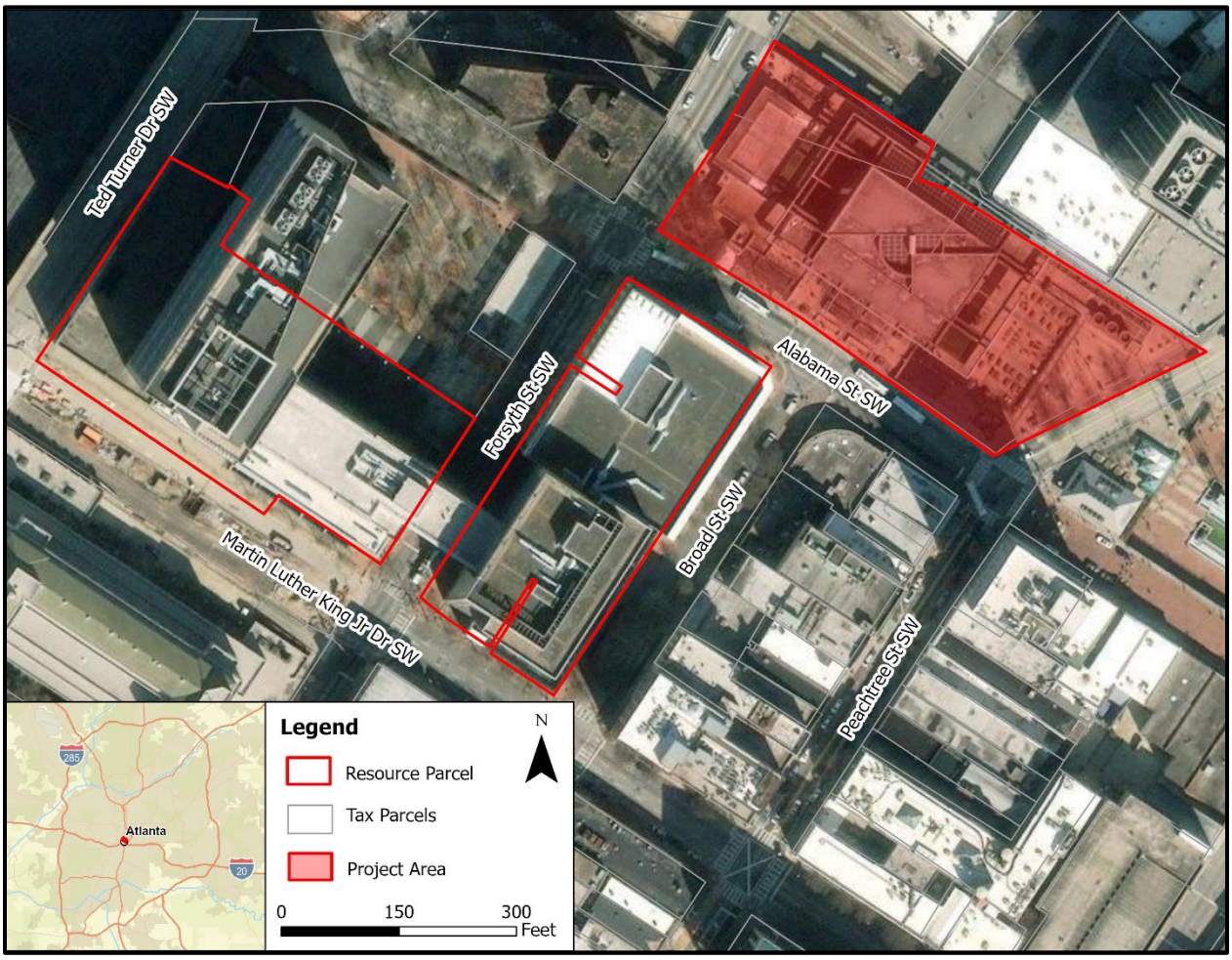
Project implementation would result in the introduction of visual elements due to the demolition of the existing Five Points Station canopy, proposed replacement canopy, and plaza reconfiguration. While the proposed project would constitute a change in the resource's viewshed, the existing canopy would be replaced with another canopy structure, and the use of the space would remain consistent. These changes occur in an urban setting that has been continuously altered over time and features a collection of buildings from a range of time periods that lack a consistent visual character. Further, views toward Five Points Station from Rich's Department Store are not significant or character-defining: construction of Five Points Station and its Brutalist canopy post-dates the property's period of significance and diminished the resource's integrity of setting when approximately five blocks were demolished for the station, dramatically altering this area of downtown Atlanta beginning in the 1970s. Therefore, the project would result in no adverse effect on Rich's Department Store.

References: Foell, Stephanie and Judith Robinson. *Growth, Efficiency, Modernism: GSA Buildings of the 1950s, 60s, and 70s*. Washington, DC: U.S. General Services Administration, 2005, 2nd edition.

GSA Commemorates Landmark Civil Rights Protest with Plaque Unveiling
https://www.gsa.gov/about-us/regions/welcome-to-the-southeast-sunbelt-region-4/region-4-newsroom/around-the-region/gsa-commemorates-landmark-civil-rights-protest-with-plaque-unveiling

"Neel Reid (1885-1926)." New Georgia Encyclopedia.
https://www.nytimes.com/1991/04/18/business/rich-s-plans-to-close-its-main-store.html "Rich's Plans to Close Its Main Store." *New York Times*, April 18, 1991.

Figure 12. Resource 4 Parcel Map



Resource 5: 55 Peachtree Street SW

Property Identification: Resource 5 is identified on the location map. The property is not in a historic district.

Location: The property is located at 55 Peachtree Street SW and is situated in the southwest corner at the intersection of Alabama Street SW and Peachtree Street. Resource 5 is south of Five Points station.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 5 was constructed in 1900. The building appears to be vacant and was likely constructed for commercial use.

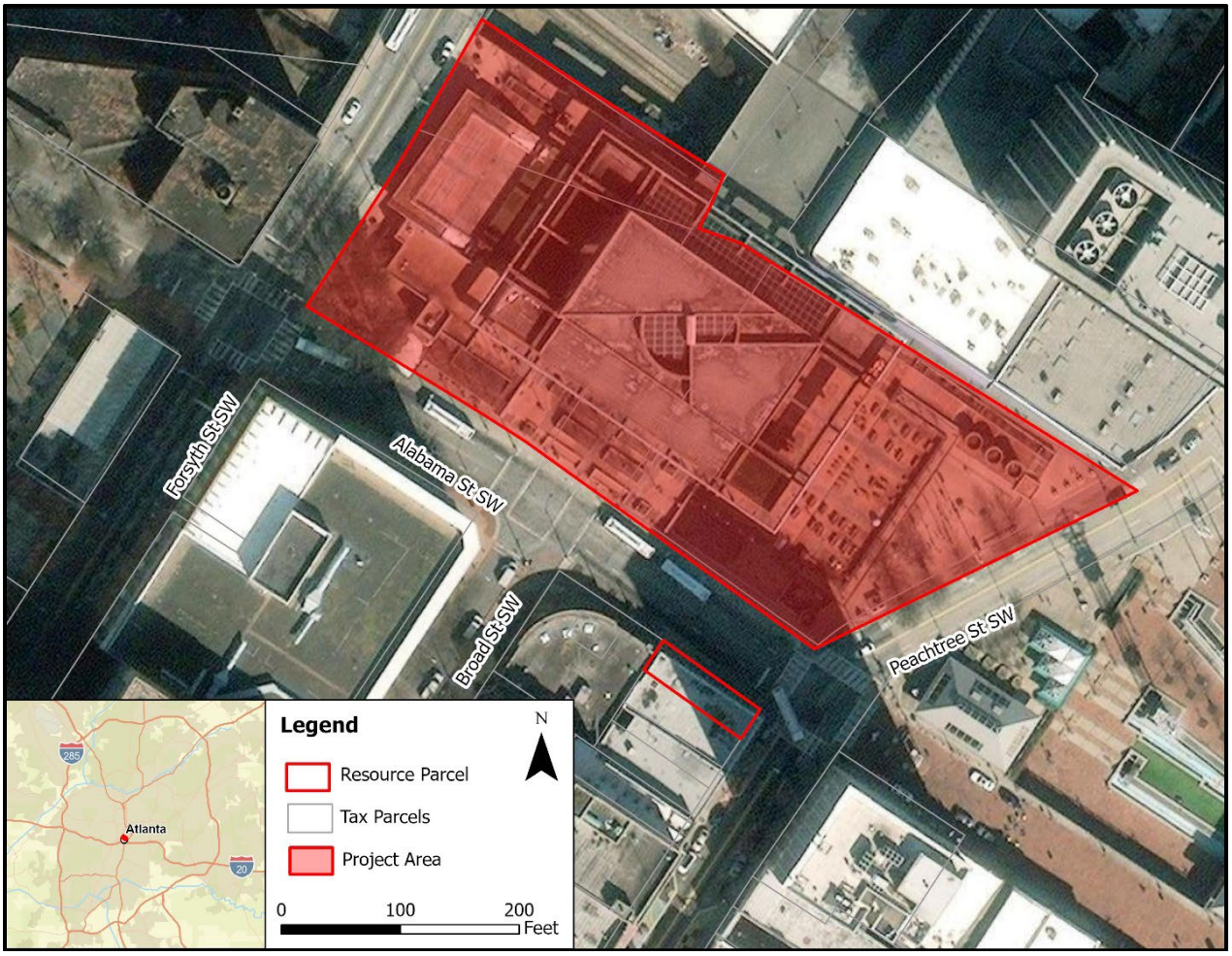
Description: Resource 5 is a two-part block commercial building with a rectangular footprint and a flat roof. The building is oriented on an east-west axis with its façade facing east toward Peachtree Street SW. All openings on the first story are covered with metal roll-up security doors which obscure views of entryway and window configurations. The entire first floor storefront is covered by a projecting cornice. There are no windows present on the building's second floor. The second floor Alabama Street SW elevation features a mural that also spans a portion of the façade. It was painted in 2017.

National Register Recommendation: Not Eligible

The commercial building at 55 Peachtree Street SW does not appear to be individually eligible for listing. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history, and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but

altered example of commercial architecture. There is no indication it will yield information important in history, and is not eligible under Criterion D.

Figure 13. Resource 5 Parcel Map



Resource 6: 54 Peachtree Street SW

Property Identification: Resource 6 is identified on the location map. The property is not in a historic district.

Location: The property is located at 54 Peachtree Street SW and is situated in the southeast corner at the intersection of Peachtree Street SW and Alabama Street SW. Resource 6 is located southeast of Five Points station.

Date(s) of Development: Resource 6 was constructed in 1915 as a six-story, three-part block office building with commercial space on the ground floor designed by William Lee Stoddart. In 1990 an additional eleven stories were added, and the building was converted into a hotel. It remains in use as a hotel.

Description: Resource 6 is an altered, early twentieth century building clad in terracotta with a late twenty-first century, eleven story tower addition clad in brick. It is oriented on a north-south axis with its façade facing north towards a closed portion of Upper Alabama Street. The building's main entryway is located at the east corner of the north-facing façade and features double metal and glass doors with transoms. The entryway and flanking windows are covered by a flat metal awning that is reminiscent of the building's original awnings. West of the entryway is a storefront window with a now-sealed clerestory window, and two recessed double entryways. All remaining first-floor windows, and associated clerestory windows along the façade, have been sealed. A flat awning extends around the corner at the intersection of Peachtree Street SW and Alabama Street SW. Along the west elevation are two additional recessed entryways.

The building's mezzanine level features regularly placed, paired windows with arched transoms. The windows sit atop coffered terracotta sills. Between each window is an escutcheon with acanthus leaves extending from the level's cornice. The escutcheons at the corners of the building are larger and more elaborate, featuring the initials of the original building's name and surrounded by winged torches.

The building's third level features regularly placed, paired, one-over-one, double hung windows. Decorative pilasters separate the pairs. The level also features a decorative frieze. The fourth and fifth levels maintain this fenestration pattern and use of pilasters, although the pilasters are simplified. The remaining floors are from the non-historic, 1990 tower addition that features a shift in cladding materials from the original terra cotta to brick and, for the top two levels, smooth concrete. The addition's fenestration mimics the original fenestration pattern but lacks any

decorative elements except the subtle, brick pilasters at the corner windows. The top two floors are clad in smooth concrete, and the penthouse windows feature arched transoms.

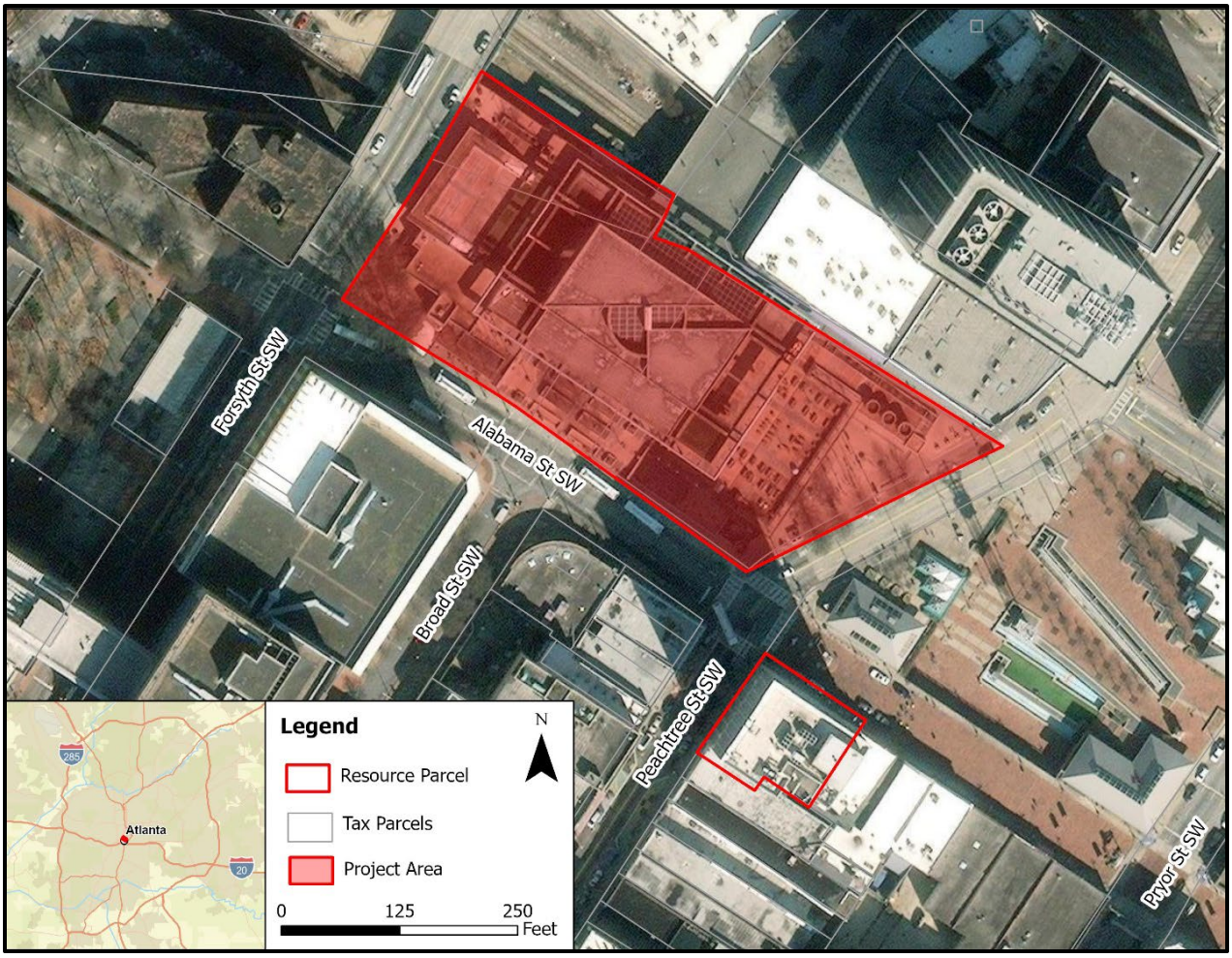
National Register Recommendation: Not Eligible

The hotel at 54 Peachtree Street SW does not appear to be individually eligible for listing. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history, and it therefore is not eligible under Criterion B.

Resource 6 is not eligible under Criterion C. It is a substantially altered example of commercial architecture, featuring a non-historic, eleven-story tower addition from the 1990s that dwarfs the original building and is inconsistent with its original decorative elements. The original building was designed by architect William Lee Stoddart, who primarily designed smaller hotels in the American South and maintained offices in New York City and Atlanta. Stoddard designed a number of buildings in Atlanta between 1910 and 1915. These buildings remain largely intact and are therefore more representative of Stoddard's work and design intent. Therefore, Resource 6 is not eligible under Criterion C.

There is no indication it will yield information important in history and is not eligible under Criterion D.

Figure 14. Resource 6 Parcel Map



Resource 7: 1 Peachtree Street SW

Property Identification: Resource 7 is identified on the location map.

Location: The property is located at 1 Peachtree Street SW on the west side of the road. Resource 7 is adjacent to Five Points Station to the north.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 7 was constructed in 1960. A second building was constructed immediately behind the original in 1985. The building was constructed for and remains in commercial use.

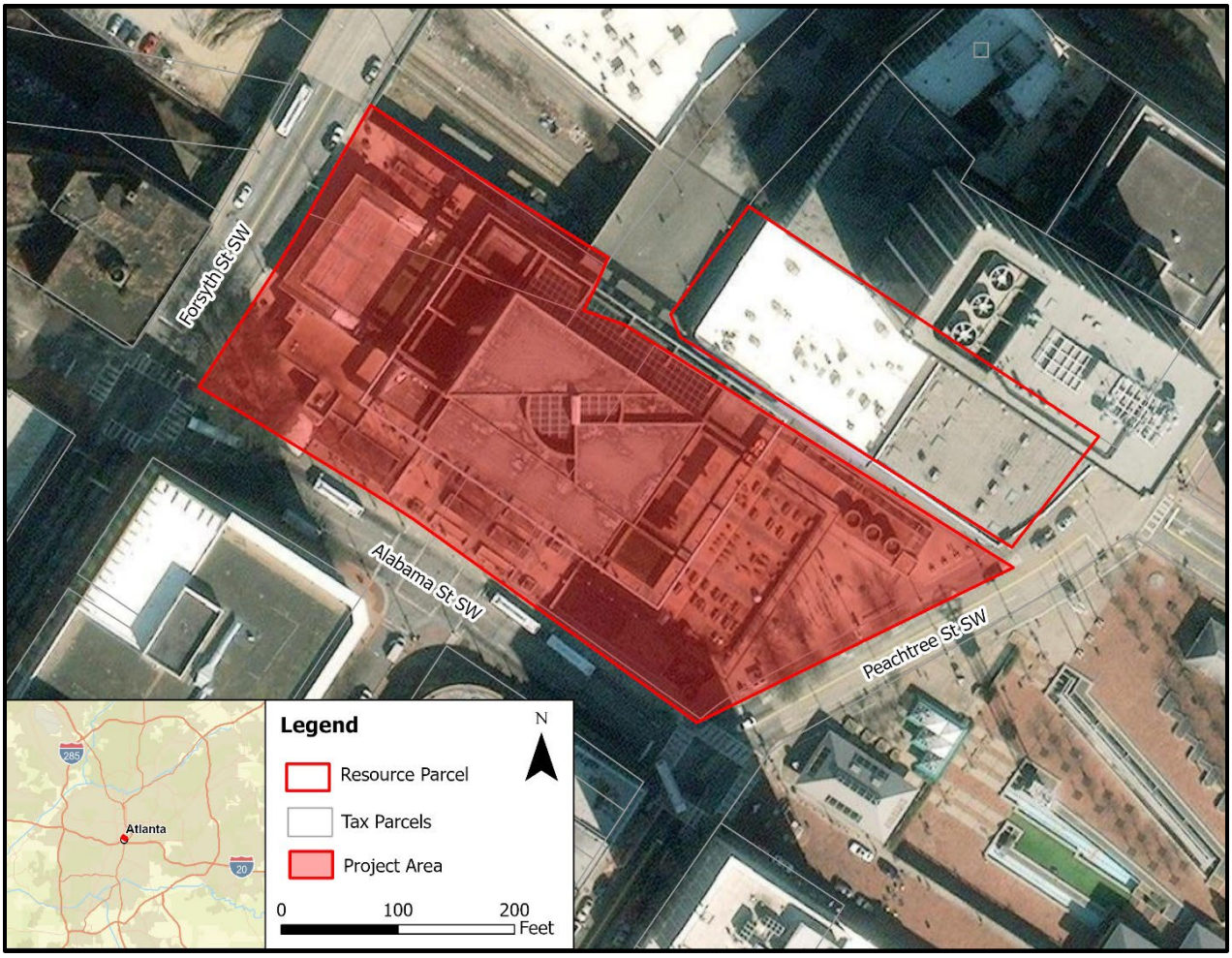
Description: Resource 7 is a two-part block commercial building with a rectangular footprint, clad in brick with layers of smooth concrete panels covering the brick in areas. It is oriented on a southeast-northwest axis with its façade facing southeast towards Peachtree Street SW. The building's first floor features four consecutive storefronts with metal and glass entryways and display windows. A cornice extends along the first floor and features evenly spaced, geometric metal elements. The second floor features no windows on the façade. Rectangular concrete blocks extend up the southern corner of the building and partially across the façade. At the northern end of the facade, a section of the original brick cladding and string course is visible. These blocks briefly extend onto the southwest elevation; the remainder of the elevation consists of the original brick and features four windows on the second floor.

National Register Recommendation: <u>Not Eligible</u>

The commercial building at 1 Peachtree Street SW does not appear to be individually eligible for listing. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history, and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but

altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

Figure 15. Resource 7 Parcel Map



Resource 8: First National Bank Building

Property Identification: Resource 8 is identified on the location map. The property is not in a historic district.

Location: The property is located at 2 Peachtree Street SW and extends the full width of the block from Peachtree Street SW to Broad Street Plaza. The building is located mid-block on Peachtree Street between Marietta Street NW and Wall Street SW. It is surrounded on the north and south by other buildings.

Date(s) of Development: According to the Fulton County tax assessor's record, the building was constructed in 1966. As of 2023, the City of Atlanta has purchased the building with plans to convert it to residential use.

Description: First National Bank Building is a Modern Movement office tower that displays elements of the International Style in its arrangement and lack of ornamentation. It features a 44-story tower atop a rectangular footprint and pedestal level with extensive use of glass and steel to form a grid-like exterior that is symmetrical, formal, and regular across all four elevations. The building façade faces Peachtree Street SW. At the ground level, the building contains a recessed entry comprising a metal-framed glazed curtain wall and glazed entry doors. Flanking the curtain wall are smooth walls covered with rectangular marble panels. This treatment is carried into the building lobby, visible through the curtain wall, and is also utilized on four rectangular columns that frame the entrance and extend the height of the building as pilasters. Between the pilasters, the exterior utilizes fixed windows and wide vertical mullions and horizontal spandrels to emphasize the tower's grid-like configuration. Mechanical areas are located mid-height and at the building's penthouse level.

Historic Context: The First National Bank of Atlanta (also referred to as First Atlanta) developed as a result of a series of mergers from local and regional banks to form the southeast's largest bank in 1929. The bank operated from its headquarters at 14 Marietta Street NW until acquiring the adjacent parcel containing the Peachtree Arcade. In 1964, First National Bank of Atlanta demolished the arcade to construct the First National Bank Building. In its place, a new office tower designed by prominent local firm Finch, Alexander, Barnes, Rothschild and Paschal (FABRAP) and Emery Roth & Sons of New York became the tallest building in the southeast upon its completion in 1966. At the time, FABRAP was one of Atlanta's preeminent architecture firms, designing numerous buildings, including high rises, during the mid-twentieth century until its merger with an Atlanta engineering firm in the early 1980s. First National Bank Building remained Atlanta's tallest building until 1976.

In 1985, Wachovia Bank acquired First National Bank of Atlanta, although the bank continued to operate under its name until 1991 when it formally merged to become Wachovia Bank of Georgia. The bank then moved to 191 Peachtree Street while 2 Peachtree Street was acquired by the State of Georgia. In 2022, the City of Atlanta announced plans to acquire the building and convert it to residential use. Its development agency, Invest Atlanta, formally closed on the purchase in 2023.

National Register Recommendation: **Eligible**

First National Bank Building is considered eligible for inclusion in the National Register of Historic Places. The property was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR § 60.4.

Research did not indicate any known associations with events or people important in history and is not eligible under Criteria A or B. There is no indication it will yield information important in history and is not eligible under Criterion D.

First National Bank Building is significant under Criterion C. The building is an excellent example of Modern Movement architecture and features elements emblematic of the International Style as applied to commercial architecture during the mid-twentieth century. When completed, the building was the tallest in Atlanta and in the Southeast. Additionally, its architecture firm, FABRAP, was one of Atlanta's premier firms during this time, and the First National Bank Building became one of their signature projects. Therefore, the building is significant under Criterion C.

Integrity: First National Bank Building has been determined to possess integrity in the areas of location, design, materials, workmanship, feeling, and association. First National Bank Building has been determined not to possess integrity of setting due to extensive non-historic development in the surrounding area.

The period of significance for the building is 1966, its year of construction.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation would consist of the Five Points Station redesign, including demolition of the original aboveground canopy structure, and new aboveground facilities including a redeveloped plaza, new bus transfer facilities, and improved pedestrian and bicycle access.

All construction will occur within the right-of-way and all improvements will be within existing pavement or on MARTA-owned property. No construction or ground-disturbing activity would occur on the historic property. The proposed project would not change the character of the physical features that contribute to its historic significance.

Project implementation would result in the introduction of visual elements due to the demolition of the existing Five Points Station canopy, proposed replacement canopy, and plaza reconfiguration. While the proposed project would constitute a change in the resource's viewshed, the existing canopy would be replaced with another canopy structure, and the use of the space would remain consistent. These changes occur in an urban setting that has been continuously altered over time and features a collection of buildings from a range of time periods that lack a consistent visual character. Further, views toward Five Points Station from the First National Bank Building are not significant or character-defining: construction of Five Points Station and its Brutalist canopy post-dates the property's period of significance and diminished the resource's integrity of setting when approximately five blocks were demolished for the station, dramatically altering this area of downtown Atlanta beginning in the 1970s. Therefore, the project would result in no adverse effect on the First National Bank Building.

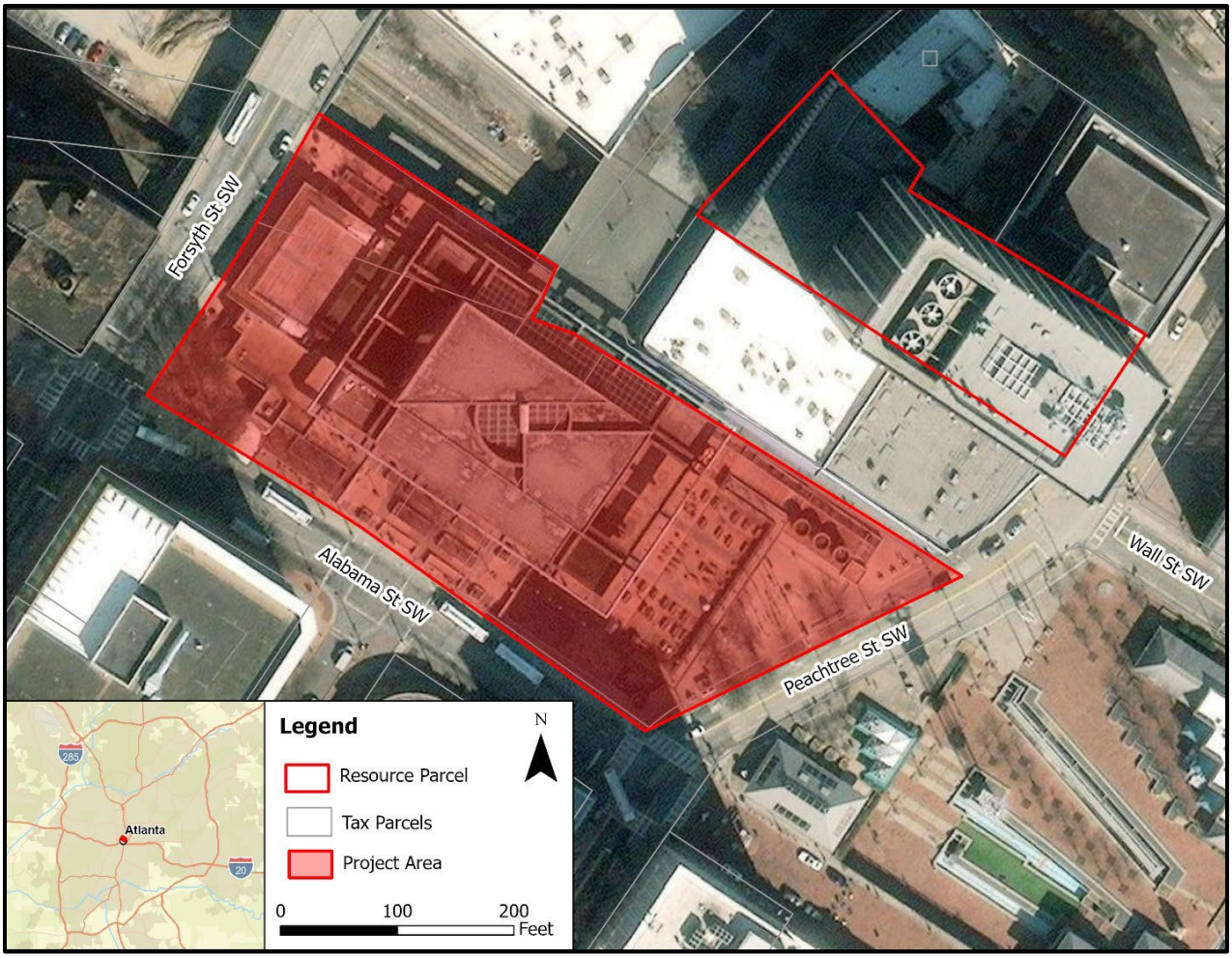
References:

Green, Josh. "City of Atlanta to Remake Landmark Office Tower as Affordable Housing." *Urbanize Atlanta*, October 21, 2022. https://atlanta.urbanize.city/post/downtown-affordable-housing-office-tower-peachtree-street-redo.

Hills, Thomas D. "First National Bank of Atlanta." *New Georgia Encyclopedia*, October 20, 2003. https://www.georgiaencyclopedia.org/articles/business-economy/first-national-bank-of-atlanta/.

"Invest Atlanta Acquires 2 Peachtree Street." Invest Atlanta. https://www.investatlanta.com/impact-insights/invest-atlanta-acquires-2-peachtree-street.

Figure 16. Resource 8 Parcel Map



Resource 9: Underground Atlanta Historic District

Property Identification: Resource 9 is identified on the location map and is the Underground Atlanta Historic District, listed in the National Register of Historic Places. See attached National Register Nomination Form in Attachment 1 for additional information.

National Register Recommendation: Listed

Assessment of Effects:

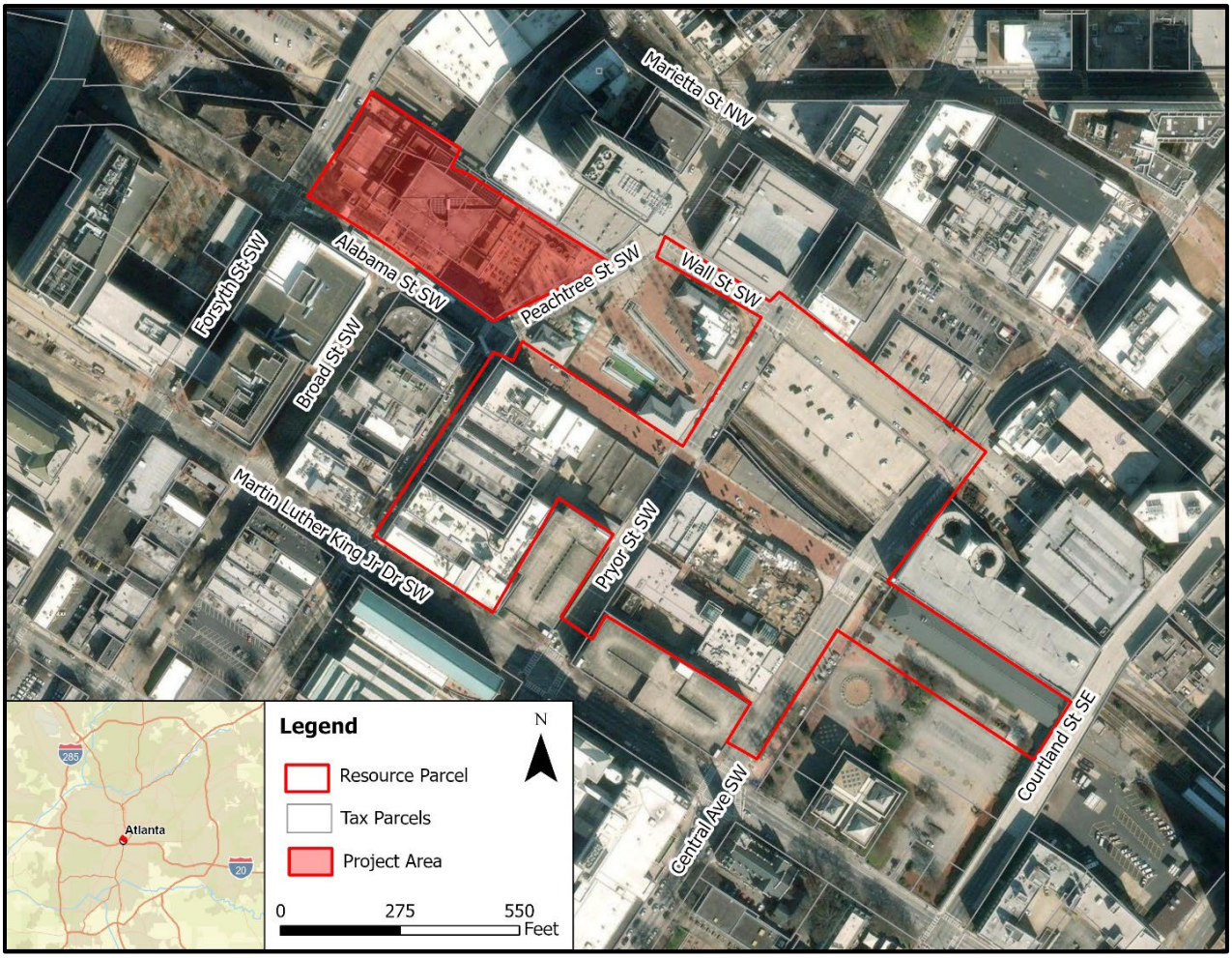
A Finding of No Adverse Effect is anticipated for this resource. Project implementation would consist of the Five Points Station redesign, including demolition of the original aboveground canopy structure and new aboveground facilities including a redeveloped plaza, new bus transfer facilities, and improved pedestrian and bicycle access.

All construction will occur within the right-of-way and all improvements will be within existing pavement or on MARTA-owned property. No construction or ground-disturbing activity would occur on the historic property. The proposed project would not change the character of the physical features that contribute to its historic significance.

Project implementation would result in the introduction of visual elements due to the demolition of the existing Five Points Station canopy, proposed replacement canopy, and plaza reconfiguration. While the proposed project would constitute a change in the resource's viewshed, the existing canopy would be replaced with another canopy structure, and the use of the space would remain consistent. These changes occur in an urban setting that has been continuously altered over time and features a collection of buildings from a range of time periods that lack a consistent visual character. Further, views toward Five Points Station from the Underground Atlanta Historic District are not significant or character-defining. Construction of Five Points Station and its Brutalist canopy post-dates the property's period of significance and diminished the resource's integrity of setting when approximately five blocks were demolished for the station, dramatically altering this area of downtown Atlanta beginning in the 1970s. Therefore, the project would result in no adverse effect on the Underground Atlanta Historic District.

Reference: National Register of Historic Places, Underground Atlanta, City of Atlanta, Fulton County, Georgia, National Register #80001077

Figure 17. Resource 9 Parcel Map



Conclusion

This effects assessment accounts for anticipated effects to those historic resources based on conceptual design of the project. The anticipated effects discussed in this report are based on current known information regarding the various construction activities and needs associated with this project in relation to each of the eligible historic resources along the corridor.

Based on this information, it is anticipated that a finding of No Adverse Effect will be determined for the following surveyed resources:

1. Atlanta Constitution Building

2. Rich's Department Store

3. First National Bank Building

4. Underground Atlanta Historic District

This finding is based on all of the construction and ground-disturbing activity associated with the project is anticipated to occur within existing right-of-way and would not require the displacement or alteration of any structures or other contributing features located within the eligible historic boundaries of these properties. While project implementation would result in the introduction of visual elements due to the demolition of the existing Five Points Station canopy, proposed replacement canopy, and plaza reconfiguration, these changes would not be considered adverse. These changes occur in an evolving urban setting that features a range of building types and styles with no consistent visual character. Further, the resources' integrity of setting has already been diminished by the construction of Five Points Station itself, which post-dates the construction dates and periods of significance for all four NRHP-listed and eligible properties. While the proposed project would constitute a change in the resources' viewsheds, it would not alter any identified character-defining features. Therefore, the project would result in no adverse effect on these historic properties.

It is recommended that a finding of Adverse Effect will be determined for the following historic resource:

1. Five Points Station

This finding is based on project activities that would remove and alter contributing historic features to the resource.

Alternatives to Avoid Adverse Effect

Alternatives were considered to avoid the adverse effect to Five Points Station. These were the no build alternative and an alternative that would preserve the station's canopy.

The no build alternative was not considered feasible because the current station configuration precludes project components needed to improve connectivity and pedestrian access to the Five Points station and area, and therefore would not meet the need and purpose of the project. The project team also looked at an alternative that would deliver programmatic requirements while maintaining the station's canopy; however, this alternative ultimately did not meet the project's

purpose and need. Retaining the canopy does not allow for project components such as opening up the plaza, removing visual barriers, and maximizing natural light to create a more engaging, pedestrian-friendly space.

Attachment 1 – NRHP Nomination Forms and Previous Determination of Eligibility Forms

MARTA Five Points Transformation Determination of Eligibility (DOE)

Determination of Eligibility

Five Points Station

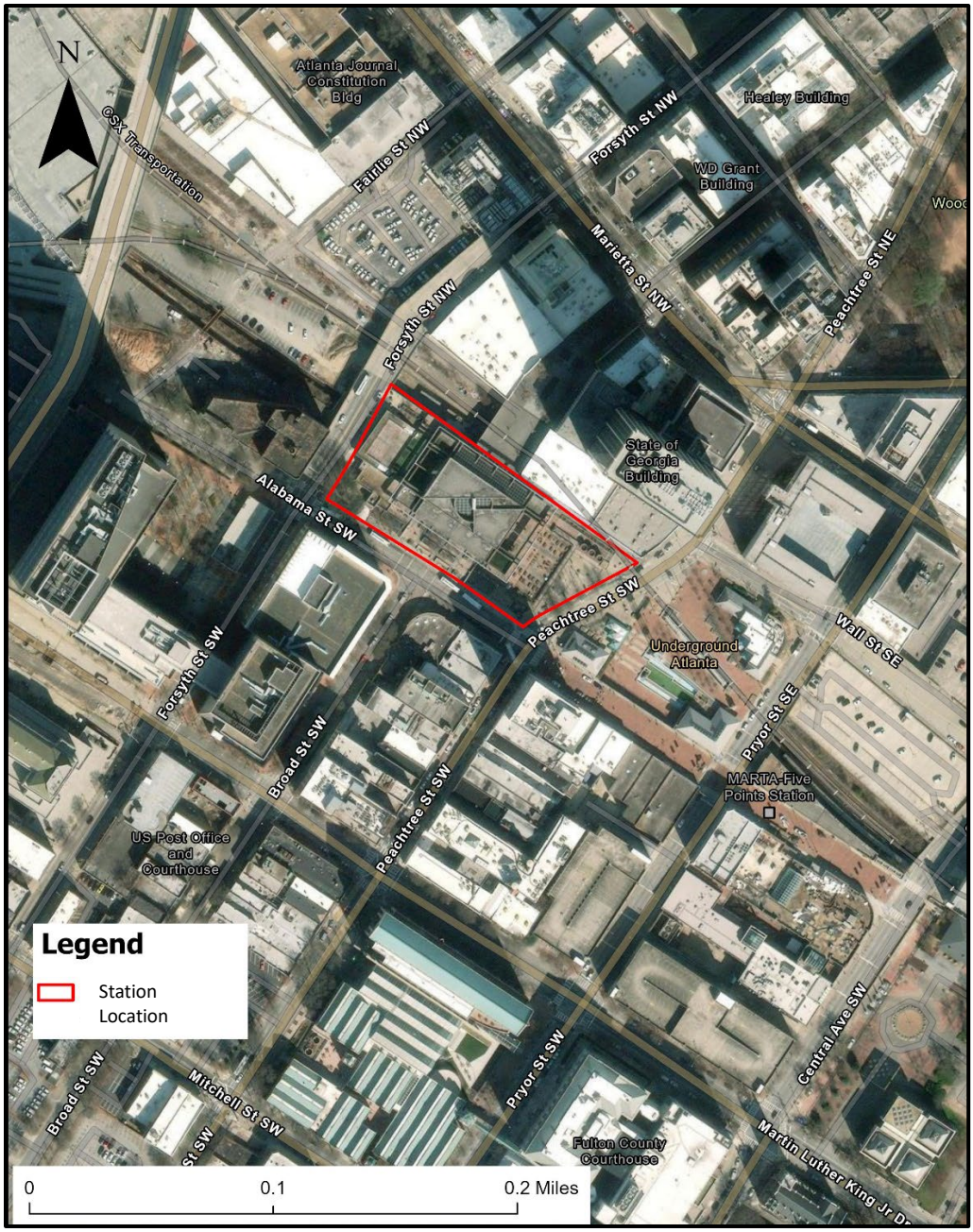
Metropolitan Atlanta Rapid Transit Authority (MARTA)

Prepared by:
Jocelyn M Lion, Architectural Historian
WSP
3340 Peachtree Rd, Suite 2400
Atlanta, GA 30326
(404) 364-8185

March 15, 2023

Location:

The Five Points Station property is located at 30 Alabama Street SW on the north side of the street and extends the length of two blocks, between Forsyth Street SW and Peachtree Street (formerly Whitehall Street) (see Resource Location Map). The building was constructed as a transit station and remains in use as the Metropolitan Atlanta Rapid Transit Authority (MARTA) transfer point for all rail lines.



Resource Location Map

Date(s) of Development:

According to the Fulton County tax assessor's records, Five Points Station encompasses three tax parcels (14 007700030949, 14 007700020668, and 14 007700020585) and the existing rights-of-way where a section of Broad Street was closed. No construction date is listed but based on aerial photography and documentation including historic newspapers and archival materials from MARTA and Georgia State University, the station was constructed between 1976 and 1981. The station's east-west platforms opened in December 1979 as part of a subsequent phase of west line service, adding stops from Five Points Station to Hightower Station (now Hamilton E. Holmes Station), to the segment previously opened in June 1979. The Five Points Station north-south platforms on the lower level opened in 1981 when service began between Garnett and North Avenue Stations.

To date, the station has not undergone significant renovations, and many elements appear to be original. The curved, metal-and-glass enclosures at each of the station entrances beneath the canopy are later additions and do not appear on the station's original as-built plans; their later construction is not described in available planning documents or newspaper articles about station features. The largest update to the station was in 2017, when MARTA upgraded the Reduced Fare and Lost and Found Offices within the station on the concourse level. Improvements to these offices included expanded waiting area space, reconfigured windows, new HVAC systems, and new lighting.

Description:

Five Points Station is a multi-modal transit station that comprises four levels above and below ground. The street-level plaza consists of a Brutalist canopy designed by the Atlanta-based architecture firm Finch-Heery, a pedestrian mall, station entrances, and a station soccer field. The concourse level features faregates and the Reduced Fare and Lost and Found Offices. Platform levels include the east-west platform level where riders board and disembark the green and blue lines; and the north-south platform level where riders board and disembark the red and gold lines (see Photos 1-20).

Street Level

At street level (see Photos 1-10), the station encompasses two city blocks and connects the pedestrian mall along Broad Street Plaza with Broad Street SW, south of the station. The station's Brutalist-style canopy dominates the street presence and extends to cover station entrances directly beneath the canopy and along Forsyth Street SW that descend and provide access to the lower concourse level and platforms. Beneath the main mass of the canopy's roof is a pedestrian walkway around a large rectangular opening to the concourse section.

Photo 1. View towards Plaza level from Alabama Street, facing northwest

Photo 2. View towards plaza level from the corner of Alabama Street SW and Peachtree Street SW, facing northwest

Constructed with pre-cast concrete, the canopy is anchored by four concrete columns located at interior corners, with the canopy sections extending beyond. The canopy emphasizes its structural elements and use of unfinished materials through the use of geometric lines and planes. It consists of two stacked sections extending over walkways and stairs leading to the plaza. The two sections are rectangular in shape; the top section is larger and rests atop large concrete beams that extend along a north-south axis along the lower, smaller rectangular section, giving the impression of concentric rectangles (see Photos 1-2). Both sections extend past the edge of the main roofline. The roof of the station features a central, circular skylight with grid-like windowpanes (see Photos 9-10). The skylight is partially covered by layered geometric shapes. The overhanging sections are open on the east and west ends and allow natural light beneath the canopy and into the concourse level. The overhanging section along the station's northern elevation features skylights that extend from the lower level of the canopy up to the bottom of the main roofline (see Photos 3 and 5). These same skylights are utilized within the roof's circular skylight.

Photo 3. View towards Plaza level from Broad Street Plaza, facing southwest

Photo 4. Canopy detail, facing southeast

Photo 5. Canopy skylight detail, facing east

At the southwest corner of the station is a MARTA Police precinct (see Photo 6). The precinct extends from the station canopy and is clad in concrete and masonry tiles and contains a recessed entrance at Forsyth Street SW, as well as a main entrance accessed from the plaza beneath the canopy. The main entrance is covered by a small concrete overhang.

Photo 6. Viewshed towards MARTA Police Precinct from under canopy, facing west

Station entrances are located at Forsyth Street SW, Alabama Street SW, and Peachtree Street SW, with additional entrance points beneath the canopy. The Forsyth Street SW entrance is covered by the canopy and features stairs, escalators, and an elevator that descend to the concourse level. An electronic display with train and bus scheduling information hangs above the entrance.

The Alabama Street SW entrance is located near the northeast corner of Alabama Street SW and Forsyth Street SW. The entrance projects from the south side of the police precinct and is covered by a concrete, flat, cantilevered canopy. Through the entryway are stairs that descend to the concourse level. Along the sidewalls of the entrance are rows of rectangular clerestory windows. An electronic display with train and bus scheduling information hangs above the entrance.

The Peachtree Street SW entrance is located at a lower level than the other entrances and features two entryways with ramps that lead to the main concourse and faregates (see Photo 7). A Ride Store is located just outside the faregates, one of two within the MARTA system, where riders can purchase Breeze cards and speak with a MARTA employee. A portion of the street level plaza extends from under the station canopy and forms the roof for this entrance, consisting of a thick concrete slab that is consistent with the sides of the station canopy.

Photo 7. View towards Peachtree Street SW entrance and concourse level, facing west

Beneath the station canopy, and accessible from all sides of the canopy, additional entrances are located beside each of the four columns supporting the canopy. The entrances each face east or west, towards the interior of the station canopy, and feature an escalator and set of stairs. They are covered individually by curved glass-enclosures, and do not maintain the sharp edges of the station canopy (see Photos 4 and 8). The glass enclosures are not original to the station and do not appear on the station's original as-built plans. The enclosures' curvilinear designs contrast with the rectilinear Brutalist elements exemplified at the plaza level. These enclosures are not described in available planning documents or newspaper articles about station features, and their date of construction is unknown.

Photo 8. Canopy detail, facing east

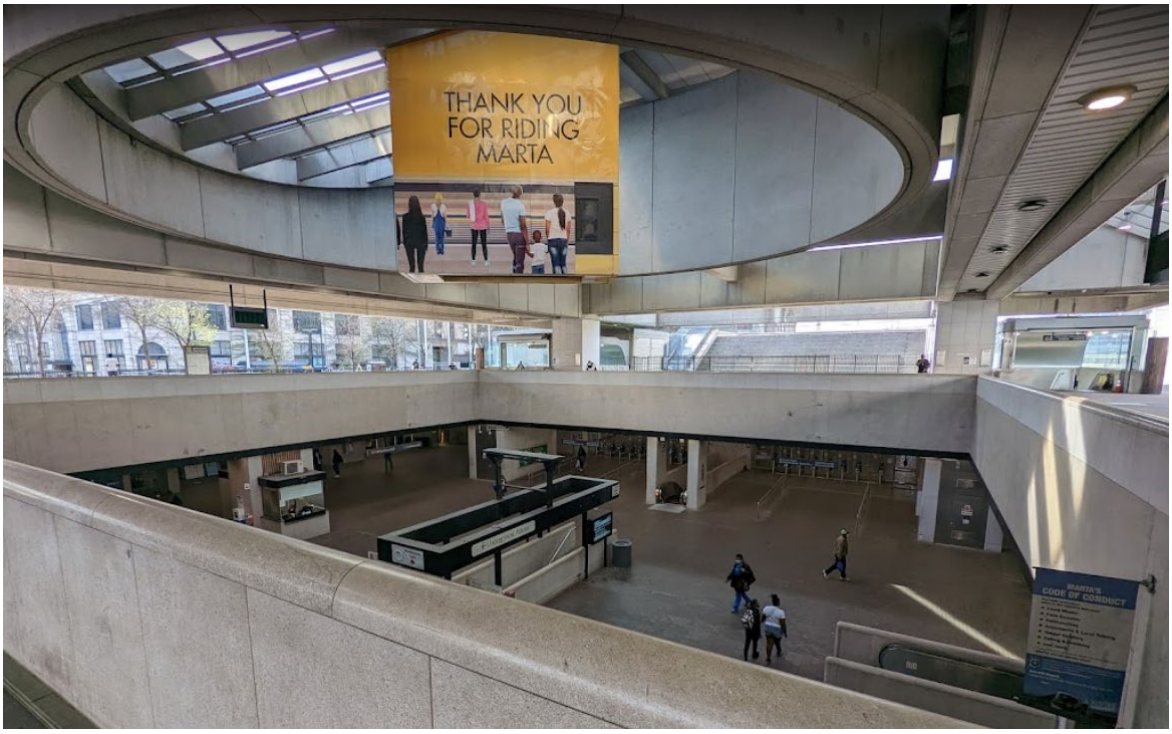


Photo 9. View of roof and concourse level from plaza level, facing southwest

Photo 10. Canopy roof detail, facing south

Also located along Forsyth Street SW is a nonoriginal turf soccer field with stands for spectators, as part of the Station Soccer initiative undertaken by MARTA in partnership with the local nonprofit Soccer in the Streets.[1] The field is situated at the northwestern end of the plaza beneath the station canopy, partially extending over the Forsyth Street SW entrance. It was installed in 2016.

Landscaping is integrated into the design and located within concrete areas that are placed at regular intervals beneath and around the canopy. Walkways and walls around the canopy are topped with metal fencing of varying heights, featuring geometric designs.

Concourse Level

Original terrazzo floors and marble paneled walls are found throughout the concourse level. The ceilings following the east and west entrances from Peachtree Street SW and Forsyth Street SW feature light fixtures in barrel vaults. Square columns clad in marble are found throughout and support the station levels and canopy overhead. Also present within the station is a portion of the former Eiseman Building façade, which was incorporated into the station design and extends downward along the station's north wall through the concourse and East-West platform levels (see Photo 11). The Eiseman Building façade can be seen from all interior levels.

Photo 11. Eiseman Building façade along north wall from concourse level, facing northeast

A metal information booth is located within the central concourse area (see Photo 12). At the western end of the concourse level, along the Forsyth Street SW end of the station, is a Reduced Fare Office and the Lost and Found Office, housed within the same area (see Photo 13). The office space was renovated and expanded in 2017, introducing new design elements and colors to the station concourse level. Staircases and escalators found throughout the station's concourse level provide access to the surrounding streets and to the station's lower platform levels. There are two entrances at the concourse level that provided access to Underground Atlanta and Rich's Department Store, which is currently a federal office complex. The entrance to Underground Atlanta is now closed. Fixed and electronic wayfinding signage is found throughout the level.

[1] "Station Soccer Atlanta," MARTA. Accessed via: https://www.itsmarta.com/station-soccer.aspx

Photo 12. View toward plaza level from concourse level, facing southeast

Photo 13. Renovated Reduced Fare and Lost and Found Offices at concourse level, facing northwest

East-West Platform Level

Beneath the concourse level, platforms serving the east-west are reached via escalators or staircases that connect to the upper and lower station levels. The platform level at Five Points Station is utilitarian in nature and features little ornamentation besides the marble cladding and glass tiles present along the outer walls within the station. It includes raised "high-level" concrete platforms to accommodate level boarding for passengers and rail beds located below the platform levels. Square, marble-clad columns are found throughout and support the station levels and canopy overhead. Sections of the ceiling feature barrel vault light fixtures, identical to those on the concourse. Neither the platforms nor columns feature any ornamentation other than marble cladding and glass tiles, emphasizing the functionality of the space.

North-South Platform Level

Platforms at the lowest level in the station are reached via escalators or staircases that connect to the upper station levels. The platform level at Five Points Station is similar to the east-west platform directly above. Utilitarian and featuring little ornamentation, the platform includes raised "high-level" concrete platforms for passengers and rail beds located below the platforms. Square, marble-clad columns are found throughout and support the station levels and canopy overhead. Sections of the ceiling feature light fixtures within consecutive barrel vaults. Similar to the East-West platform level, the space emphasizes functionality and lacks decorative finishes other than marble cladding and glass tiles.

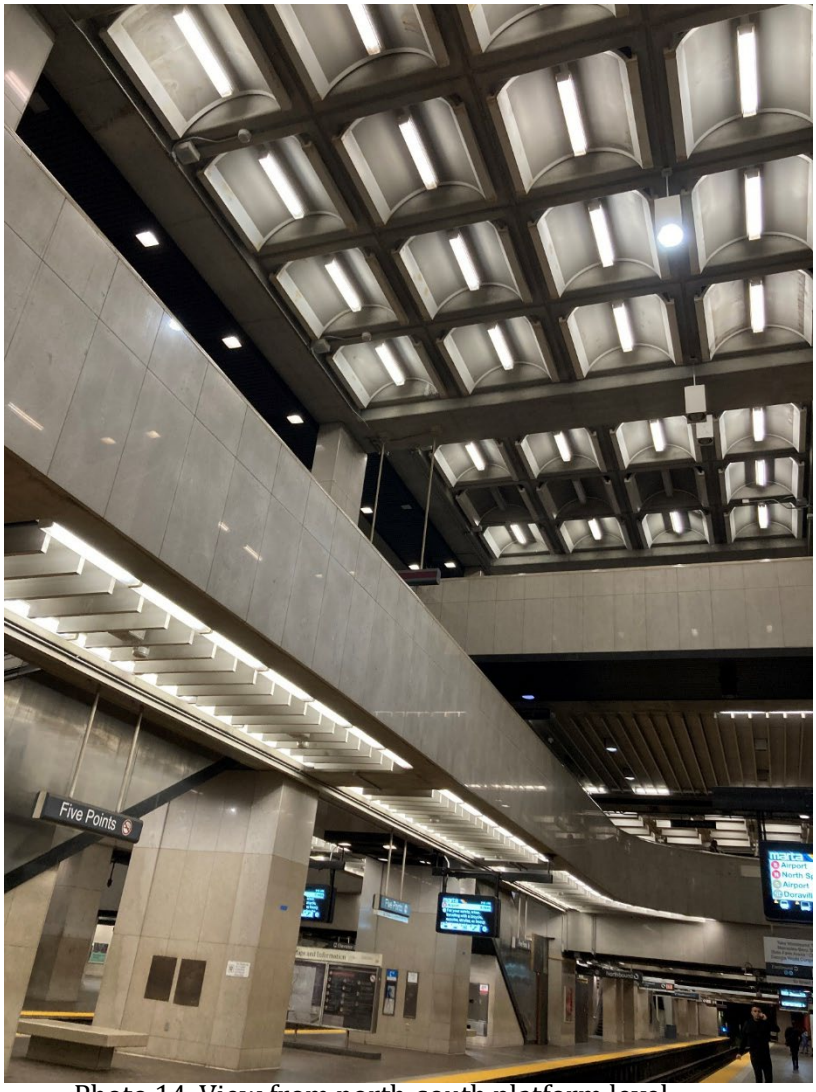


Photo 14. View from north-south platform level

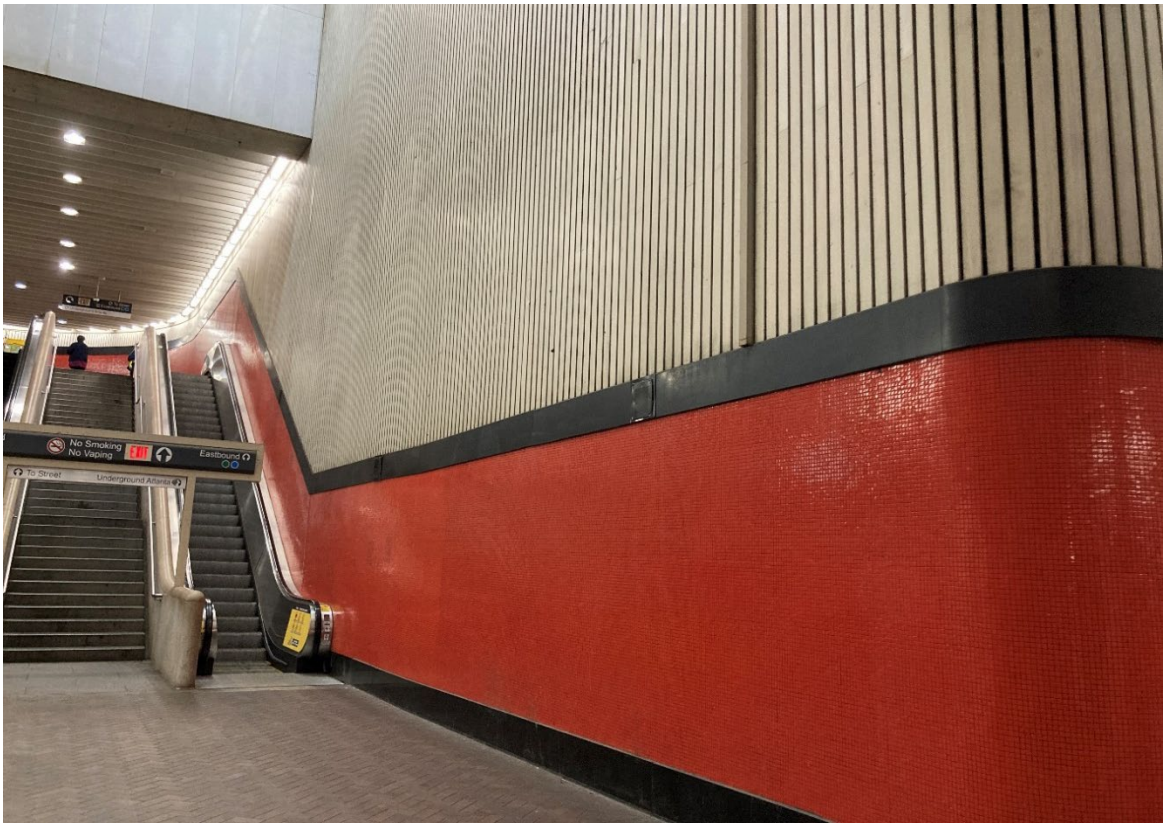


Photo 15. Outer wall detail, north-south platform level

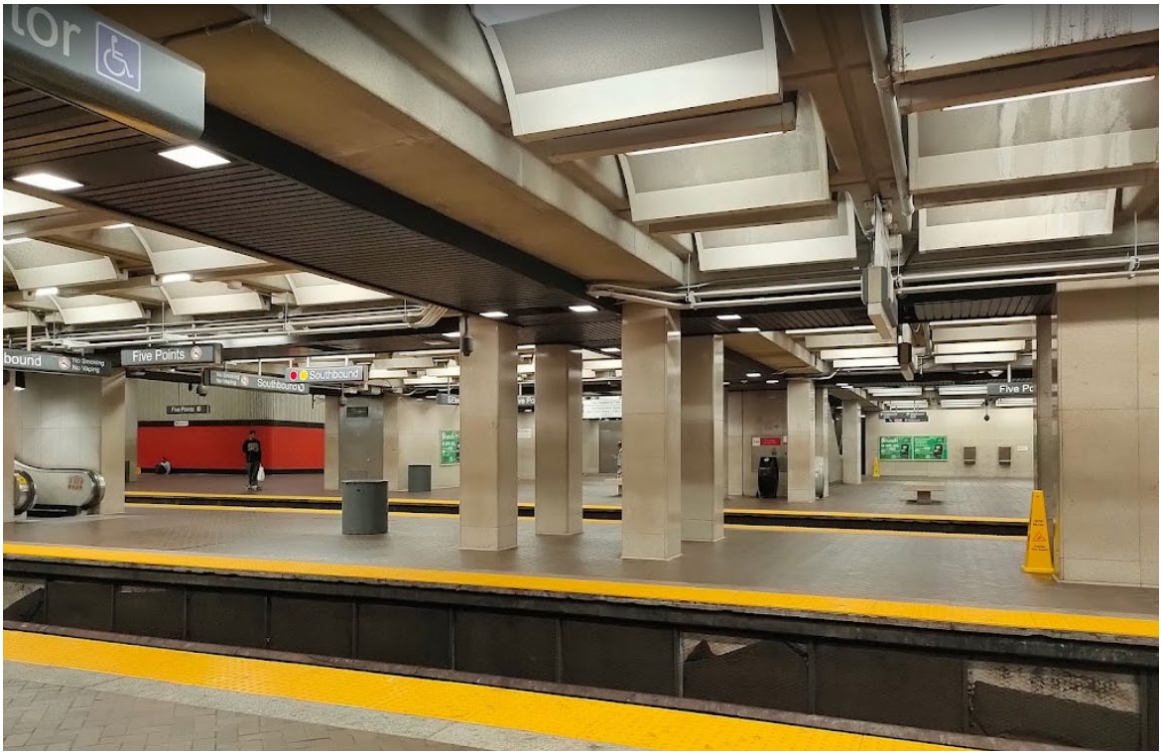


Photo 16. View of platforms at the north-south platform level

Setting

Five Points Station spans multiple tax parcels in downtown Atlanta. The station area is a concrete-paved expanse with landscaped areas located south of the station canopy, along Alabama Street SW. Surrounding the station are commercial and government buildings dating from the early to late-twentieth century (see Photos 17-20). West of the station and below street grade are parking lots and rail lines that extend beneath the street viaducts.

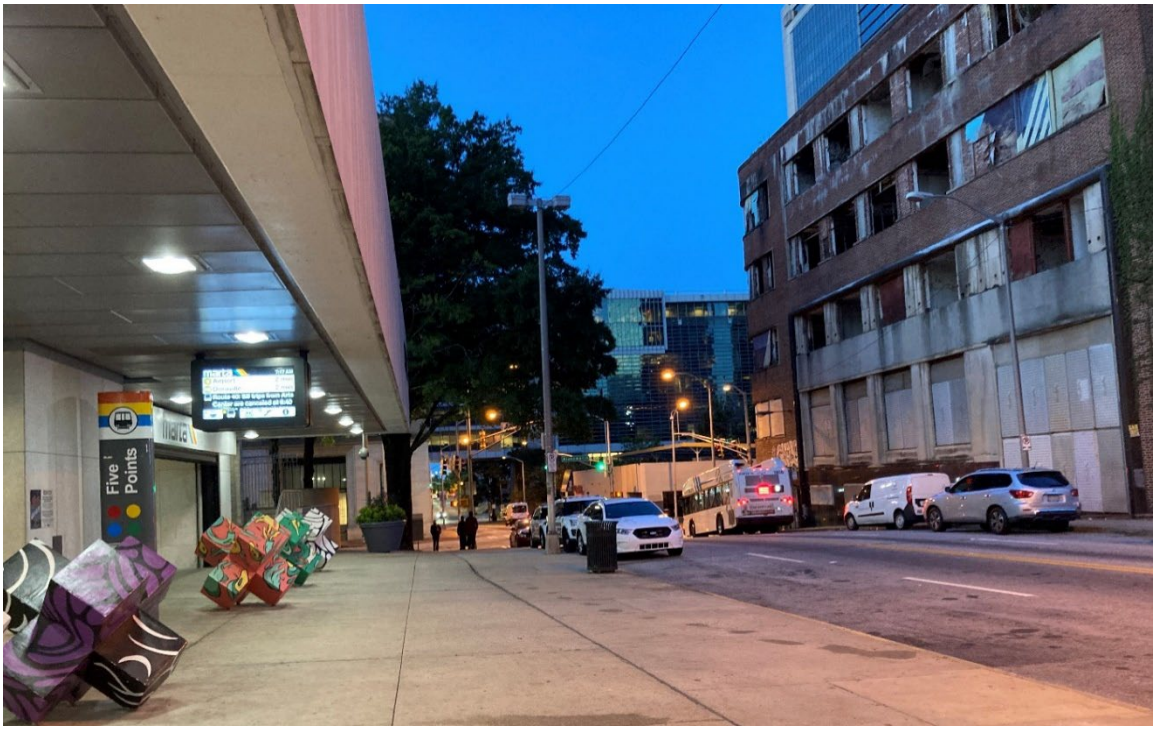


Photo 17. View along Forsyth Street SW towards Alabama Street SW, facing south

Photo 18. View toward Broad Street plaza, facing north

Photo 19. View toward Alabama Street SW and Broad Street SW, facing south

Photo 20. View from Peachtree Street SW entrance, facing east

Historic Context

The Five Points Station is located in downtown Atlanta, on the southern end of its central business district, and is the central transfer point for all lines within the MARTA rail system. The station is named for its location near the Five Points intersection, which derives its name from the convergence of Decatur Street, Mariette Street, Edgewood Avenue, and two legs of Peachtree Street (one leg was previously named Whitehall Street). Five Points has a long history of rail transportation that dates to the city's establishment: in 1836, the Georgia General Assembly authorized the construction of a railroad to Chattanooga, Tennessee, and in 1842, the southern terminus of the railroad was located in what is now part of Underground Atlanta. The town of Terminus developed around the railroad and its station. Terminus, briefly renamed Marthasville, was incorporated as Atlanta in 1847 with city limits defined as a one-mile radius from the zero milepost, located under the Central Avenue bridge, between Alabama and Wall Streets, adjacent to Underground Atlanta.

From Reconstruction until the 1970s, Five Points functioned as the heart of Atlanta's central business district. It boasted well-known department stores, including Rich's, and hotels to invite travelers to the area and those arriving at Terminal Station, Atlanta's largest train station, a few blocks west. Five Points' slow decline began in the 1920s as Atlanta diversified and white residents moved to neighborhoods north of the city. Five Points further declined into the 1960s and 1970s due to continued urban sprawl and creation of newer commercial districts. Terminal Station was razed in 1972 and was eventually replaced by the Richard B. Russell Federal Building, constructed in 1979. Underground Atlanta, "one of the city's busiest nightspots" in its heyday, experienced a rapid and significant decline in the late 1970s due to MARTA construction that eliminated popular nightspots

and retail spaces.[2] Many other buildings in the Five Points area were razed to accommodate the station's construction, contributing to the area's decline. Five Points remains an office and commercial area, with Georgia State University responsible for much of the neighborhood's recent revitalization due to its significant presence throughout downtown Atlanta.

Construction of Five Points Station followed the post-World War II boom and continued rise of automobile use in the United States, which added pressure to existing roadway infrastructure and resulted in calls for new transit systems for growing cities across the United States from the 1960s through 1980s. While local civic leaders across the country began investigating ways to improve transportation in urban areas, at the federal level, the Urban Mass Transportation Act of 1964 provided funding for mass transportation projects across the country and established the Urban Mass Transportation Administration (UMTA), now called the Federal Transit Administration (FTA). The Urban Mass Transportation Act of 1970 was the second iteration of the law and included additional funding for transit projects, including MARTA. The law has been expanded numerous times since to include additional funding and regulations.

Against this national backdrop, Atlanta was reaching its own conclusions that public transit was an important facet of the city's long-term growth. In 1962, the Metropolitan Atlanta Transit Study Commission released a report recommending a region-wide bus and rail system for the long-term benefit of the city. To contend with increasing traffic and the resulting congestion, the proposed system map served five counties within the metro Atlanta area and consisted of, "66 miles of dual-track, grade-separated, electrified rail line, with 42 stations."[3] Five Points Station, then referred to as Transit Center, was also described in the report: "[s]ituated in Atlanta's central business district, Transit Center is the hub of the system. This station will be the busiest in the system."[4] Further, the planned station's east-west tracks would "occupy the Gulch alongside the existing railroad tracks, and the north-south tracks are planned below these in subway [tunnels] beneath Broad Street."[5] While the system map incurred changes during preliminary design phases, the core of the system within the downtown area that was proposed in 1962 remained consistent throughout the project (see Photo 21). The report ended by stating:

> The total impact of all of these effects will determine the kind of area Metropolitan Atlanta will be. The greatest single question for the citizens to consider is whether the region is to grow with a strong, conveniently accessible central city, linked to outlying centers that will grow in importance around rapid transit stations and to residential areas by uncongested streets and highways, or whether it is to grow in expanding rings of solid urbanization with rising congestion in each new ring frustrating accessibility to the old.[6]

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[2] Angelo Lewis, "City Applies for Grant to Save Ailing Underground Atlanta," *Atlanta Constitution* (Atlanta, GA), January 8, 1979.

[3] Metropolitan Atlanta Transit Study Commission, "A Plan and Program of Rapid Transit for the Atlanta Metropolitan Region," (December 1962), MARTA Collection, Georgia State University Library; pg 7. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/3882

[4] Metropolitan Atlanta Transit Study Commission, "A Plan and Program of Rapid Transit for the Atlanta Metropolitan Region," (December 1962), MARTA Collection, Georgia State University Library; pg 7. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/3882

[5] Ibid. pg 7.

[6] Ibid. pg 11.

In a growing city becoming increasingly more reliant on and subsequently congested by automobiles, the Metropolitan Atlanta Transit Study Commission stressed the need for long-term convenience, accessibility and connectivity to the city's commercial areas. Three years later, in 1965, Georgia passed the Metropolitan Atlanta Rapid Transit Authority Act, establishing MARTA, and Atlanta metro voters approved the proposed system program in 1971.

Following the initial planning and design stages, the system broke ground in 1975 and was constructed in multiple phases. The first phase, referred to as Phase A, comprised 14 miles of rapid rail transit; 17 stations, primarily along the east-west lines; the central car maintenance and repair facility; and design activities for six additional stations (see Photo 22). In 1978, the UMTA committed $800 million toward the construction of this initial phase of the rapid transit system.[7] System planning also anticipated incorporating and encouraging opportunities for development alongside, or even above, the stations. Development that occurred in tandem with MARTA construction included two office towers in the air rights of the Georgia State Station; the office building and regional headquarters for Southern Bell Telephone Company at the North Avenue Station; underground passageways linking Five Points Station to Underground Atlanta, Rich's Department Store, and a proposed development complex that was not realized; direct facility connections at Omni Station (now GWCC/CNN Center) to the Omni Coliseum (now State Farm Arena) and Omni International (now CNN Center); and direct access to Peachtree Center from the station of the same name.

Rail service began in June 1979 along the East Line between Georgia State and Avondale stations. The West Line opened in December 1979 between Hightower (now Hamilton E. Holmes) and Five Points stations. Rail service along the north-south line, between Garnett and North Avenue stations and including the lower level of Five Points, began in December 1981.

[7] "Rapid Transit and Urban Development in Atlanta, 1978" (Division of Planning and Marketing, MARTA, May 1978), MARTA Collection, Georgia State University Library; pg 3. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/7025/rec/8

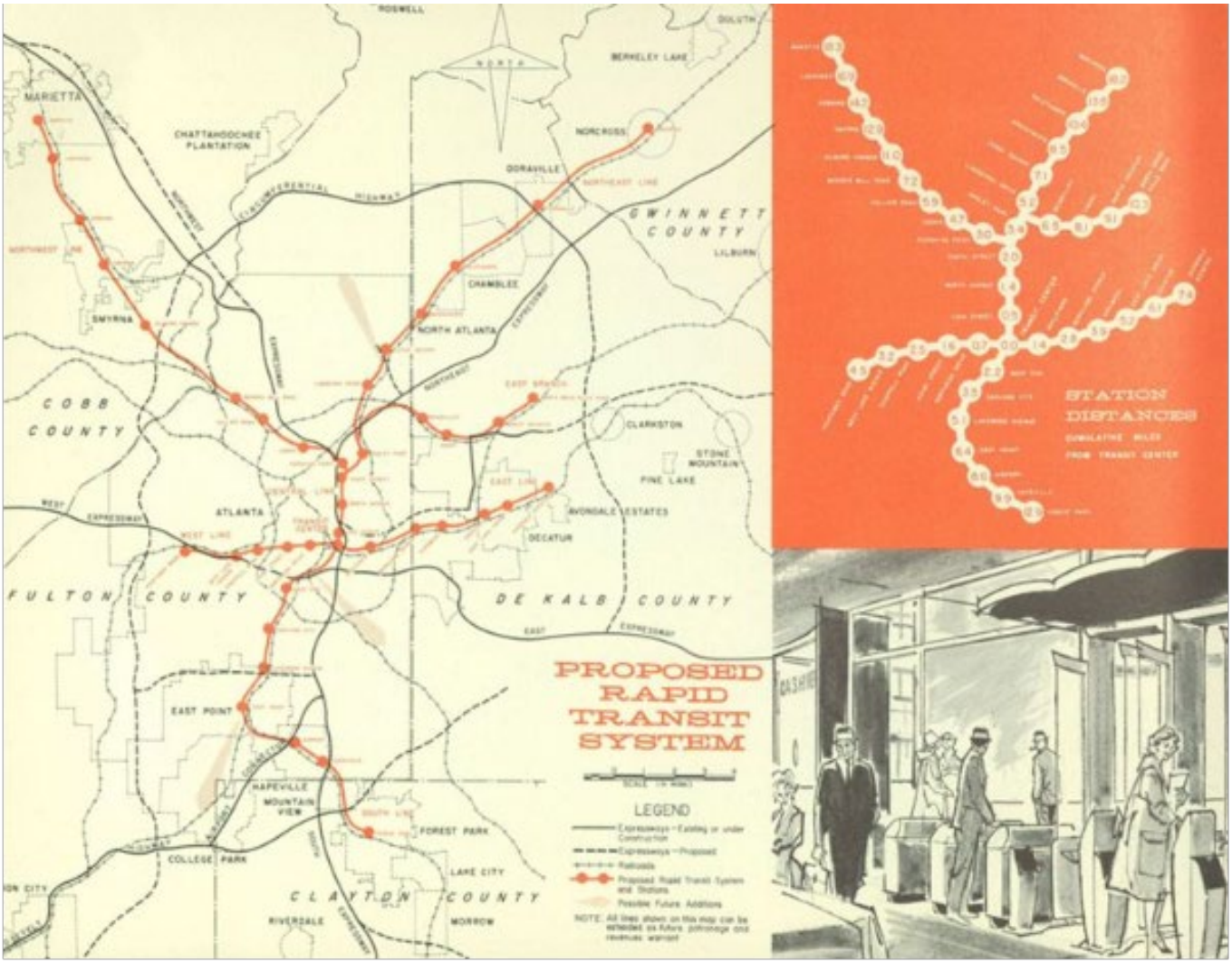

Photo 21. Rapid transit system proposed in 1962 by the Metropolitan Atlanta Rapid Transit Study Commission. Five Points was originally referred to as Transit Center
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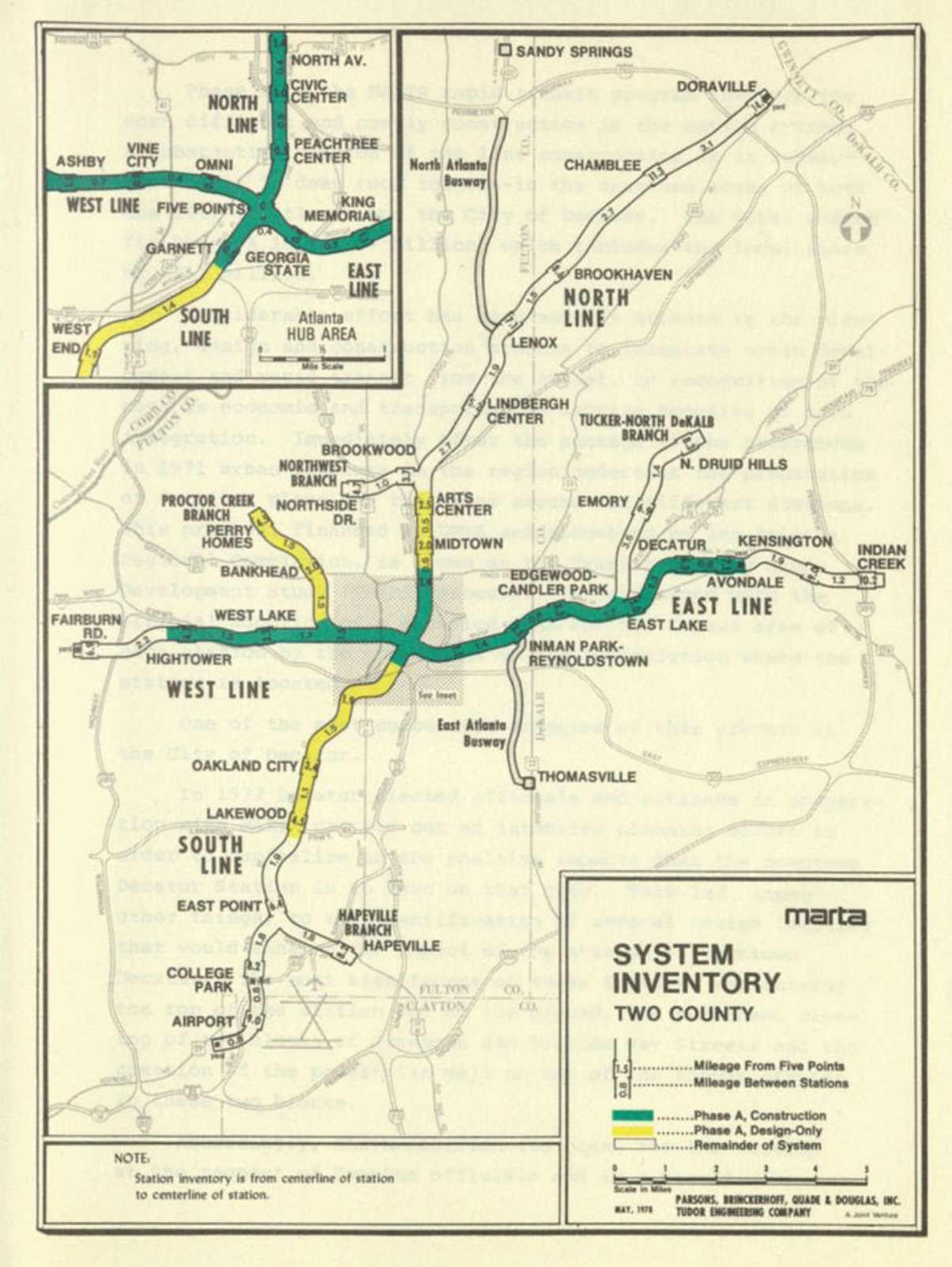

Photo 22. System Inventory Map, May 1978.
Accessed via: https://digitalcollections.library.gsu.edu/iiif/2/marta:7050/manifest.json

Five Points Station

For Five Points Station, the station was intended to serve as both a rail station and a civic plaza. A joint venture comprising Parsons Brinckerhoff Quade & Douglas, Tudor Engineering, and Bechtel Corporation (PBTB) was hired to design the MARTA system following their success in developing the Bay Area Rapid Transit (BART) system in the San Francisco Bay area during the 1950s and 1960s in what became a model transit system for this time period. PBTB's initial 1971 plans for Five Points Station did not feature as dominant an above-ground element as is present today, but the site was clearly designed to be a pedestrian-friendly space, evidenced by the open walkways and abundance of trees (see Photos 23-24). The alteration of the street grid by partially closing Broad Street SW was included and explained the slightly raised elevation of the station's plaza level, since a project representative stated there "just isn't enough space between the railroad tracks that lie at ground level and the existing street, or viaduct, level to accommodate the three levels of the station."[8] Early plans also indicate that access points to Rich's, Underground Atlanta, and a future development northwest of the station (that was not realized) were included in these preliminary design sheets.

In 1974, the prime design contract for Five Points Station was awarded to the Atlanta-based design firms Finch, Alexander, Barnes, Rothschild and Paschal, Inc. (FABRAP) and Heery & Heery, Inc.[9] The joint venture, called Finch-Heery, only designed the station canopy: electrical, mechanical, and interior design were subcontracted to local firms, and PBTB handled the civil and structural engineering aspects of the station as well as the entire MARTA system. This organization of labor reflected a similar arrangement that PBTB used in designing BART's stations. MARTA unveiled the Five Points Station design to the public in June 1976. The station's architects aimed to "design a station that would accommodate MARTA riders and also enhance the neighborhood." [10] In addition to being accessible and practical for pedestrians and riders, the designers considered the proximity of high-rise buildings when designing the canopy roof (see Photos 25-26). Architect Bill Finch of FABRAP stated the canopy, "will be a 'significant symbol of progress' in Atlanta, with a 'strong and simple' but 'handsome' appearance the goal."[11] This opinion was consistent with, albeit more generous than, MARTA general manager for transit system development Peyton Tabb's 1975 comment, "the Five Points station is going to be a workhorse station and may not be as smart-looking, in terms of architectural refinements, as stations elsewhere in the MARTA system."[12] Tabb also stated, "[o]ur thinking is that if you make things too attractive in the station – if you put things in there to attract people – the result will be the opposite of what you want. People will stick around, which is what we don't want them to do."[13] Considering this approach to the station design, the simplicity of the design presented embodies a focus on functionality that initially appears consistent with the tenets of Brutalism. However, there is a disconnect in how that utilitarian, functional design was applied throughout the station, due to the number of firms involved in the design of Five Points, that diminishes the station's overall adherence to the style. While the interior of the station remains utilitarian, the manner of execution shifts throughout to incorporate decorative materials such as marble and glass tile cladding, and deviates from the station canopy's geometric shapes and planes through the use of barrel-vaulted, recessed lighting and curved pathways at the concourse and

[8] Raleigh Bryans, "Progress Begins on Five Points Station," *Atlanta Constitution* (Atlanta, GA), January 5, 1975.
[9] Sharon Bailey, "$5 Million in Subcontracts Awarded by MARTA," *Atlanta Constitution* (Atlanta, GA), January 5, 1974.
[10] Sharon Bailey, "MARTA Unveils 5 Points Plans," *Atlanta Constitution* (Atlanta, GA), June 11, 1976.
[11] Ibid.
[12] Bryans, "Progress Begins on Five Points Station," *Atlanta Constitution*, January 5, 1975.
[13] Bryans, "Progress Begins on Five Points Station," *Atlanta Constitution*, January 5, 1975.

platform levels. While these differences appear subtle, they stand in stark contrast to the station's street level appearance.

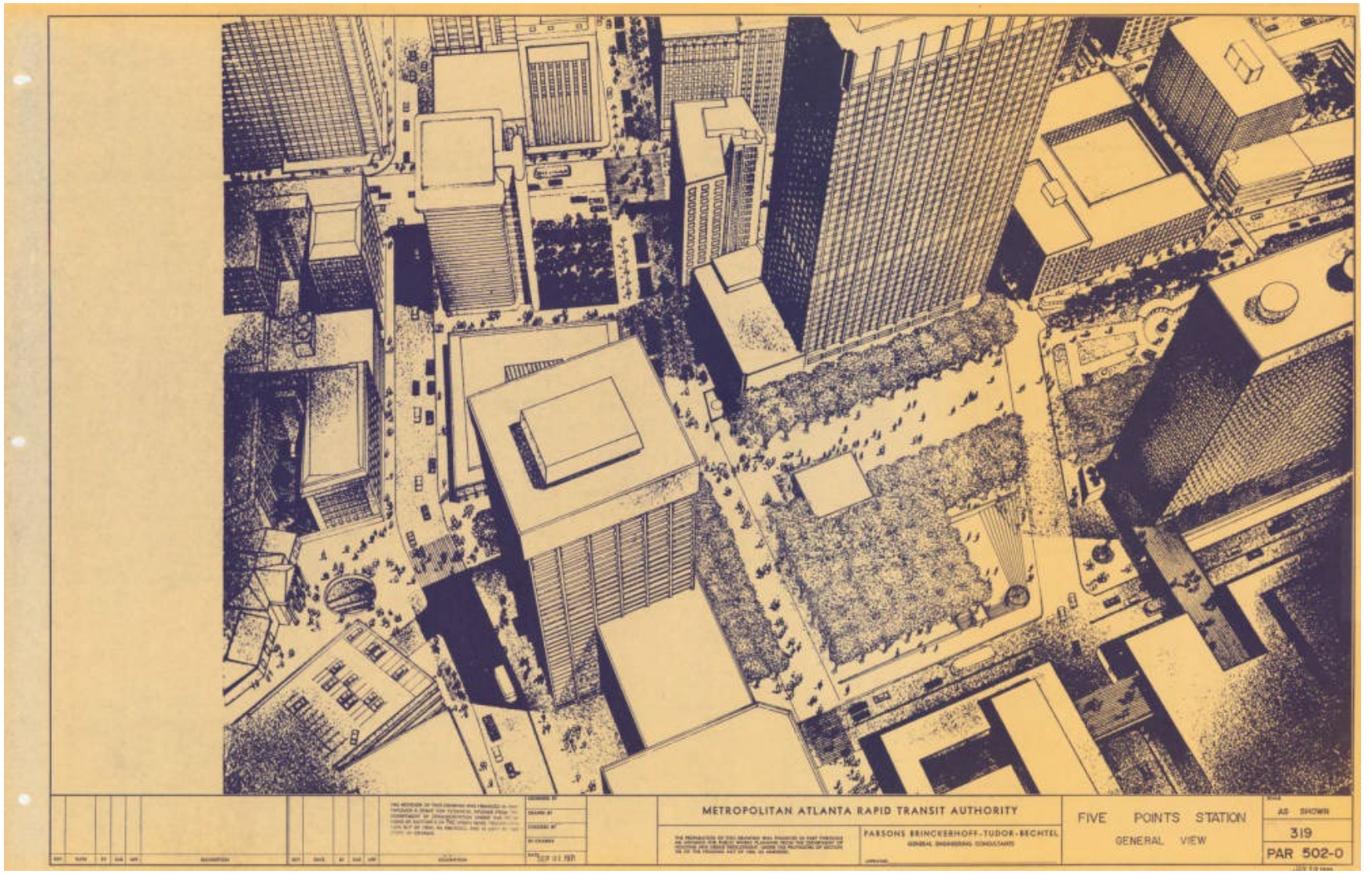

Photo 23. Sheet 319 Five Points Station, General View, 1971.
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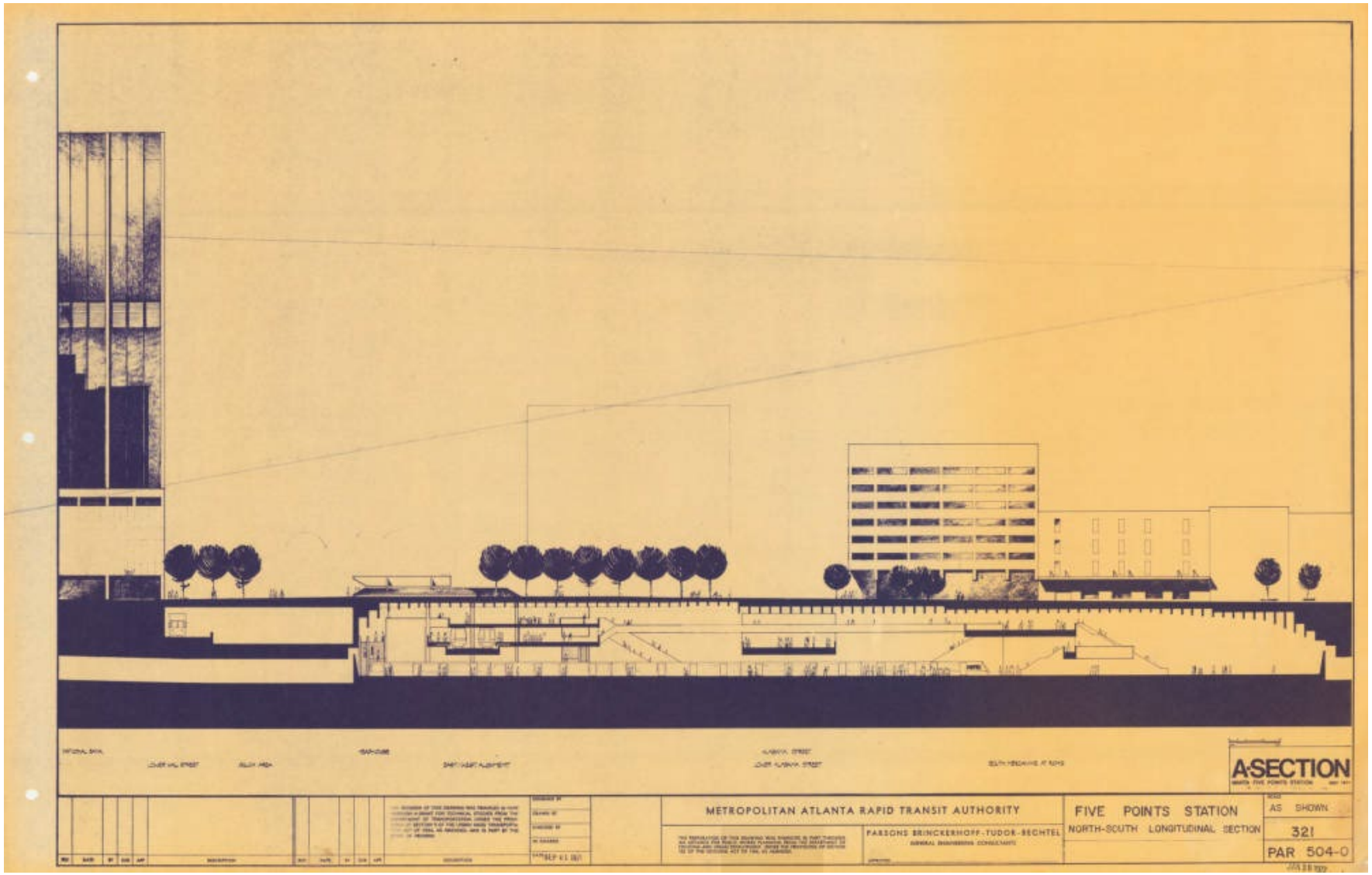

Photo 24. Sheet 321, Five Points Station, North-South Longitudinal Section, 1971.
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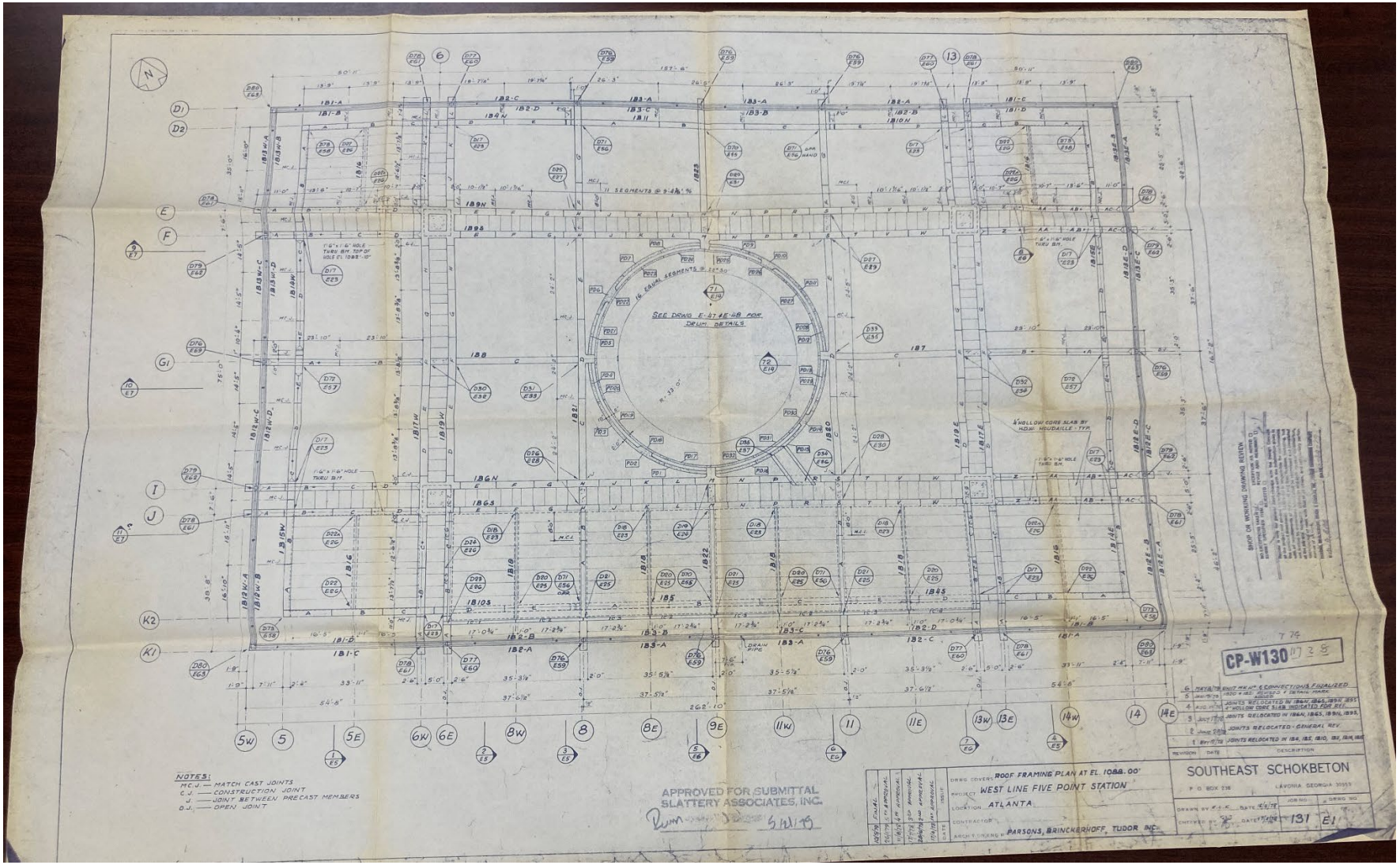

Photo 25. Roof frame plan at elevation 1088. Final approval date October 5, 1979.
Source: MARTA Archives.

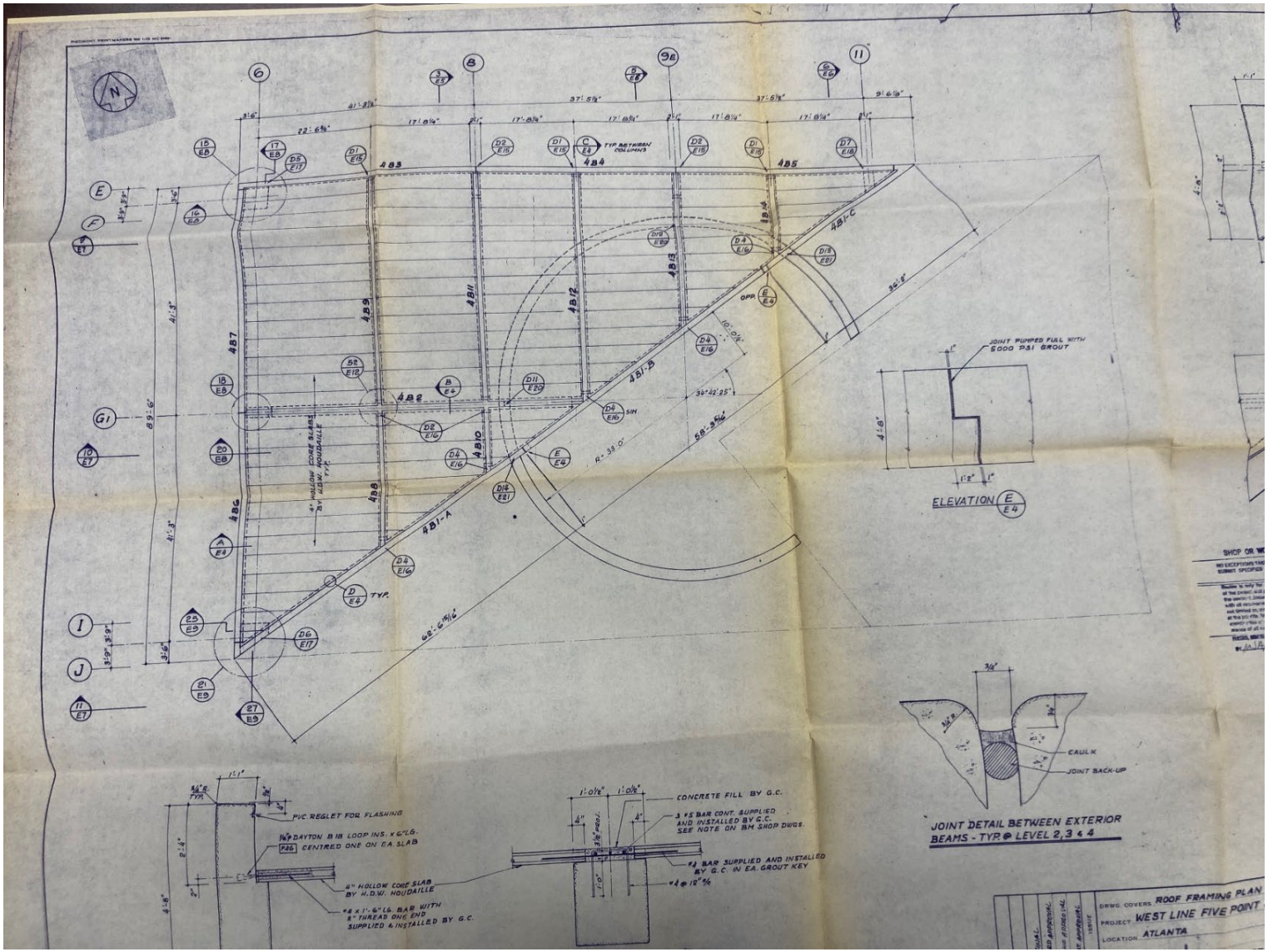

Photo 26. Roof framing plan at elevation 1107.33. Final approval date October 5, 1979.
Source: MARTA Archives

Plans for the canopy were not met favorably by all. In July 1976, just weeks after MARTA unveiled the station plan, the Atlanta Urban Design Commission strongly objected to the large canopy. The objection was based on the fact that the station proper was underground, rendering the canopy purely ornamental. The Commission objected to the ""concept of a monumental canopy structure above the plaza" as "excessive, both in terms of cost and symbolic value.""[14] The commission did not have a particular alternative in mind, but it noted that it would generally " '[…] prefer some kind of open space' with more landscaping rather than a plaza adorned by the proposed canopy."[15] These concerns ultimately did not sway MARTA officials, as the canopy design and construction continued.

The station plans did include a nod to Atlanta's past through incorporation of part of the Eiseman Building façade. The Eiseman Building housed a haberdashery and clothing store built in 1901 that was located on Whitehall Street (now Peachtree Street). The building was demolished in 1975 to accommodate the construction of Five Points Station. Prior to demolition, the façade was removed for later relocation within the new station along the north wall, where it extends through all three levels of the station.

FABRAP and Heery & Heery, Inc.

The architectural firm selected for Five Points Station was a partnership between the Atlanta-based FABRAP and Heery & Heery, Inc. The joint venture partnership began in 1963 when the firms collaborated to design and manage construction for the Atlanta-Fulton County Stadium, completed in 1965. This timing was advantageous, as it allowed the firms to effectively form a third entity, Finch-Heery, that was jointly owned and "become one of the few companies in the nation with the know-how and experience to get in on the burgeoning field of designing multipurpose sports stadiums."[16] Finch-Heery operated separately from the two parent firms; in 1970, Henry Teague, a FABRAP designer, and Wilton L. Ferguson, a vice president of Heery & Heery, led the day-to-day operations.[17] A newspaper article from 1983 described the arrangement "operat[ing] as a separate company with its own offices, and the two parent firms are competitors in all other aspects."[18]

Following their partnership in the 1960s, Finch-Heery became recognized as "probably the nation's leading specialty designer of stadiums and other sports facilities."[19] Professional football was increasing in popularity, and cities wanted multipurpose stadiums that could host a variety of sporting events. Owing to the differences between playing field configurations, Finch-Heery believed that circular stadiums were the best way to accommodate the different fields while maintaining desirable vantage points for spectators. Their collaborative work included over 100 major stadiums and arenas such as the Georgia Dome in Atlanta, Riverfront Stadium in Cincinnati, Schaefer Stadium in Foxboro, Massachusetts, and university stadium expansions at the University of Georgia and Georgia Tech. Many of these large-scale projects have since been replaced and demolished or renovated extensively. Among lists of the partnership's projects, Five Points Station is the only listed work that was not a multipurpose sports facility, complex, or arena. While notable that Five Points

[14] Sharon Bailey, "MARTA's Canopy Plans Hit: Cost Called Exorbitant," *Atlanta Constitution* (Atlanta, GA), July 13, 1976.
[15] Ibid.
[16] Tom Walker, "Joint Idea Creates Third Firm: Temporary Partnership Goes Steady," *Atlanta Constitution* (Atlanta, GA), June 14, 1970.
[17] Ibid.
[18] Tom Walker, "'Shotgun' marriage helps build stadiums," *Atlanta Constitution* (Atlanta, GA), June 29, 1983.
[19] Ibid.

Station has no parallel project among the partnership's canon of work, MARTA's commitment to fulfilling and reaffirming promises they had made to "make "maximum use" of "locally available design resources"" as well as their approach of awarding contracts via negotiation rather than on a bid basis, suggest that the firm's ties to the area and experience with high-occupancy buildings were advantageous for MARTA.[20] Since each individual firm had a representative leading day-to-day activities, the degree of involvement and oversight prominent Atlanta architect George Heery and the lead architects at FABRAP provided to individual projects for their joint venture is unclear.[21] Both Bill Finch and George Heery, namesake principals of Finch-Heery, attended the design unveiling for Five Points Station.

Brutalism

Brutalism descended from the Modernist movement architectural styles used throughout the world primarily from the 1950s through the 1970s. Brutalist buildings are widely recognizable due to their emphasis on materials, textures, and construction, producing dominant, expressive forms that prioritize functionality. Character-defining elements of the style include the use of raw, unfinished concrete; fortress-like massing that is frequently broken down to express the different functions of the building; and "whole site" plans that integrate buildings into an often hardscaped plaza with ancillary features. Brutalist buildings showcase bare building materials, relying on geometry and the play of light and shade for visual interest in place of ornamentation. Although applied ornament is not often used, the concrete may be given different finishes to break up potentially monotonous expanses of gray. Color palettes are typically monochromatic and earth-toned, and trim materials such as wood, stone, and brick may be used to provide contrasting colors and textures.

British husband-and-wife team of Peter and Allison Smithson, who designed the Hunstanton School in Norfolk, England in 1954, first used the term "New Brutalism" for their design approach. The term and style were then amplified in 1955 when British architecture critic Reyner Banham wrote an essay describing the Smithsons' school at Hunstanton as representing this "New Brutalism." Banham further defined New Brutalism as an aesthetic style, as well as linking it with *béton brut* construction, meaning raw concrete in French, that was popularized by Swiss-French architect Le Corbusier. Le Corbusier is widely credited with pioneering the style with his approach to concrete construction, first utilized in his Unité d'habitation housing project in Marseilles that was completed in 1952.

The New Brutalism, or simply "Brutalism," spread to the United States in the early 1960s, especially with the work of Louis I. Kahn, Paul Rudolph, and Ralph Rapson. Louis Kahn's Salk Institute for Biological Studies in La Jolla, California, built between 1960 and 1963, is considered by some to be the best example of the style in the United States, with Paul Rudolph's Yale Art and Architecture Building (1963) and Kallman, McKinnon & Knowles' Boston City Hall (1968) as other notable examples. Several Brutalist buildings within the City of Atlanta were surveyed in the *Downtown Atlanta Contemporary Historic Resources Survey Report* (2013) and include Ted Levy's Plaza Towers (1969); John Portman's AmericasMart buildings 1 and 3 (1961, 1979); John Portman's Peachtree Center (1966-1988), which is listed in the National Register; select buildings on Georgia State University's campus (1960s); Marcel Breuer's Atlanta Central Library (1977-1980); and MARTA's Peachtree Center and Garnett Stations (1981-1982).[22]

[20] Bailey, "$5 Million in Subcontracts Awarded by MARTA," *Atlanta Constitution*, January 5, 1974.
[21] Walker, "Joint Idea Creates Third Firm: Temporary Partnership Goes Steady," *Atlanta Constitution*, June 14, 1970.
[22] Karen Huebner, *Downtown Atlanta Contemporary Historic Resources Survey Report*, September, 2013.

To many, Brutalist buildings could often be described as cold, especially as they aged and began to spall and stain. Increasingly associated with urban decay and crime and described as "ugly" or "oppressive," Brutalist buildings suffered from general reactions against Modernism during the late 1970s. Another factor of Brutalism's decline was both its atmosphere of and association with totalitarianism, as the style was used across European communist countries. The style became popular with communist regimes due in part to its simple and functional approach to construction and design and relative low cost. It was also popular because of the ideals of strength and dominance brutalist buildings projected during a time when much of Europe was rebuilding post-World War II.[23] By the 1980s, the popularity of Brutalism had waned because of these associations and the less-than-ideal way the building materials had aged. Some people even advocated for the demolition of existing Brutalist buildings, such as Boston City Hall. Brutalism has experienced a resurgence of interest in recent years.[24]

Concurrent Mass Transit System Development

Within this general time period, other cities across the nation were developing transit systems as well, including BART in San Francisco; Washington Metro in Washington D.C.; and Metrorail in Miami (see Table 1). Until Metrorail in Miami initiated construction in 1980 after planning efforts began in 1971, MARTA was the only heavy-rail transit project in the Southeast. Construction on BART began a decade prior to MARTA. For BART, PBTB outsourced individual station design to architects to create "avant-garde and colorful designs in the stations, which were optimistically conceived as cultural rallying points for the local communities." BART's design showcased an attempt by PBTB to demonstrate new technology through use of an automated system in addition to transit aesthetics that would "serve as the model for rapid transit in the new age." BART was viewed as the "cutting edge of rapid transit technology" and its design set a new standard for transit systems worldwide.[25]

The BART system itself is not known to exemplify one specific architectural style, but there are a number of Brutalist-style stations present, most notably Glen Park, which was individually listed in the National Register in 2019 when it reached 50 years of age. The nomination form states that Glen Park remains largely unaltered and is "widely recognized as the crown jewel of the BART system and is one of the finest examples of Brutalism in San Francisco."[26] Glen Park is "unquestionably Brutalist" due to its "muscular massing, board-formed concrete, and geometric forms."[27] The station was designed by local architect Ernest Born and is considered one of his most important designs; Born also designed the Balboa Park Station in the same style. *Architectural Record* highlighted both stations in 1974, lauding Glen Park and describing Balboa Park as being on a "smaller and more intimate" scale that "in no way attempts the grandeur" of Glen Park.[28] In 2011, Glen Park was included as part of a historic resources survey when it was only 43 years of age and below the 50-year age requirement typically required for properties to be eligible for listing in the National Register.

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[23] Akash Kapur, "Can Poland's Faded Brutalist Architecture Be Redeemed?," *The New York Times* (New York City, NY) October 10, 2018.
[24] Nikil Saval, "Brutalism is Back," *New York Times* (New York City, NY), October 6, 2016.
[25] Benson Bobrick, *Parsons Brinckerhoff: The First 100 Years*, (New York: Van Nostrand Reinhold, 1985), 174, 181.
[26] "National Register Nomination Review & Comment" (San Francisco Planning Department, San Francisco, CA, 2019), Pg 3. Accessed digitally via: https://commissions.sfplanning.org/hpcpackets/2019-012704CRV.pdf
[27] Ibid. pg 12.
[28] "Two BART Stations," Architectural Record, Ed. 11 (November 1974), pg 119.

Following an evaluation and review, it was determined that the station did not meet the exceptional importance requirement of Criteria Consideration G, which is necessary for buildings that are less than 50 years old. As a result, Glen Park was not eligible for listing in the National Register at that time despite the station having already been identified and described in architectural literature, indicating its value both within the BART system and to academics. Upon becoming 50 years old, Glen Park was determined eligible for listing in the National Register.

Washington Metro was constructed and operating prior to MARTA and is known for its Brutalist design, using exposed concrete, strong geometric motifs, and distinctive vaulted station ceilings. Architect Harry Weese designed many of the Washington Metro stations, especially those stations located in downtown Washington, D.C. The system as a whole has received several accolades, including from the American Institute of Architects when in 2007 it was ranked 106 out of 150 in the Institute's poll of America's Favorite Architecture, the only Brutalist Style design to make the list. In 2014, the American Institute of Architects gave the 25 Year Award – for architectural projects that have stood the test of time – to the Washington Metro. The Brutalist stations of the Metro represent a cohesive design aesthetic applied by a single architect across a segment of the entire original system, and collectively, they embody the features and characteristics of the Brutalist Style.

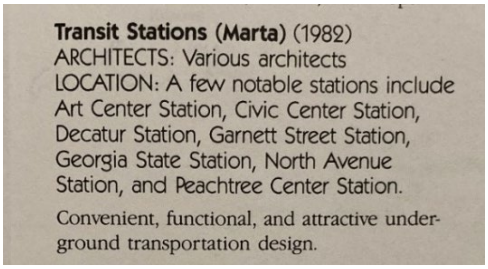
Planning for Miami's elevated Metrorail began in 1971, and construction took place in the early 1980s; its design consists primarily of island platforms, where a single platform is positioned between two sets of tracks. The stations are largely concrete, and while falling outside of the time frame for Brutalism, it exhibits obvious elements of the style including its massing, geometry, and materials. Several stations that opened by 1984, including University Station, Douglas Road Station, and Civic Center Station, display similar design qualities as that of MARTA. Because of its relatively recent history, Metrorail has not undergone scholarly study, and no publications have singled out any of the stations as being of particular note architecturally.

Table 1. Rapid Transit Systems Opening 1970-1985

City	Transit System	Construction Start	Open Year	Total Number of Stations
San Francisco, California	BART	1964	1972	50
Washington, D.C.	Metro	1969	1976	91
Atlanta, Georgia	MARTA	1975	1979	38
Miami, Florida	Metrorail	1980	1984	23

In the years since its construction, Five Points Station has not undergone scholarly evaluation or received attention to identify it as a noteworthy example of a building type or style. In multiple cases it has been left out; a 1985 book titled *A Field Guide to Landmarks of Modern Architecture in the United States* identified seven "notable" stations within the MARTA system as being of architectural interest for "convenient, functional, and attractive underground transportation design," but Five Points

Station was not included.[29] The stations listed include Arts Center Station, Civic Center Station, Decatur Station, Garnett Street Station, Georgia State Station, North Avenue Station, and Peachtree Center Station (see Photo 27). The station list provided appears subjective, the entry is brief, and no explanation is included as to what qualifies as "notable." However, considering the role of Five Points Station within the system and its design approach that emphasized convenience and functionality for riders, its exclusion is noteworthy. Similarly, the 2013 *Downtown Atlanta Historic Resources Survey* identifies Garnett Street Station and Peachtree Center Station as examples of Brutalism in the City of Atlanta while identifying Five Points Station as "Late Modern."[30] The report does not specify what features or characteristics support this Late Modern designation; however, this, along with Five Points Station's late construction date, suggests that it is not a significant evolution of Brutalism, to the point that its stylistic expression is unclear. The Late Modern designation from the 2013 survey runs contrary to how the station is evaluated within this determination of eligibility.


Transit Stations (Marta) (1982)
ARCHITECTS: Various architects
LOCATION: A few notable stations include Art Center Station, Civic Center Station, Decatur Station, Garnett Street Station, Georgia State Station, North Avenue Station, and Peachtree Center Station.

Convenient, functional, and attractive underground transportation design.

Photo 27. MARTA reference from Miriam Stimpson's *A Field Guide to Landmarks of Modern Architecture in the United States*

National Register of Historic Places Evaluation

Five Points Station was evaluated for eligibility for listing in the National Register of Historic Places using the National Register Criteria for Evaluation (36 CFR § 60.4) and guidance found in National Register Bulletin 15, "How to Apply the National Register Criteria for Evaluation." The bulletin recommends evaluating properties utilizing the following sequence: categorize the property type; determine the property's representative historic context; apply the National Register Criteria and determine if the property is significant; determine if any Criteria Considerations apply; and last, determine whether the property retains sufficient integrity. Integrity should be assessed only after significance is established.[31] After completing this sequence of steps, and as a result of evaluation, Five Points Station is considered **Not Eligible** for inclusion in the National Register of Historic Places.

Five Points Station was evaluated under Criterion A and appears to possess state and local levels of significance in the area of transportation. By the middle of the twentieth century, the Atlanta metropolitan region was experiencing significant population increases. With the rise of the automobile, this subsequently meant that the number of cars in the region was also increasing, leading to traffic accumulation across the region. Providing a solution for convenient travel became a necessity, leading to the creation of MARTA, the first rapid transit system in the Southeast, and the

[29] Miriam Stimpson, A Field Guide to Landmarks of Modern Architecture in the United States (Ann Arbor: Prentice-Hall, 1985), 103.
[30] Huebner, *Downtown Atlanta Contemporary Historic Resources Survey Report*, September 2013. Pg 62.
[31] "How to Apply the National Register Criteria for Evaluation," National Park Service (NPS), U.S. Department of the Interior, 1995, 3, 45.

plan for Five Points Station as the hub of the proposed system. Five Points Station, located in the central business district within the City of Atlanta, connects all rail lines across two platform levels. The station, and MARTA rail system as a whole, was constructed utilizing federal funding made available via the passing of the Urban Mass Transportation Act of 1970. This legislation provided nation-wide incentive to create public transit systems. Because of Five Points Station's integral role within the MARTA system and as a station within the Southeast's oldest rapid transit system, the station is significant under Criterion A.

Five Points Station is not significant under Criterion B because research did not indicate associations with the lives of persons significant in our past. Architects and engineers are represented by their works and are evaluated under Criterion C as described in "How to Apply the National Register Criteria for Evaluation."[32]

Five Points Station was evaluated under Criterion C and does not appear to possess significance in the areas of architecture or engineering. The station's canopy was designed by Finch-Heery, a joint venture between the Atlanta-based firms of FABRAP and Heery & Heery, Inc, which was a partnership that specialized in multipurpose sports facilities across the United States, and involved other firms, notably PBTB, which designed the BART system, after which MARTA was modeled. Since Finch-Heery operated as a single entity and day-to-day operations were delegated to representatives for each firm, the level of involvement and oversight prominent architect George Heery and the lead architects at FABRAP provided to Finch-Heery's work with MARTA is unknown.[33] Five Points Station represents a singular effort at transportation design with no parallels in the firm's canon of work. While notable in that regard, the project did not become an impetus for additional transit or other transportation work outside of the firm's focus on sports complexes, and therefore is not considered the work of a master. Additionally, the design for Five Points Station was spread between five different firms; Finch-Heery is listed as the prime and only designed the station canopy; electrical, mechanical, and interior design were subcontracted to local firms, and PBTB handled the civil and structural engineering aspects of the station as well as for the entire MARTA system. The division of labor for the station's design is apparent: the Brutalist elements present at the plaza level are not fully integrated throughout the station or have been altered. At the plaza level, curved metal-and-glass enclosures were added to the station entrances beneath the canopy at a later date. The curvilinear design of the enclosures is inconsistent with the rectilinear Brutalist elements exemplified at the plaza level. At the concourse and platform levels station offices were updated and reconfigured. Lower levels also introduce decorative cladding using marble and glass tiles and pathways following curvilinear routes; concrete is relegated to select outer walls. While the station still focuses on functionality, there is a disconnect between the smooth and polished station interior spaces and the concrete Brutalist exterior canopy. Five Points Station also includes access to nearby commercial properties through passageways that extend from the station's concourse level. This feature is not unique to MARTA; stations including Georgia State Stadium, Omni Station (now GWCC/CNN Station), and Peachtree Center feature direct facility connections. This feature is also not an innovation to transit design since existing systems in the country feature direct facility connections from both above and below ground access points. The station in its entirety was a highly collaborative effort with formerly prominent engineering joint venture PBTB, and the level of input Finch-Heery had beyond the canopy design is unclear.

[32] "How to Apply the National Register Criteria for Evaluation," NPS, U.S. Department of the Interior, 1995, 16.
[33] Walker, "Joint Idea Creates Third Firm: Temporary Partnership Goes Steady," *Atlanta Constitution*, June 14, 1970.

Five Points Station is an example of Brutalist architecture in the City of Atlanta that does not fully integrate Brutalist tenets throughout the station proper. The canopy design is a modest example of the style, adhering to the baseline components of Brutalism through its exterior use of bare building materials and reliance on rigid geometry for visual interest in place of ornamentation. While the concourse and platform levels also emphasize geometric lines, the introduction of new, polished cladding materials diminishes immediate associations with Brutalism throughout the station proper, creating a disconnect between the hulking, pre-cast concrete canopy and the clean lines of the utilitarian transit space (see Photos 3-6, 13-16). Further, the station's construction date suggests that it is not a significant evolution of the style. Within the City of Atlanta, more successful and fully integrated applications of the Brutalist Style include Ted Levy's Plaza Towers (1969); John Portman's AmericasMart buildings 1 and 3 (1961, 1979); buildings within John Portman's Peachtree Center (1966-1988), which is listed in the National Register; select buildings on Georgia State University's campus (1960s); Marcel Breuer's Atlanta Central Library (1977-1980); and MARTA's Peachtree Center and Garnett Stations (1981-1982). These buildings have been recognized for their architectural merit and are referenced in the 2013 *Downtown Atlanta Historic Resources Survey,* which does not associate Five Points Station with Brutalism and instead lists the station style as "Late Modern," contrary to how the station is understood today and how it is evaluated within this report.[34] Five Points Station is a modest example of the Brutalist Style that lacks the high artistic values seen in better local and national examples of Brutalism. Therefore, Five Points Station is not significant under Criterion C.

There is no indication that Five Points Station will yield information important in history and is therefore not significant under Criterion D.[35] There is no potential for archaeological sites due to ground disturbance via demolition of existing buildings and subsequent excavation required to construct Five Points Station.

Criteria Consideration G

Because Five Points Station is less than fifty years of age, the property must be evaluated under Criteria Consideration G: properties that have achieved significance within the last fifty years because of exceptional importance. Evaluation under Criteria Consideration G requires sufficient historical perspective through scholarly research and historic context, including the property's role within that context and a comparison to related properties. Because of its relatively recent history, Five Points Station has not undergone prior scholarly evaluation and there is a dearth of professional, documented materials on the resource and resource type within this context.[36] While Five Points Station is the largest station and the central hub of the MARTA system, individually it does not rise to the level of exceptional significance within its historic context.

Five Points Station, as an individual transit station, is not exceptionally important in the context of transportation in Georgia or the Southeast. Federal funding via the Urban Mass Transportation Act of 1970 provided the opportunity to plan and execute MARTA's construction as part of a national effort to increase public transit. Large cities across the country were able to utilize this funding opportunity to improve or construct heavy rail transit projects at large scales. Within the Southeast and adjacent Mid-Atlantic regions, this included Metro in Washington, DC, followed by MARTA and

[34] Huebner, *Downtown Atlanta Contemporary Historic Resources Survey Report*, September 2013. Pg 62.
[35] "How to Apply the National Register Criteria for Evaluation," NPS, U.S. Department of the Interior, 1995, 21.
[36] Luce, Ray W., and Marcella Sherfy, "Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Part Fifty Years," NPS, U.S. Department of the Interior, Revised 1998, pg. 7.

later, Miami's Metrorail. Five Points Station is the central station in the system; however, it was not one of the original stations on the east line that first opened in June 1979. Five Points Station opened for limited ridership in December 1979 along the east-west line while construction for the lower, north-south platforms was still underway. Similarly, while Five Points Station is the main transfer station for the MARTA system, it is not the only transfer station within the system; Lindberg Center and Ashby Stations are also transfer points for the red and gold lines and green and blue lines, respectively. In addition, Five Points Station, and MARTA as a whole, were not the catalyst for continued growth and development in Atlanta. The Atlanta metropolitan area's population growth that had begun over twenty years prior to the station's construction and would likely have continued regardless of the station's construction. Five Points Station and the MARTA system as a whole were conceptualized and constructed to address the subsequent increase in automobile congestion that resulted from this growth. Furthermore, construction occurred during a period of decline for the City of Atlanta, including the Five Points area, as inhabitants left the city for the suburbs. The surrounding area further declined due to the number of buildings and businesses that were razed to accommodate the station's construction. Though Five Points Station expanded connectivity within the Atlanta metropolitan area and was the hub of the first rapid transit system in the southeast, the station did not generate a rebirth of downtown Atlanta, nor did it appear to inspire any substantial transit-oriented development that contributed to the growth and vitality of the surrounding area. Therefore, Five Points Station does not exemplify characteristics that elevate it to the level of exceptional importance in the area of transportation.

Additionally, comparative analysis indicates that Five Points Station has not been identified as a significant example of Brutalism in architectural journals or other scholarly works and is not a unique example of Brutalism either within the City of Atlanta or as applied to transit station design from a comparable time period. Research did not indicate that Five Points Station is viewed by academics or architects as an exceptionally important example of the Brutalist Style. Discussions of Five Points Station from period articles in the *Atlanta Constitution* indicate a mixed response to its canopy design, particularly from the Atlanta Urban Design Commission, and little discussion of its station layout. While select MARTA stations were named in a 1985 book highlighting Modern architecture throughout the United States, Five Points Station was not one of the seven "notable" transit stations mentioned. The brief write-up does not go into detail about any of the stations individually or identify what makes those stations more notable than others within the MARTA system. In the 2013 *Downtown Atlanta Historic Resources Survey Report*, Five Points Station is not identified as Brutalist at all; the station is identified as Late Modern, while Peachtree Center and Garnett Stations are listed as Brutalist in style. Complicating the analysis is involvement of Finch-Heery, a prominent local firm that specialized in sports arenas rather than institutional, civic, or transit architecture and design. Five Points Station is a departure from the firm's prior work. Finch-Heery's involvement with MARTA appears to be their only attempt at transit design, and due to the number of firms that contributed to Five Points Station, including for interior design, Finch-Heery's level of contribution beyond the canopy design is unclear. As a result, the Brutalist design elements the firm incorporated at the canopy and plaza level are not fully integrated throughout the station.

Five Points Station also does not represent a locally significant example of Brutalism within Atlanta. Similarly, Five Points Station is not the first, only, or most representative example of Brutalism applied to mass transit within the United States or within the Southeast and was also not the only transit system constructed during this time as an influx of federal money directed toward major transit projects led to new systems across the country. BART in San Francisco was constructed and in operation before MARTA and Five Points Station and features Brutalist stations, including Glen Park, which was individually listed in the National Register in 2019. Glen Park had previously been

evaluated in a 2011 survey; however, it was determined that the station did not meet Criteria Consideration G and was therefore not eligible at that time. Within the Southeast, the Washington Metro, designed by Harry Weese, was partially constructed and in operation prior to Five Points. As a system, Washington Metro features many stations that consistently display high style Brutalist elements and has been the recipient of national attention and awards for its station designs. To date, no architectural publications have written about Five Points Station, and it has not received any awards in relation to its design merit, indicating that it is not a viewed as representative of Brutalism applied to a transit station.

While the opening of MARTA was a major transit development for the City of Atlanta and surrounding area, individually, Five Points Station cannot be considered an exceptionally important property when evaluated in the context of transportation at the state or local levels, or comparatively to other transit stations in the United States. The station did not introduce innovative transportation design features or inspire significant transit-oriented development in the area, nor does it represent a significant example of Brutalism, and therefore does not rise to the level of exceptional importance as required for evaluations of properties less than 50 years of age.

Therefore, Five Points Station is not eligible for listing in the National Register.

UTM Coordinates: 33.75386 N, -84.39171 E

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SHPO Response to DOE

Brian P. Kemp
Governor

Georgia® Department of Community Affairs
HISTORIC PRESERVATION DIVISION

Christopher Nunn
Commissioner

April 27, 2023

Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration
230 Peachtree Street NW, Suite 1400
Atlanta, Georgia 30303
Attn: J. Carrie Walker

RE: Eligibility Determination, Five Points MARTA Station, Atlanta
Fulton County, Georgia
HP-230328-006

Dear Dr. Taylor:

The Historic Preservation Division (HPD) has received the documentation regarding the above-referenced project, including the report entitled, *Five Points Station, Metropolitan Atlanta Rapid Transit Authority (MARTA),* prepared by WSP and dated March 15, 2023. Our comments are offered to assist the Federal Transit Administration (FTA) in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided in the above-reference report and additional research, including a review of *Modern Downtown Atlanta* (Sullivan and Sims-Alvarado, 2018) and the accompanying National Register of Historic Places (NRHP) Multiple Property Documentation Form *Modern Downtown Atlanta, 1945-1990* (MPDF), the NRHP nomination for the Whitehall Street Retail Historic District (2020), and the NRHP nomination for the Underground Atlanta Historic District (1980), HPD is unable to concur with FTA's NRHP-eligibility determination for the Metropolitan Atlanta Transit Authority (MARTA) Five Points Station located at 30 Alabama Street, SW in Atlanta.

As noted in the references above, MARTA was the first transit system in the southeastern United States and the first in the Southeast to utilize federal funding associated with the Urban Mass Transportation Act. While not the first station constructed in the MARTA system, the Five Points station was constructed within the system's first phase of development and was constructed, and currently serves, as a main transfer station and the only hub station for all MARTA lines. The development of MARTA remains the largest public works project in Atlanta's history and one of the largest in the Southeast since the 1930s.

As noted in the MPDF, MARTA Rail Stations are expressions of Modern-era architecture and engineering in Atlanta with the construction and functional aesthetic relying on the construction materials and methods that defined the period. Additionally, all stations, including Five Points, were designed by significant, known Modern architects and engineers. Although the station did not inspire further development of buildings featuring Brutalistic architecture in the City of Atlanta, the station's unique design and place within its geography underscores its significance. Additionally, while the system itself is significant in engineering as the first of its kind in the Southeast to introduce a new transportation technology, the Five Points Station also met complex design challenges as the central hub serving all train lines, which exceeds the design and engineering requirements of other stations and further underscores its exceptional significance.

Furthermore, the significance of a resource under Criterion Consideration G, according to NRHP Bulletin #15, does not imply only a *positive* impact. As noted in the nominations above, the construction of the Five Points station had a tremendous *negative* impact on the Downtown Atlanta area. First, through the demolition of a significant amount of historic architectural resources and second, by significantly shifting the focus of downtown away from the Hotel Row and Terminal Station areas of Atlanta when the bus routes were rerouted, effectively killing the economic basis for the long-established retail district. Third, the station construction led to the drastic decline of surrounding property values and, to this day, impacts the viability of Underground Atlanta as an entertainment area.

Therefore, based on the information provided in the above references, the Five Points MARTA Station meets NRHP Criterion Consideration G for exceptional significance under NRHP Criteria A and C in the areas of Architecture, Community Planning and Development, Engineering, and Transportation with a local and state level of significance.

Please refer to project number **HP-230328-006** in any future correspondence regarding this project. If we may be of further assistance, please do not hesitate to contact Michelle Bard, Environmental Review Historian, at Michelle.Bard@dca.ga.gov or (770) 212-4888.

Sincerely,

Stacy Rieke, MHP
Program Manager
Environmental Review & Preservation Planning

SMR/mlb

cc: Holly Vine, Atlanta Regional Commission
Tracie Sanchez, DCA Regional Services, Region 3

Summerhill BRT Combined Historic Resources Survey Report and Assessment of Effects

Historic Resources
Combined Determination of Eligibility and Assessment of Effects
Fulton County

Metropolitan Atlanta Rapid Transit Authority (MARTA)
Summerhill Bus Rapid Transit Project

Prepared for:
Federal Transit Administration

Prepared by:
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WSP
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April 30, 2020

Streetscape view down project corridor
Atlanta, Fulton County, Georgia

Executive Summary

Metropolitan Atlanta Rapid Transit Authority (MARTA) proposes to implement a Bus Rapid Transit project. The proposed Summerhill Bus Rapid Transit (BRT) project (Project) route would be approximately 4.8 miles roundtrip in predominately dedicated bus-only lanes. The proposed route is from University Avenue SW / McDonough Boulevard SE near the Atlanta BeltLine northward on Hank Aaron Drive SW / Capitol Avenue to downtown Atlanta then north on Jesse Hill Avenue. The route continues through downtown with a BRT service loop along one-way streets Martin Luther King Jr. Drive SW, Ted Turner Drive SW, and Mitchell Street SW, to return southbound on Hank Aaron Drive SW/Capitol Avenue. **Figure ES-1** shows the Locally Preferred Alternative and project location.

The project includes 10 shelter areas including pairs at some locations for a total of 17 shelter/platform locations. This shelter configuration will provide connectivity to residents, workers, and visitors. Each shelter location includes a ticket vending machine, real time information sign, WiFi, canopy, windshield, bench/seating area, bike rack, and trash can. Each shelter area will include lighting, and will be fully ADA compliant.

This document complies with Section 106 of the National Historic Preservation Act (NHPA) requiring identification of historic properties listed or eligible to be listed in the National Register of Historic Places (NRHP) within the project's Area of Potential Effect (APE). The APE for the project runs along the project corridor and includes standing structures of historic age that are 250 feet from each shelter. (See **Figure 3**) The survey report and assessment of effects covers structures of historic age in the APE. For the purposes of this project, historic age is 45 years or older (1975 or earlier). The surveyed areas consisted of the proposed shelter locations and not the corridor length between shelters, since there are no improvements between shelters and the BRT would operate inside of the existing roadway.

A total of 41 historic resources were surveyed in the APE. Of those, six structures and two districts within the project's APE are currently listed on the NRHP: the Shrine of the Immaculate Conception, the Georgia State Capitol, Atlanta City Hall, Central Presbyterian Church, the Fulton County Courthouse, the United States Post Office Federal Annex (Martin Luther King Jr. Federal Building), Hotel Row Historic District, and the Underground Atlanta Historic District. In addition, three structures in the projects APE – 201, 213, and 233 Mitchell Street SW – were determined to be contributing resources within the NRHP-listed Hotel Row Historic District.

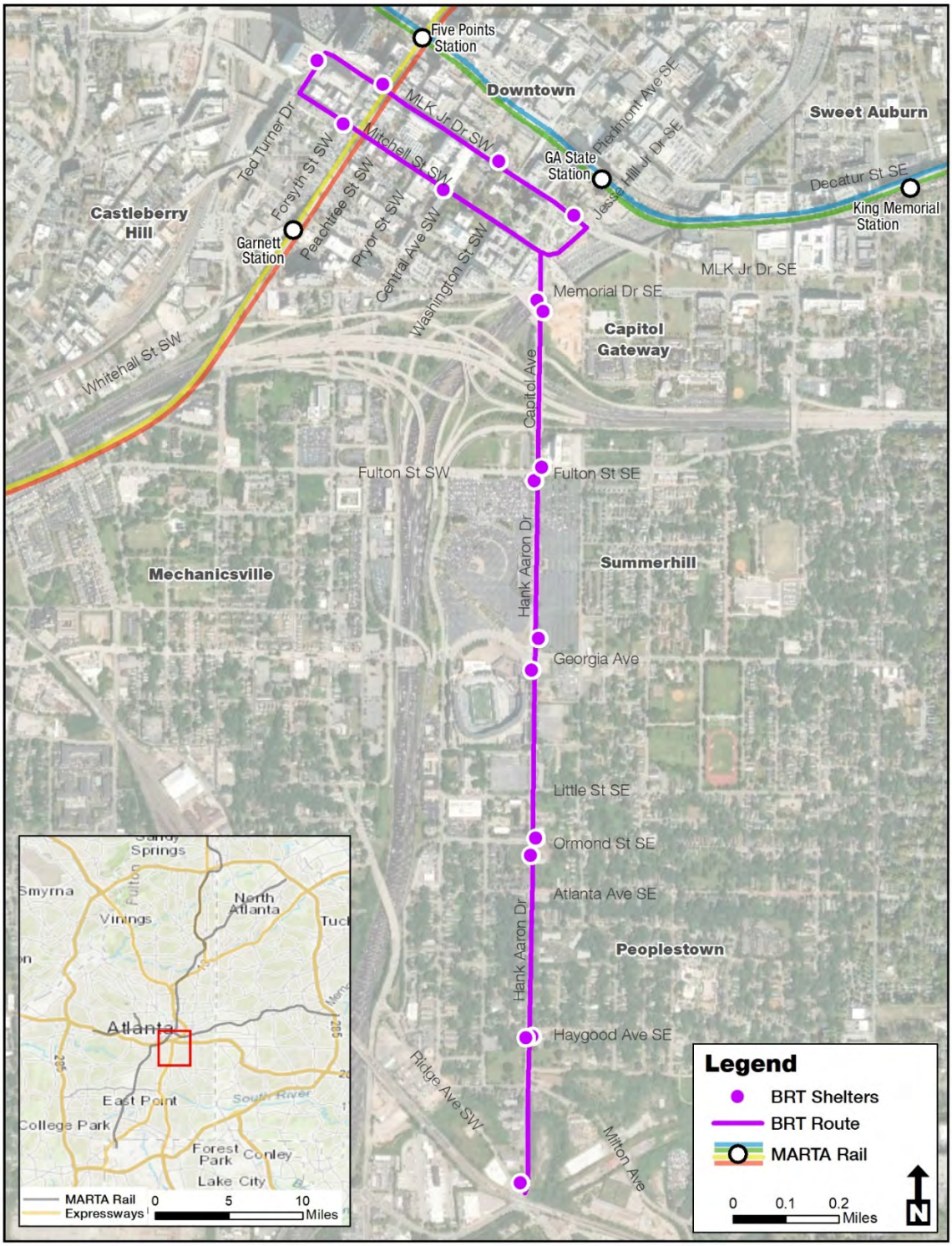
During the survey, 6 structures were determined to be eligible for listing on the NRHP:

1. Emmaus House, Resource 4, 1011 Hank Aaron Drive SE
2. Capitol Avenue Apartments, Resource 10, 811 Hank Aaron Drive SE
3. Georgia Railroad Freight Depot, Resource 15, 110 Central Avenue SW
4. Sam Nunn Federal Building, Resource 23, 41 Broad Street SW
5. Citizens & Southern Operations Complex, Resource 28, 206 & 222 Mitchell Street SW
6. Sig Samuels Building, Resource 32, 199 Mitchell Street SW

The project will not introduce physical elements to the historic properties and any visual effects would be mitigated by existing modern intrusions in the viewshed. The potential effects of the project were identified and documented for all listed or eligible structures. After analyzing the

potential effects of the shelters on all resources, we find that there are no adverse effects to listed and eligible resources.

Figure ES-1: Project Location and Locally Preferred Alternative



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Resource 7: 26 Ormond Street SE 43
Resource 8: 834 Hank Aaron Drive SE 46
Resource 9: 816 Hank Aaron Drive SE 49
Capitol Avenue Apartments - Resource 10: 811 Hank Aaron Drive SE 52
Resource 11: 450 Hank Aaron Drive SE 56
Resource 12: 2 Capitol Square SW 59
Georgia State Capitol - Resource 13: 206 Washington Street SW 63
Central Presbyterian Church – Resource 14: 201 Washington Street SW 67
Georgia Railroad Freight Depot – Resource 15: 110 Central Avenue SW 71
Shrine of the Immaculate Conception – Resource 16: 48 MLK Jr. Drive SW 75
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Fulton County Courthouse – Resource 18: 136 Pryor Street SW 82
Resource 19: 97 Peachtree Street SW 85
Resource 20: 87 Peachtree Street SW 88
Resource 21: 81 Broad Street SW 91
Resource 22: 76 Forsyth Street SW 95
Sam Nunn Federal Center – Resource 23: 41 Broad Street SW 98
United States Post Office – Resource 24: 77 Forsyth Street SW 104
Resource 25: 103 Centennial Olympic Park Drive NW 108
Resource 26: 237 Mitchell Street SW 111
Resource 27: 233 Mitchell Street SW 114
Citizens and Southern Operations Complex – Resource 28: 206 & 222 Mitchell Street SW 117
Resource 29: 213 Mitchell Street SW 122
Resource 30: 201 Mitchell Street SW – Concordia Hall 126
Resource 31: 95 Forsyth Street SW 130
Sig Samuels Building – Resource 32: 199 Mitchell Street SW 133
Resource 33: 191 Mitchell Street SW 138
Resource 34: 185 Mitchell Street SW 141

Resource 35: 186 Mitchell Street SW 145
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Project Description

The proposed Summerhill BRT route will travel approximately 4.8 miles roundtrip serving the Atlanta BeltLine on the south and connecting to the existing MARTA Georgia State Rail Station in the north. At the southern-most point of the project, the Atlanta BeltLine Inc. acquired the right-of-way and partially opened the Southside Trail in late 2018. The area where the BRT corridor and BeltLine Trail could intersect currently contains vacant, transportation-related, and industrial land uses.

Heading northward, the project then enters the Peoplestown neighborhood. Peoplestown is primarily a residential neighborhood with houses that are typically set back from Hank Aaron Drive by a grade change. Several properties have retaining walls and/or steps leading from street level to the houses' entry-level. North of Peoplestown is the Summerhill neighborhood and Georgia State University stadium. This area is dominated by several large parking lots and the Georgia State Stadium (formerly Turner Field). This area is currently undergoing active construction per the Summerhill Masterplan by Georgia State/Carter Development.

North of Summerhill is the Capitol Gateway area. The corridor transitions away from residential as the route crosses over both Interstate 20 and the downtown connector (Interstate 75/85) on a series of bridges/elevated structure towards downtown. There are a few buildings and 1996 Olympics-era structures adjacent to the corridor, but the area is primarily the connection point between downtown Atlanta and the southern neighborhoods. The route then moves into the heart of Downtown Atlanta. This area is dominated by major governmental and institutional buildings such as the Georgia State Capitol, Atlanta City Hall, Fulton County Courthouse, and the Martin Luther King Jr Federal Building. **Figure 1** shows the project location and Locally Preferred Alternative (LPA).

Shelters are located (see **Figure 2**) by the curb adjacent to the existing right-of-way in the direction of traffic. There are currently 17 shelters planned for the route. The shelter areas will include a pay kiosk, moderately sized shelter (approximately 16 feet in length) with transparent glass along the back wall and in canopy, trash can, bike rack, bench or seating area, and totem or signpost. Shelter installation will require pavement and curb disturbance. Special care and precaution will be given to historic granite curbing, which will be maintained and preserved throughout the corridor whenever curbside construction is necessary. Existing granite curbs will be reused, relocated, or returned and the contractor will submit an action plan to ensure they are not damaged or destroyed during construction. **Figure 3** shows the location of granite curbs along the project corridor.

Figure 1. Project Location and Recommended Alternative

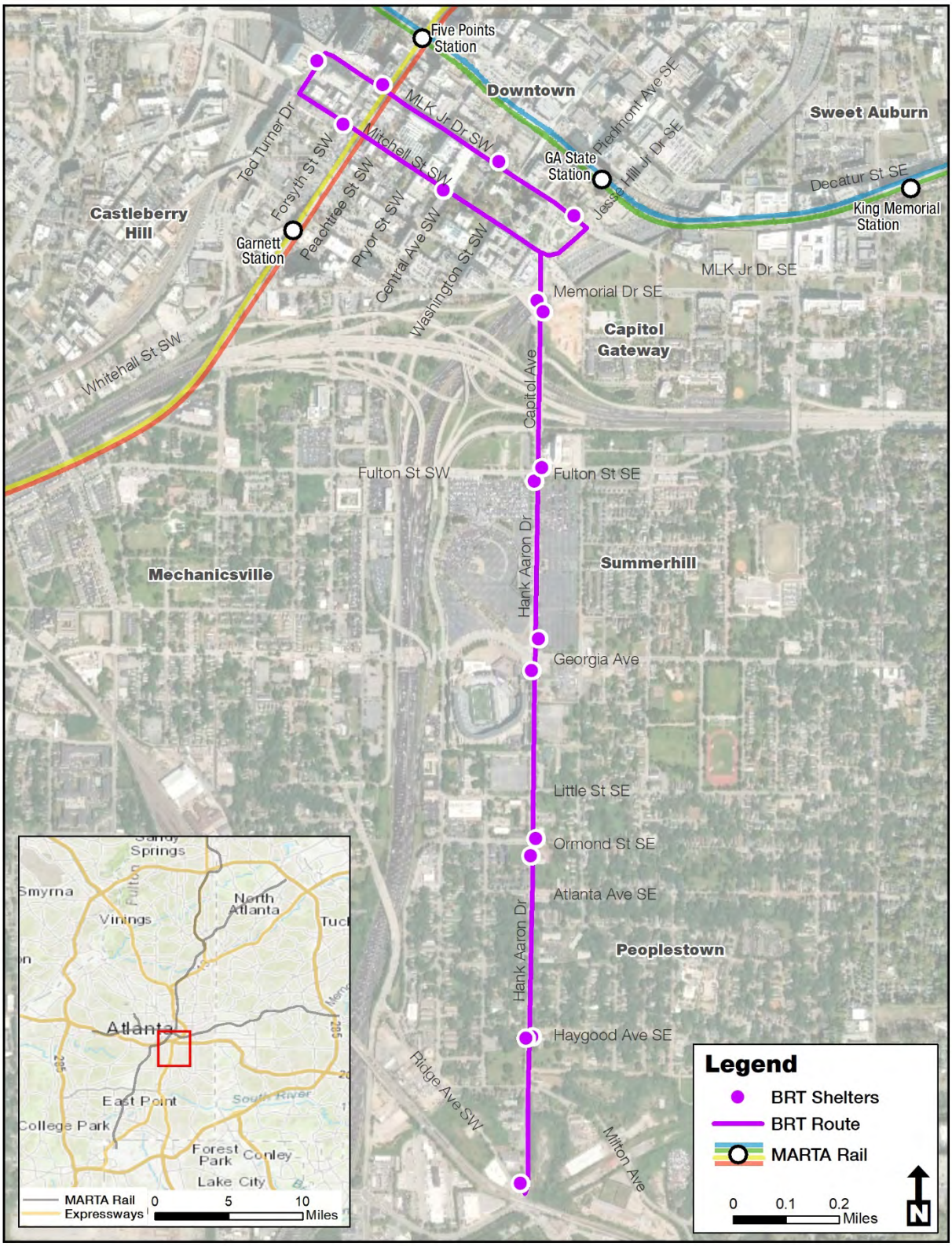


Figure 2. Shelter and Placement Rendering

Figure 3. Granite Curbs Located in Project Corridor

Corridor Past and Present: Summerhill, Peoplestown, and Downtown Neighborhoods

The Summerhill BRT project encompasses neighborhoods including Peoplestown, Summerhill, and South Downtown. The southernmost neighborhood is Peoplestown, immediately south of Summerhill. Construction began in this neighborhood around 1885 when the Atlanta Electric Railway built a line along Capitol Avenue, now Hank Aaron Drive. The neighborhood was named for the Peoples family who owned land in the area. Some areas in the neighborhood were segregated but not all. The western side of the neighborhood by the railway line was primarily white and affluent, while the east side was primarily black.

Efforts by the city to break up mixed-race communities had an effect on the neighborhoods in this area. The goal of Atlanta's white city leaders was to make neighborhoods homogenous in race, as a way of protecting property values in white neighborhoods. Peoplestown, Summerhill, Southside, and surrounding neighborhoods were "redlined" by the Home Owners' Loan Corporation (HOLC), which designated them as hazardous for investors and made them ineligible for federal loans. This caused many people to move to the suburbs, which affected the businesses and makeup of the area.

In the 1950s, the downtown connector was built, which cut right through the Southside neighborhood, razing swaths of houses and businesses along the way. This expressway separated many residents of Southside from the then-prosperous Summerhill, making it difficult for them to access the businesses along Georgia Avenue. At the same time, an Urban Renewal project (slated as a "slum clearance") approved by the Federal Housing Authority allowed the clearing of houses in three different poorer neighborhoods of Atlanta, including more than a half of Southside, and Summerhill's western edges, as well as Peoplestown's western edge. This caused almost a thousand families to relocate from the area, usually without sufficient warning or compensation. About two-thirds of these residents were African American, and many of them were forced to move to black-only public housing facilities. Demolition throughout Summerhill continued into the 1960s, and the area faced demolition again when the downtown connector was expanded in the 1980s.

Peoplestown continued without much development until the 2010s. More recently, the southern part of Peoplestown has been affected by the expansion of the Atlanta BeltLine project. The BeltLine enters Peoplestown and extends along the neighborhood's southern border. In recent years the BeltLine and the Peoplestown Revitalization Corporation, founded in 1989, renovated DH Stanton Park for the enjoyment of the neighborhood and Atlanta BeltLine users.

The Summerhill Neighborhood was established after the Civil War by William Jennings in 1865. Summerhill as we now know it was made up of two neighborhoods: Summerhill to the east and Southside to the west. Most of the early inhabitants of Summerhill were freed slaves, while Southside was a majority white neighborhood made up of Jewish and other immigrants. In 1866, two churches began offering services in Summerhill: Wood's Chapel, later Allen Temple AME, and Clarke's Chapel, which held the first classes of Clark College, the precursor of Clark Atlanta University. The Summer Hill School, the first official African American school and later renamed E.P. Johnson Elementary School, was founded in 1867, and was an educational staple of the community.

Summerhill was once considered the most prosperous African American neighborhood in Atlanta and was home to many influential civic and business leaders. During the 1920s and 30s, Georgia Avenue, which travels through the middle of the neighborhood, was lined with small business that served not only the African American community but also Jewish, Greek, and Syrian immigrants.

The demolition of houses and businesses in Summerhill continued through the 1960s after the initial waves from the downtown connector and Urban Renewal projects. Soon, most of the western portion of Summerhill was decimated, and many thriving businesses and homes were gone. Between 1960 and 1970 the number of businesses along Georgia Avenue went from 58 to 25. Mayor Ivan Allen Jr. saw the cleared land as an opportunity and offered it and a promised stadium to the Milwaukee Braves. Construction of Fulton County Stadium went ahead without neighborhood input and was ready in 1965; the Atlanta Braves' first season started the next year.

Despite the demolition in Southside and the west side of Summerhill, Summerhill still had many small businesses that kept serving the locals. The racial makeup of the area had gone from 85% white in 1950 to 95% African American in 1970, and an increasing number of the businesses in Summerhill became African-American owned. However, instead of the expected increase in economic activity of the area from stadium-goers, there was just increased traffic and an overall decline. This caused tension between residents and visitors. Even though the stadium did provide job opportunities to some locals, the negative effects of its placement in Summerhill were felt by all.

Summerhill was the location of several protests through the 1960s and 1970s, which put the neighborhood in the national spotlight more than once. Two of these protests began as a result of police brutality, and another, which lasted almost a year, was in response to a store owner who assaulted an African-American employee. Another incident that sparked protest in the area involved the shooting of Andre Moore, a 15-year-old black young man, by white police officers. In response, outraged residents burned several businesses down and enumerated the inequality and the broken promises the city had made to them.

In the 1980s, Summerhill's population had declined significantly, and the neighborhood was defined by racially isolated poverty. In 1988, Douglas Dean founded the Summerhill Neighborhood Inc, to help revitalize the area. When Atlanta was chosen as the site for the 1996 Olympic Games in 1990, the residents did not anticipate plans to build a second stadium. The Atlanta Committee for the Olympic Games (ACOG) made several promises to build Olympic Stadium: they would demolish Fulton County Stadium after the games, the Braves would give over 8% of their parking revenue to local neighborhood organizations, and part of Georgia Avenue would be renamed Ralph David Abernathy Boulevard, in honor of the religious and civil rights leader. Some residents hoped this international attention would make the city invest in the revitalization of the neighborhood, but others were wary of being taken advantage of by ACOG. In the end, $1.3 million was allocated for the renovation of storefronts and streetscapes along Georgia Avenue. The neighborhood improvements that did have a positive effect were mainly in the north of Summerhill and were not affordable to most legacy residents. No new businesses were enticed by the improved storefronts, so they ended up sitting vacant again.

Into the 21st century, Summerhill continued without much development until 2013. The Braves moved to a new stadium at the end of the lease, and Georgia State University (GSU) and private

developers led by Carter & Associates bought Turner Field and surrounding land for GSU to redevelop for its football program, and a new mixed-use development that is in progress.

To the north of Summerhill is the South Downtown area of Downtown Atlanta. This area was established pre-Civil war, but historic buildings still extant were constructed after the war. From Reconstruction until the 1970s, this area was considered the heart of Atlanta's commercial district, and it included government facilities. It boasted well-known department stores and hotels to invite travelers to the area and those arriving at Terminal Station. A block of early twentieth-century commercial buildings on Mitchell Street, known as Hotel Row, were added to the National Register in 1989. South Downtown began to decline in the 1920s as white people moved to neighborhoods with shopping to the north of the city, and then declined further in the 1970s. The area still retains its commercial use but is primarily referred to in relation to the federal, state, and local government buildings in the area, including the Georgia State Capitol, Fulton County Courthouse, and Atlanta City Hall. The area is marketed now as "Government Walk."

Area of Potential Effect

The APE for the project runs along the project corridor and includes standing structures of historic age that are 250 feet from each shelter (see **Figure 4**)**.** The survey report and assessment of effects covers structures of historic age in the APE. For the purposes of this project, historic age is 45 years or older (1975 or earlier). The surveyed areas consisted of the shelters at the new proposed locations, and not the corridor length between shelters, since there are no improvements between shelters and the BRT would operate in existing right-of-way. **Figure 5 through Figure 16** show close-ups of the 250 foot APE from properties of historic age to proposed shelters.

Figure 4. Area of Potential Effect

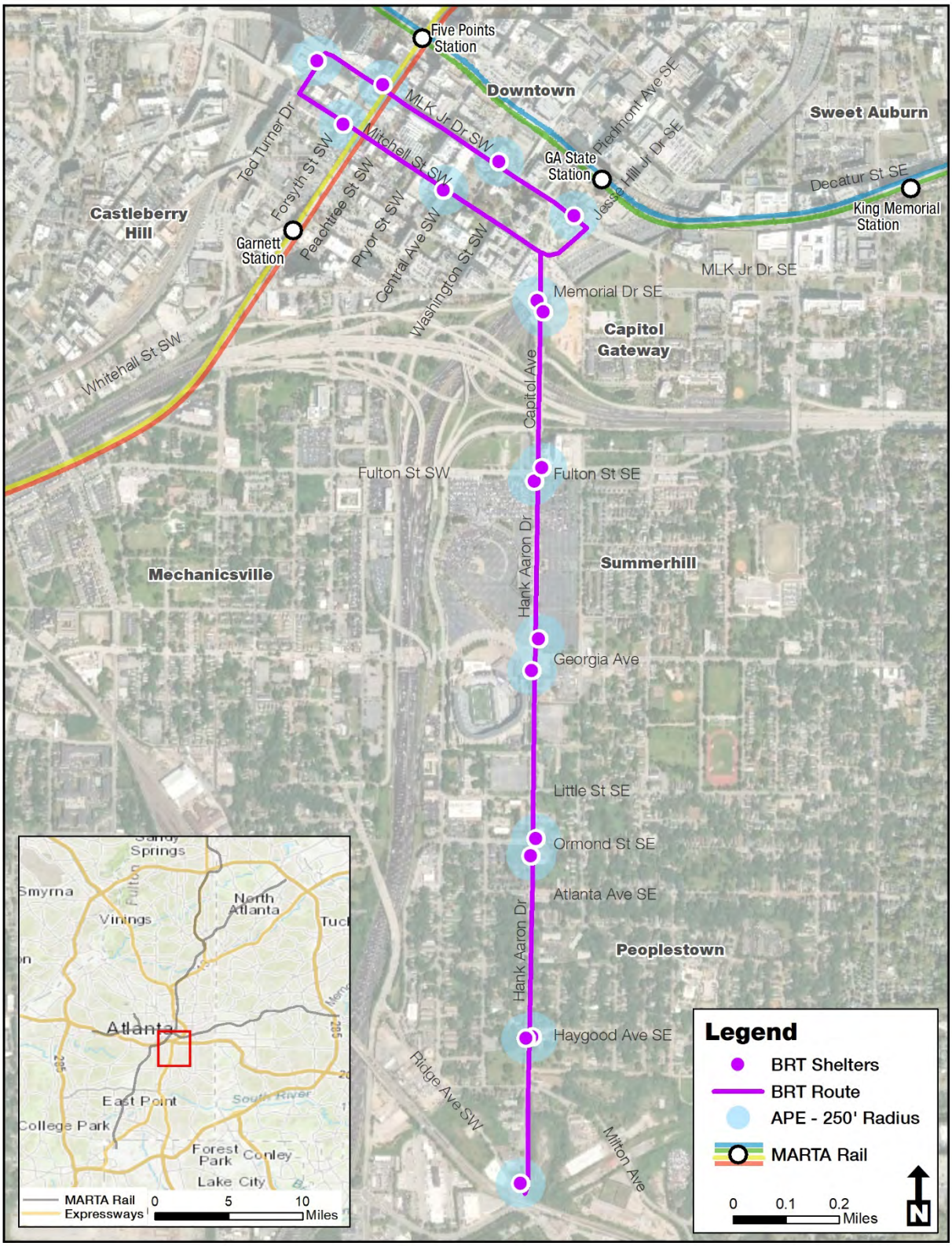


Figure 5. Beltline/Southern Terminus Shelter APE

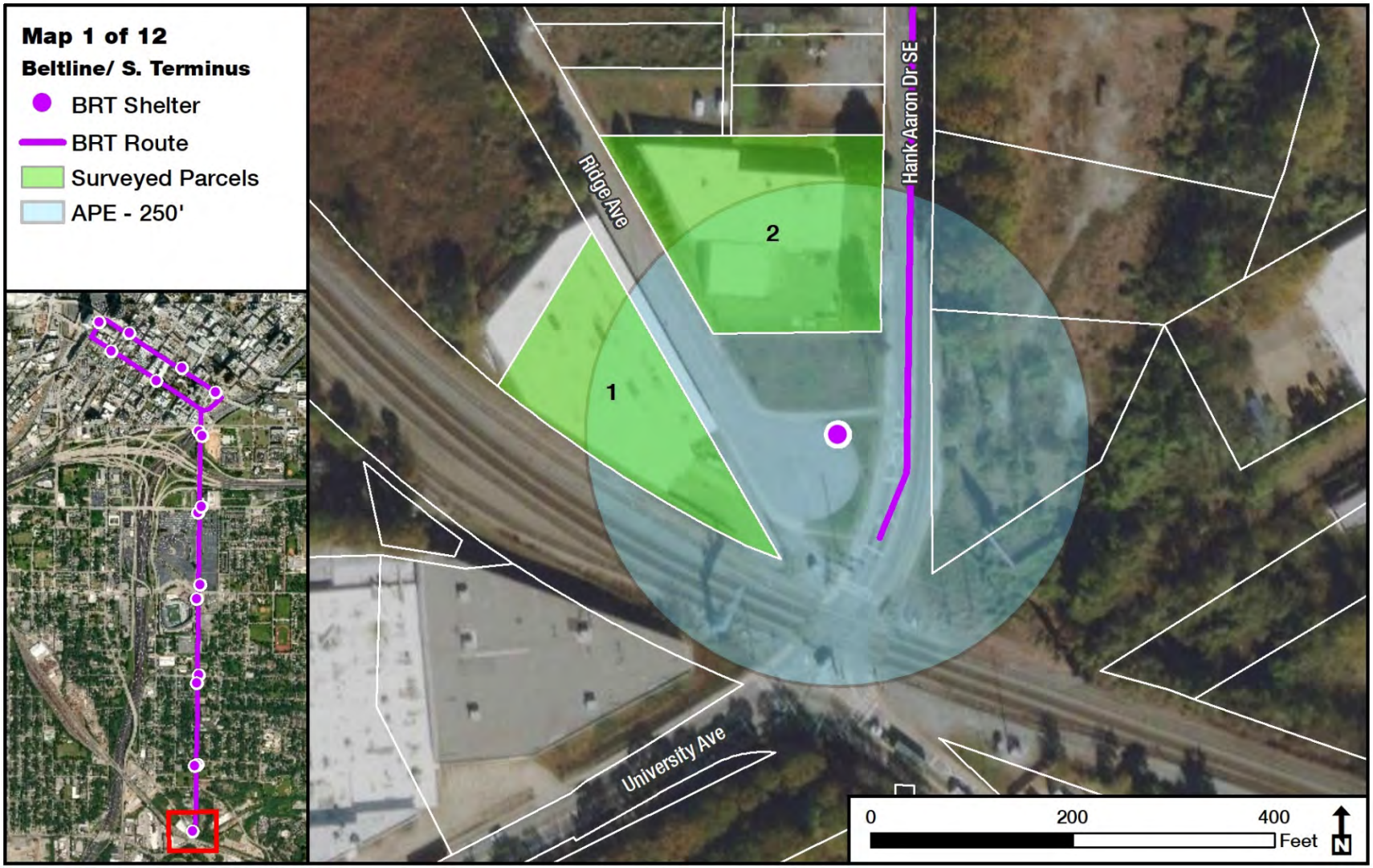


Figure 6. Haygood Avenue Shelter APE

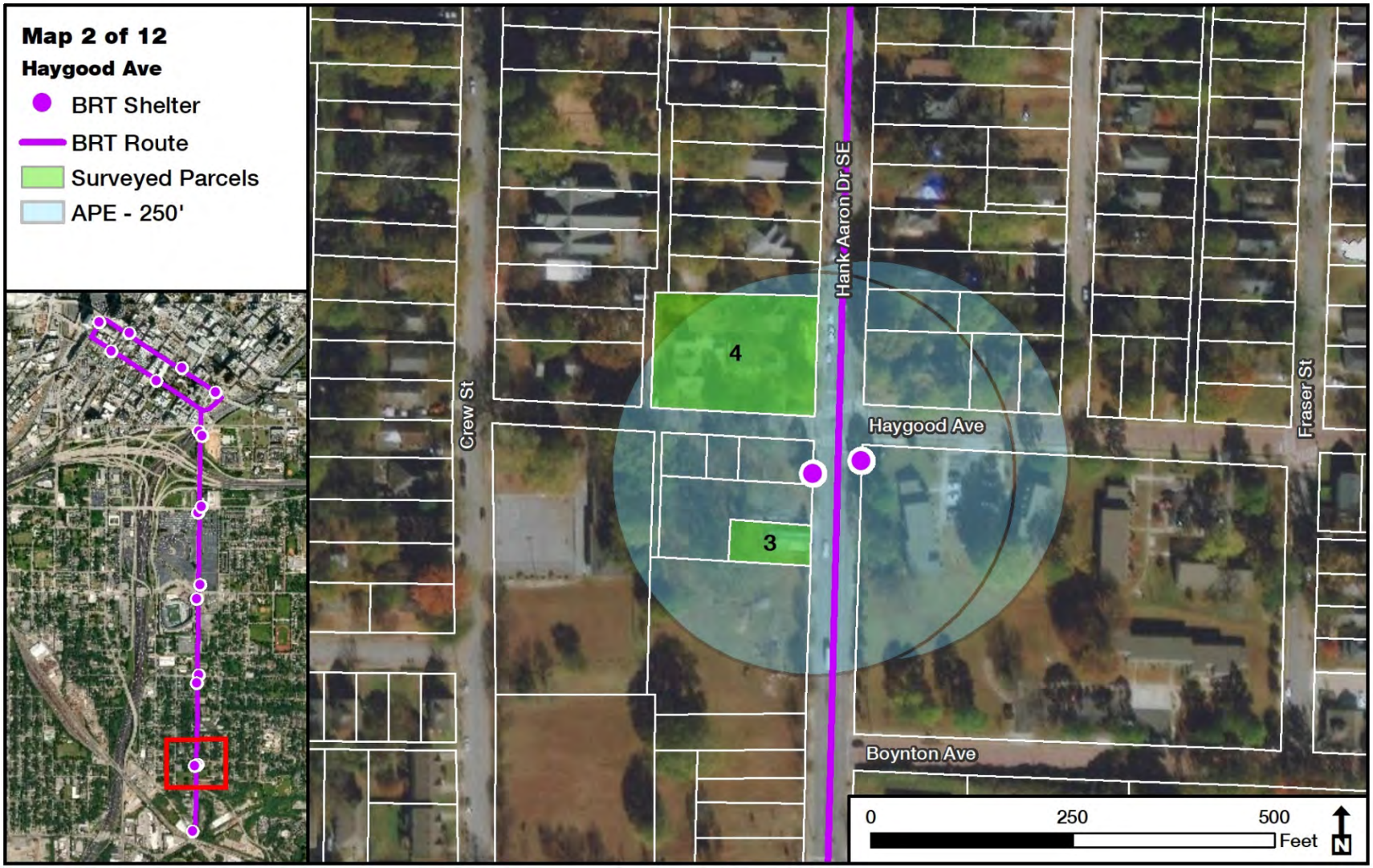


Figure 7. Ormond Street Shelter APE

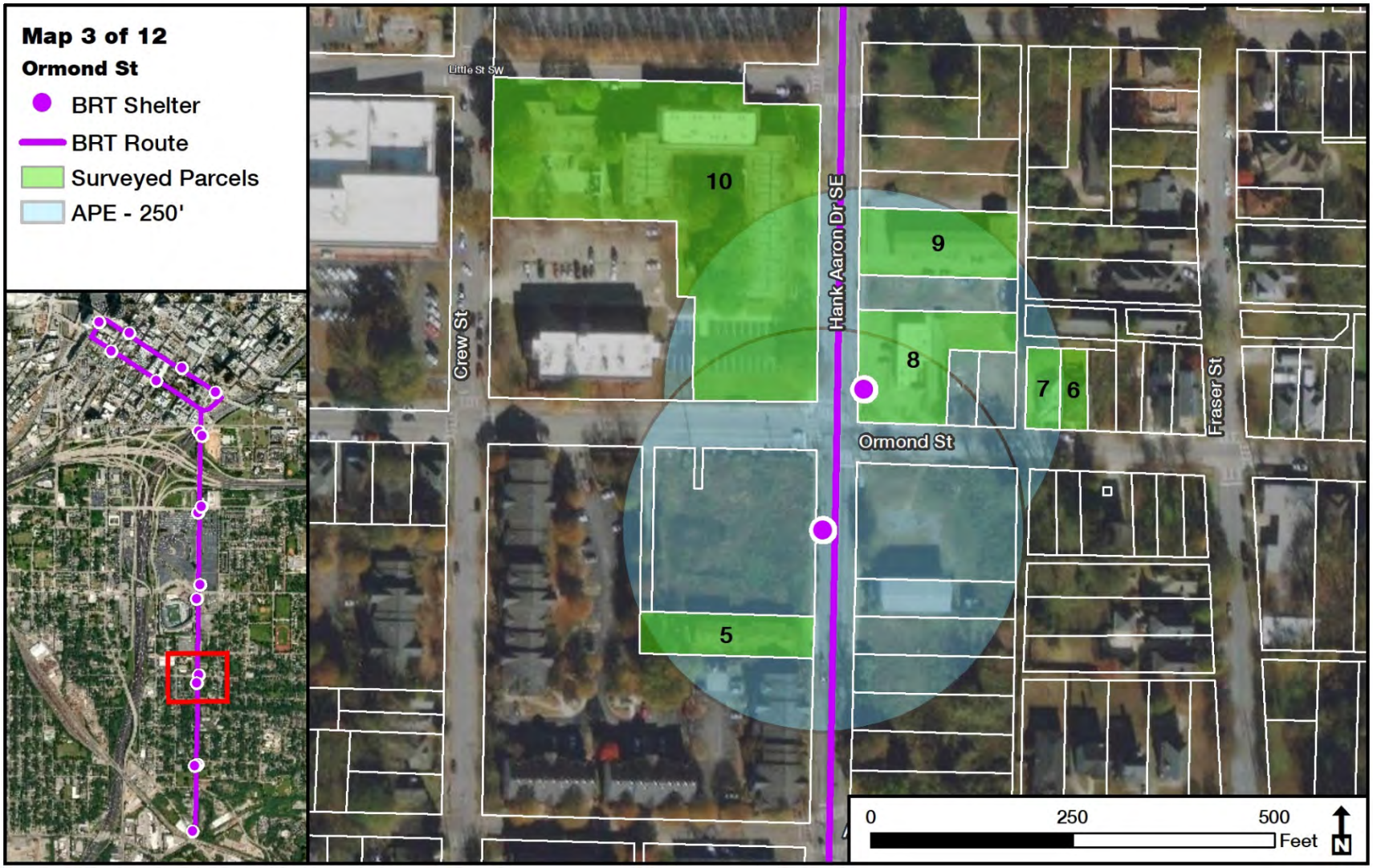


Figure 8. Georgia Avenue Shelter APE

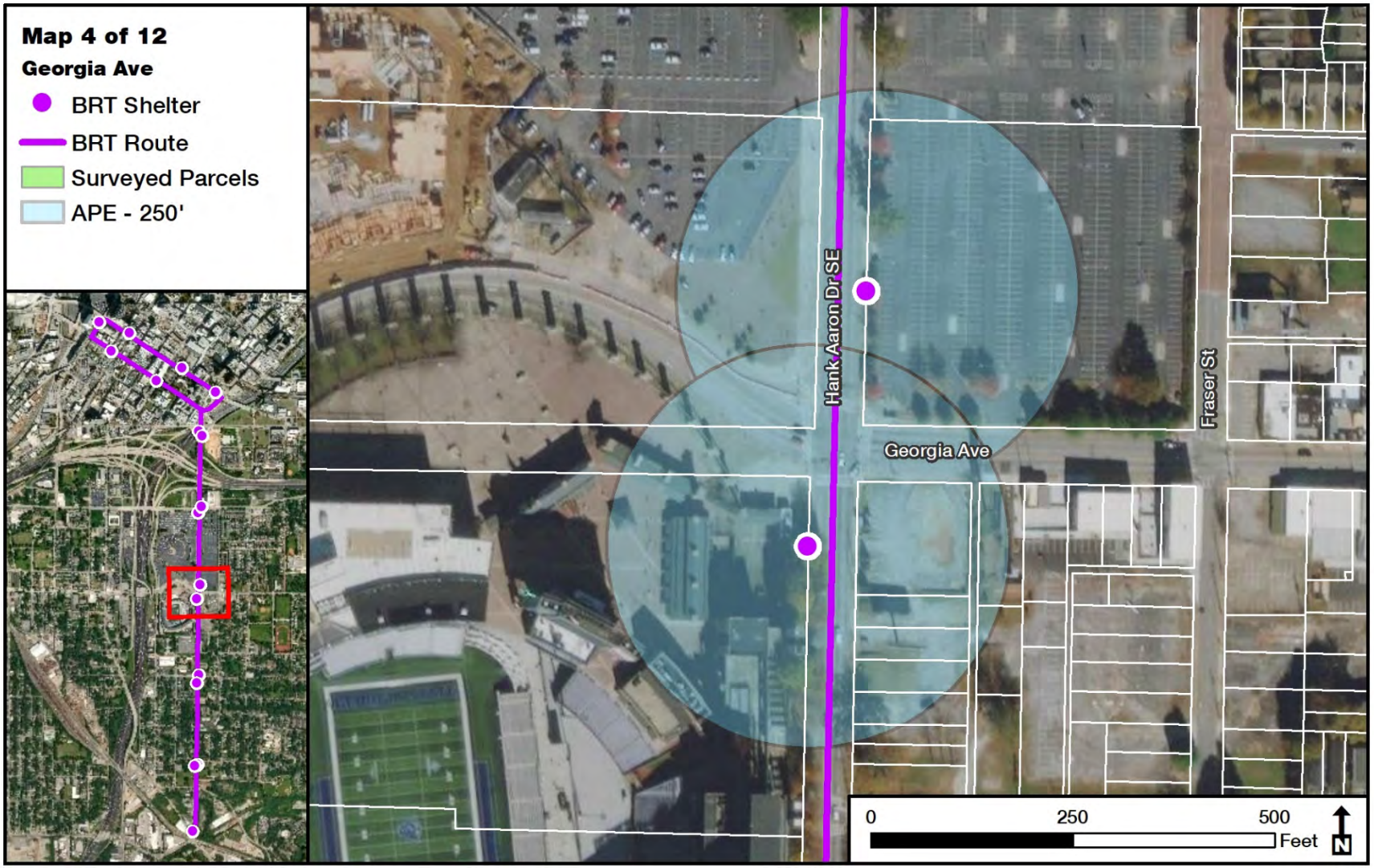


Figure 9. Fulton Street Shelter APE

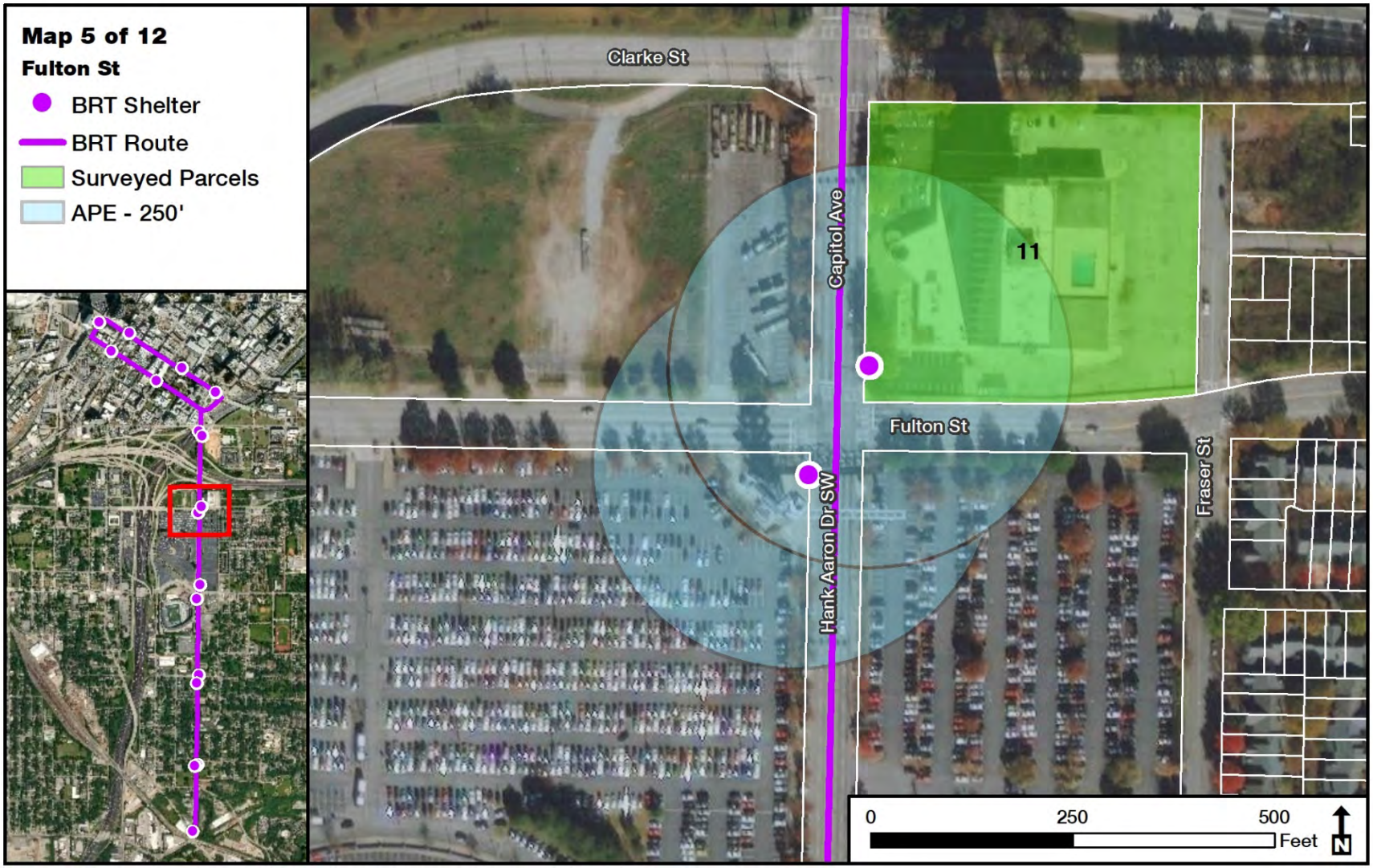


Figure 10. Memorial Drive Shelter APE

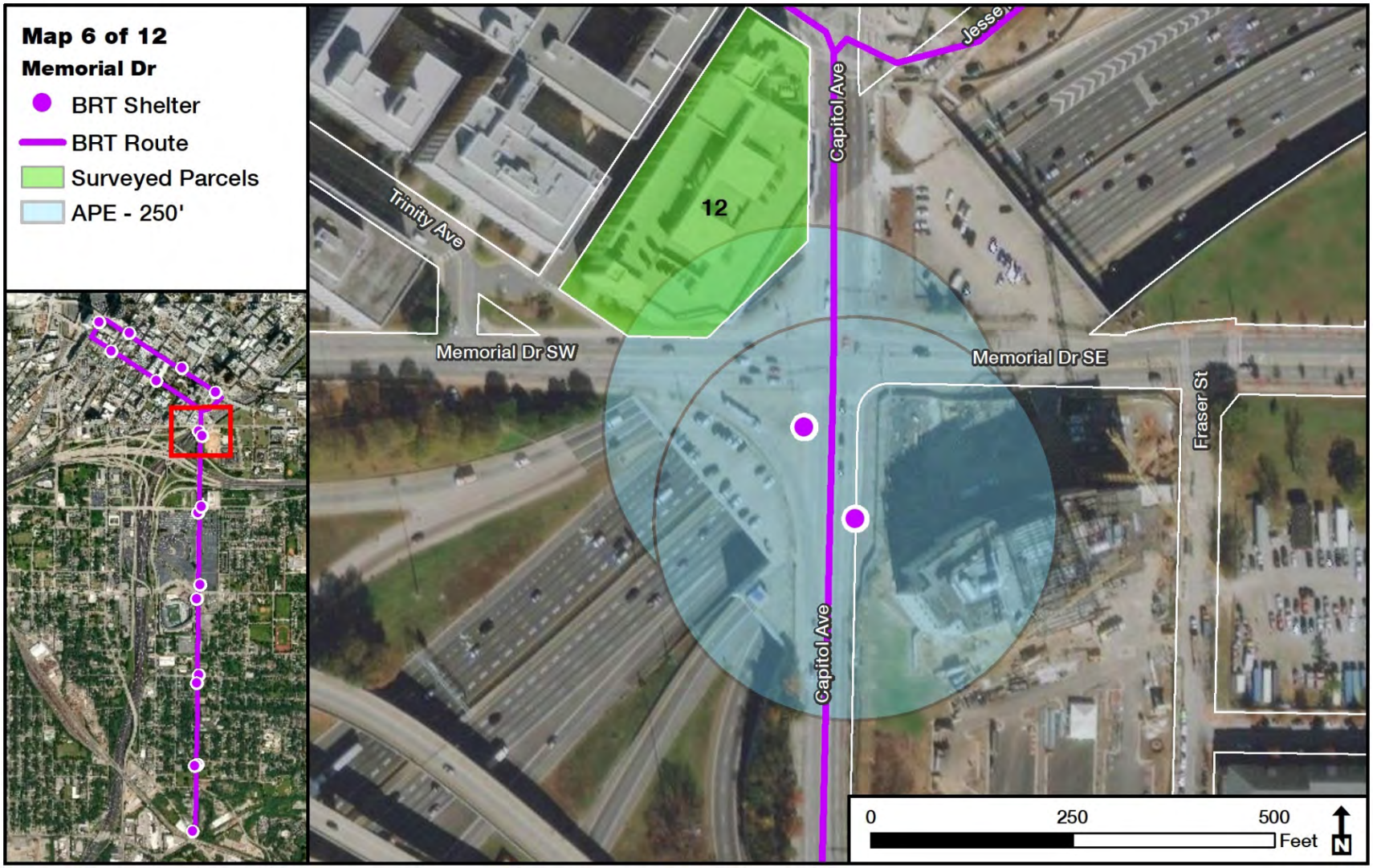


Figure 11. Georgia State Shelter APE

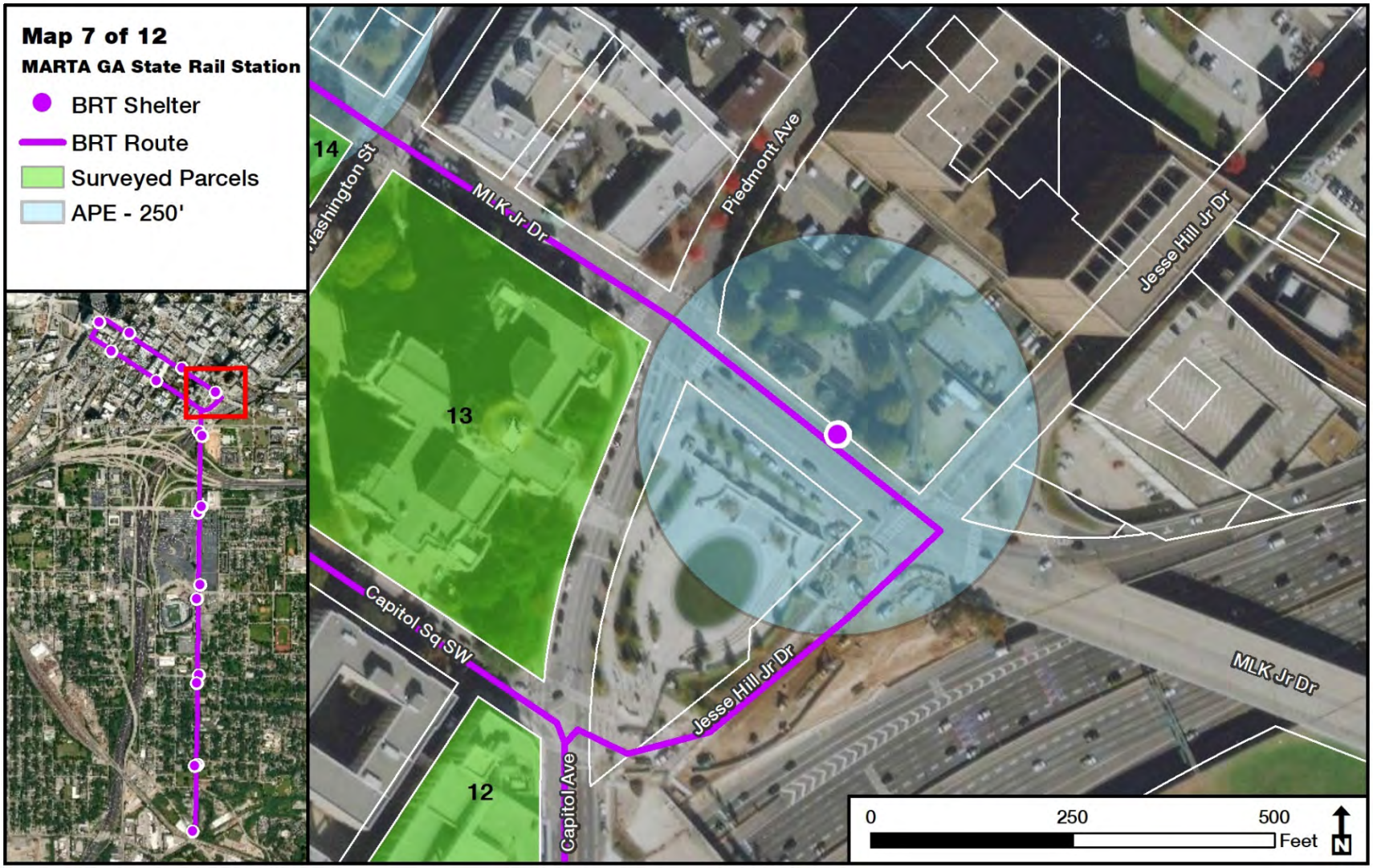


Figure 12. Capitol Shelter APE

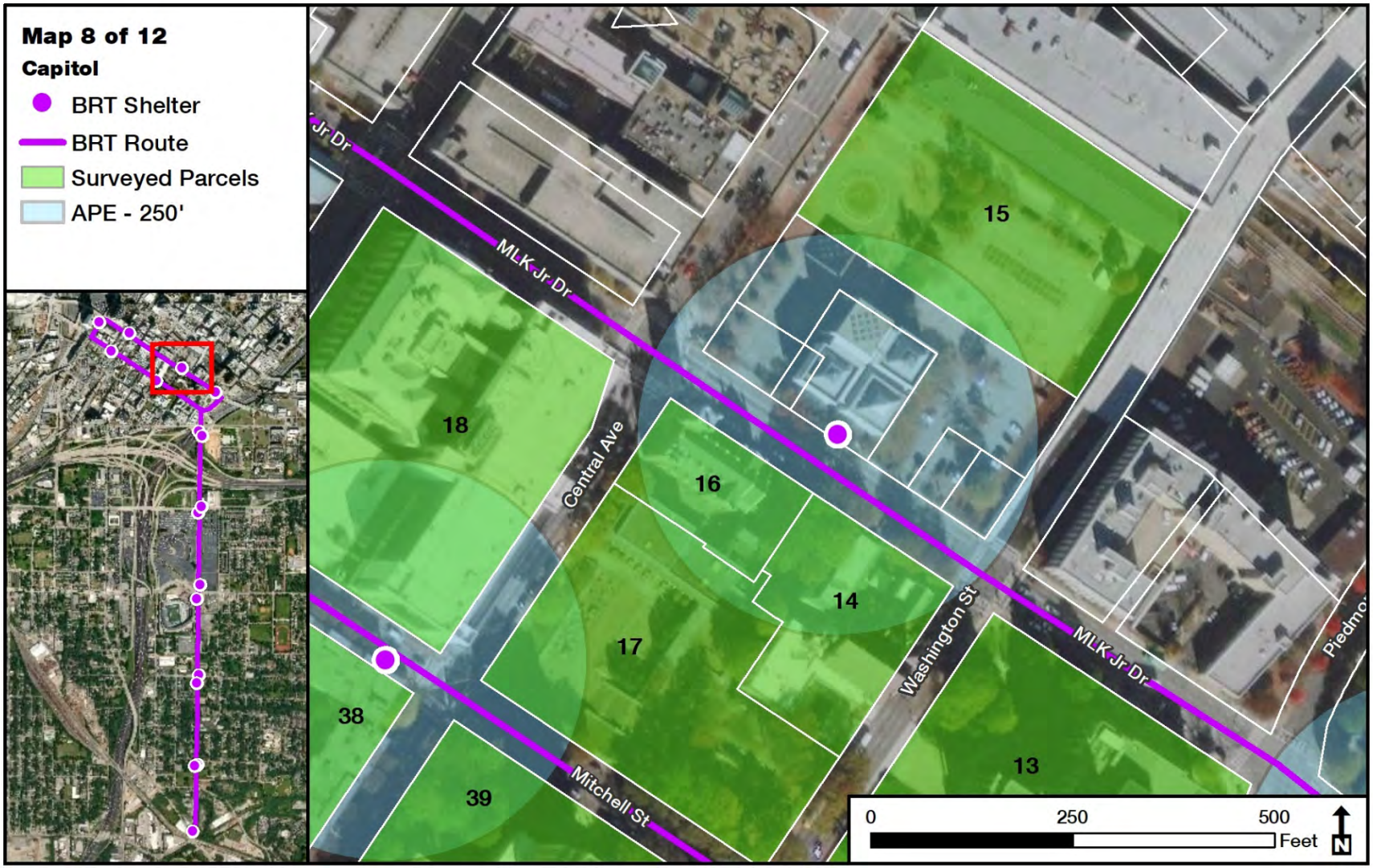


Figure 13. Five Points Shelter APE

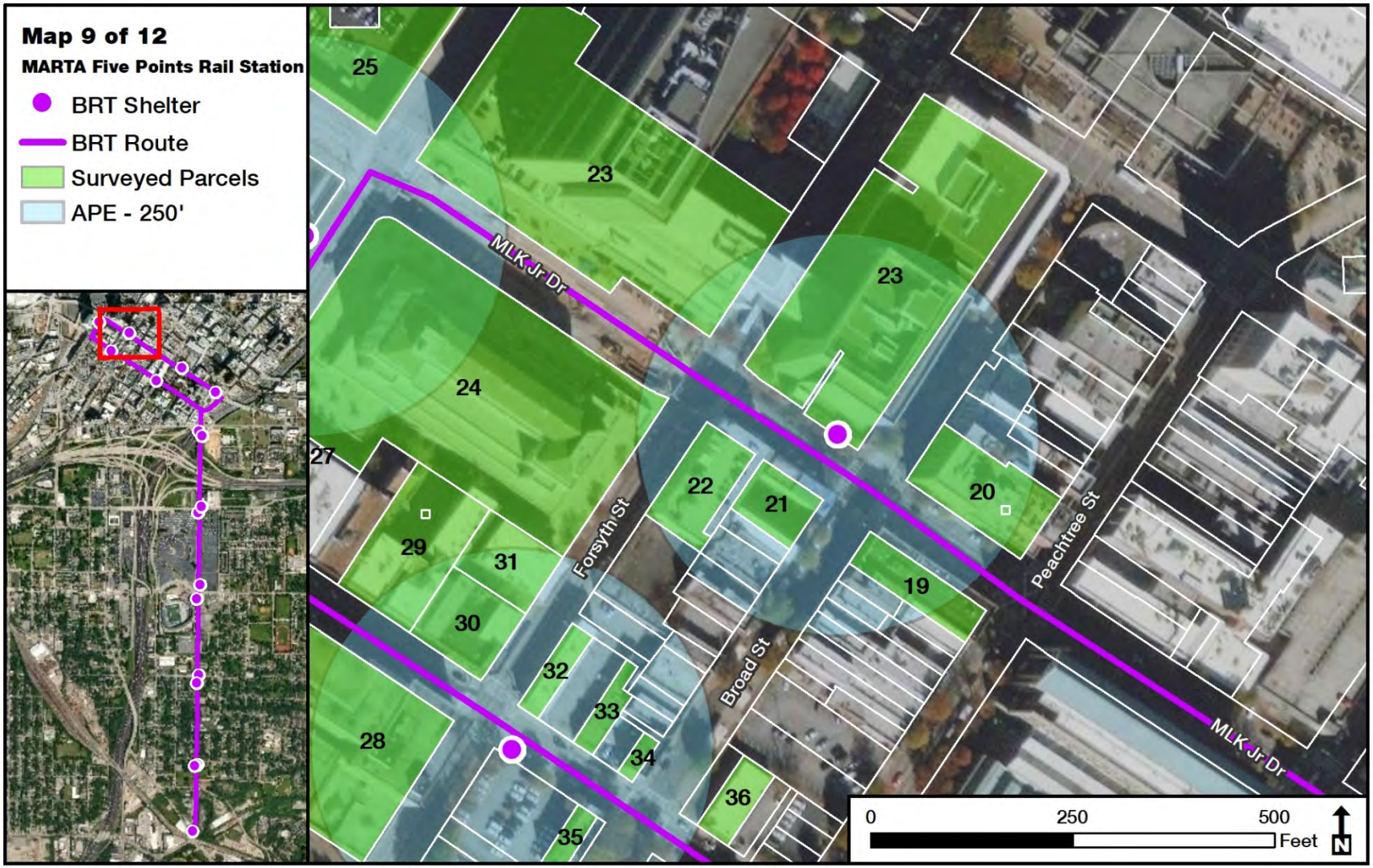


Figure 14. Gulch Shelter APE

Figure 15. Broad Street Shelter APE

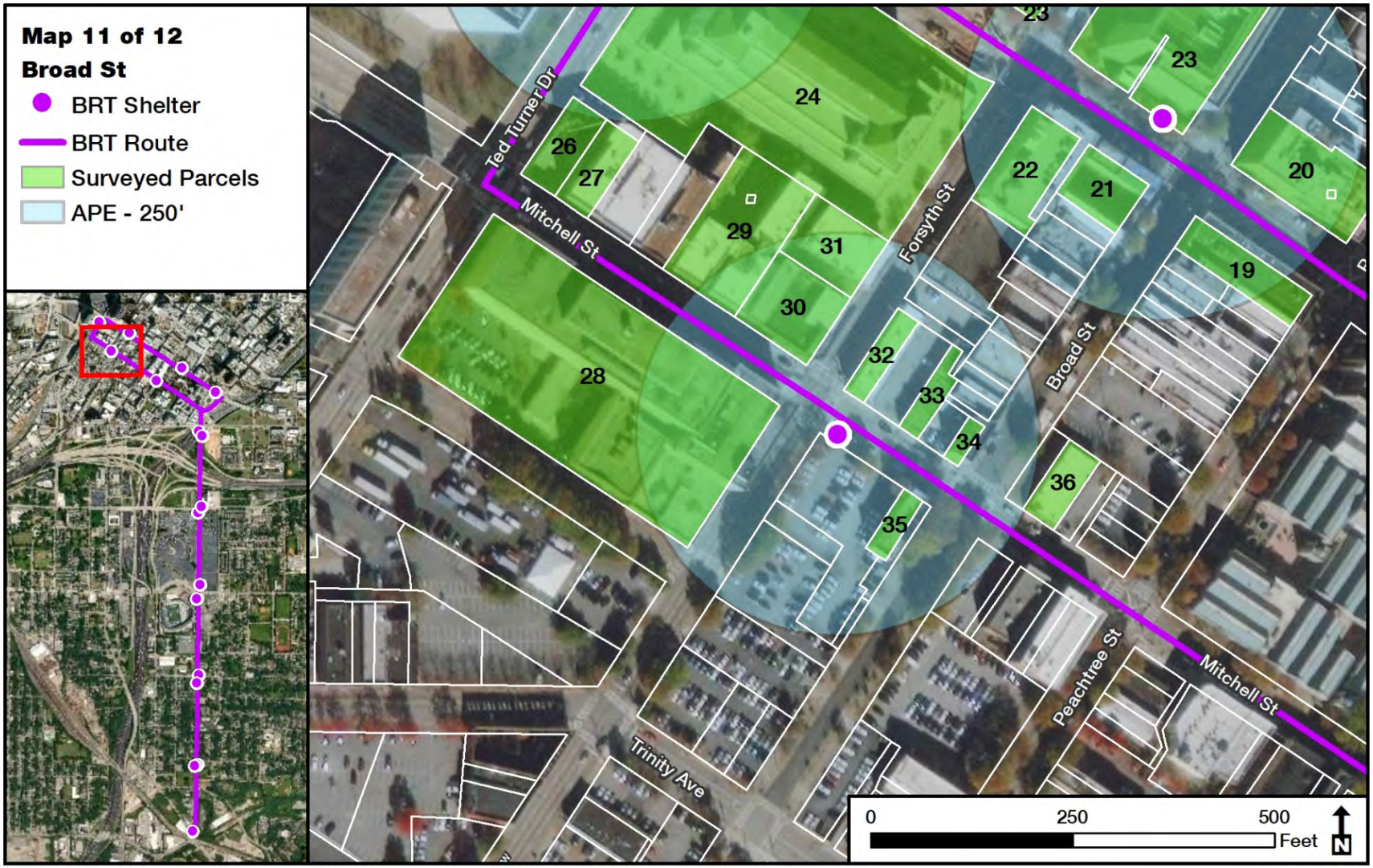
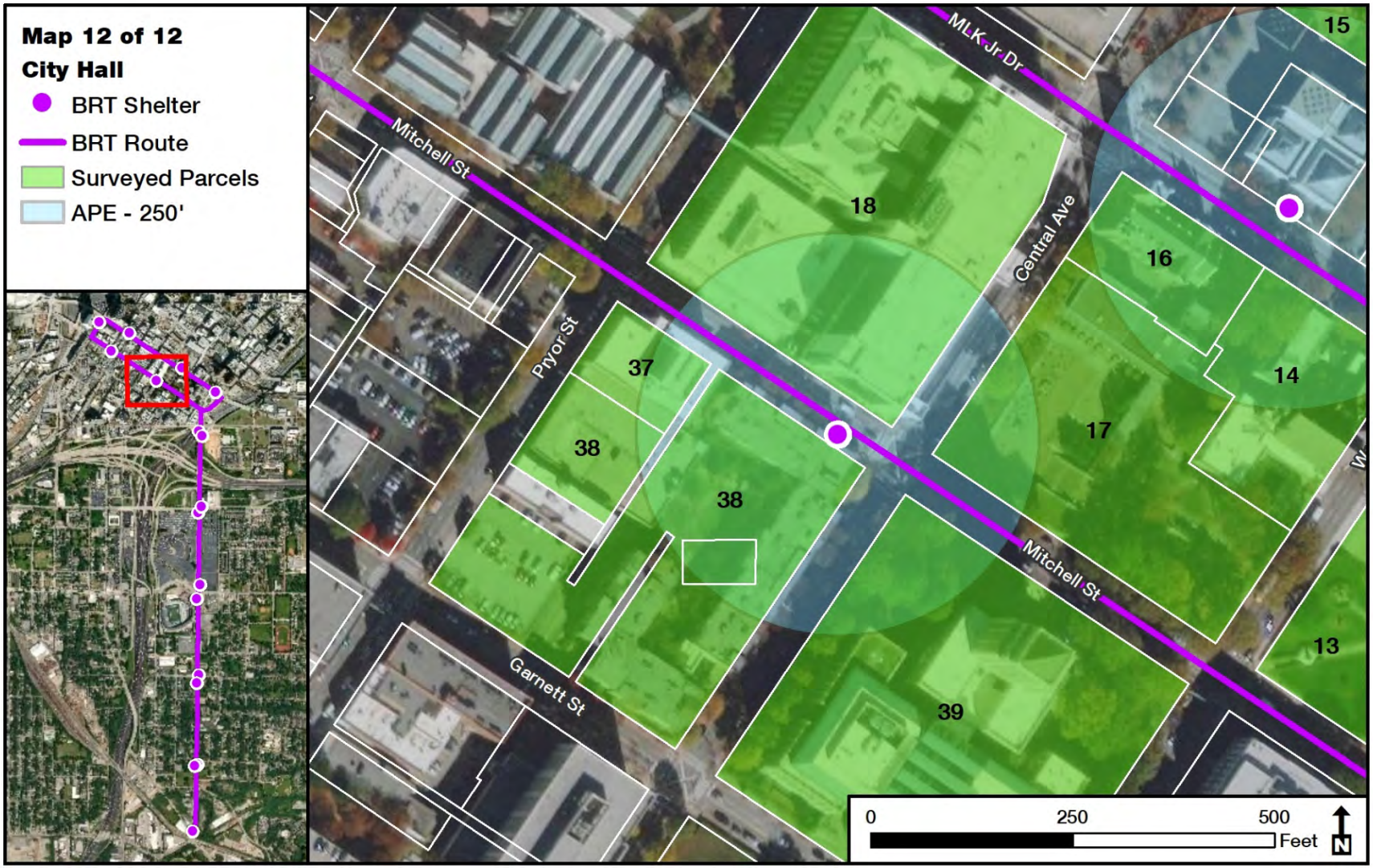


Figure 16. City Hall Shelter APE



National Register of Historic Places (NRHP)

The properties listed on the National Register of Historic Places (NRHP) within the project area are: the Shrine of the Immaculate Conception at 48 Hunter Street SW; the Georgia State Capitol at Capitol Square; Atlanta City Hall at 68 Mitchell Street SW; Central Presbyterian Church at 201 Washington Street SW; the Fulton County Courthouse at 160 Pryor Street SW; the United States Post Office, Federal Annex (Martin Luther King Jr. Federal Building) at 77 Forsyth Street SW; the Hotel Row Historic District made up of odd numbered properties from 205 to 235 Mitchell Street SW; and the Underground Atlanta Historic District, bounded by Martin Luther King Jr. Drive, Central Avenue, Wall Street, and Peachtree Street and includes viaducts, the Zero Mile Post, and the Georgia Railway Freight Depot. In addition, 201, 213, and 233 Mitchell Street SW are Contributing Resources within the NRHP-listed Hotel Row Historic District. **Table 1** shows the NRHP-listed properties in the APE. **Figure 17** shows the NRHP-listed resources along the alignment.

Summary of Findings

A total of 41 historic resources were surveyed. Of those, six structures and two districts within the project's APE are currently listed on the NRHP: the Shrine of the Immaculate Conception, the Georgia State Capitol, Atlanta City Hall, Central Presbyterian Church, the Fulton County Courthouse, the United States Post Office Federal Annex (Martin Luther King Jr. Federal Building), Hotel Row Historic District, and the Underground Atlanta Historic District. In addition, 201, 213, and 233 Mitchell Street SW were found to be Contributing Resources within the NRHP-listed Hotel Row Historic District.

During the survey, 6 structures were determined to be eligible for listing on the NRHP:

1. Emmaus House, Resource 4, 1011 Hank Aaron Drive SE
2. Capitol Avenue Apartments, Resource 10, 811 Hank Aaron Drive SE
3. Georgia Railroad Freight Depot, Resource 15, 110 Central Avenue SW
4. Sam Nunn Federal Building, Resource 23, 41 Broad Street SW
5. Citizens & Southern Operations Complex, Resource 28, 206 & 222 Mitchell Street SW
6. Sig Samuels Building, Resource 32, 199 Mitchell Street SW

The project will not introduce physical elements to the historic properties and any visual effects would be mitigated by modern intrusions in the vicinity of the BRT shelter areas. The potential effects of the project were identified and documented for all listed or eligible structures. After analyzing the potential effects of the shelters on all resources, we find that there are no adverse effects to listed and eligible resources.

Project Identified Resources

The following section, **Project Identified Resources**, describes each the 39 resources and two NRHP listed districts surveyed. Each resource is described and the NRHP status of the resource and if eligible, the assessment of effect for that resource.

Figure 17. NHRP-Listed Resources in APE

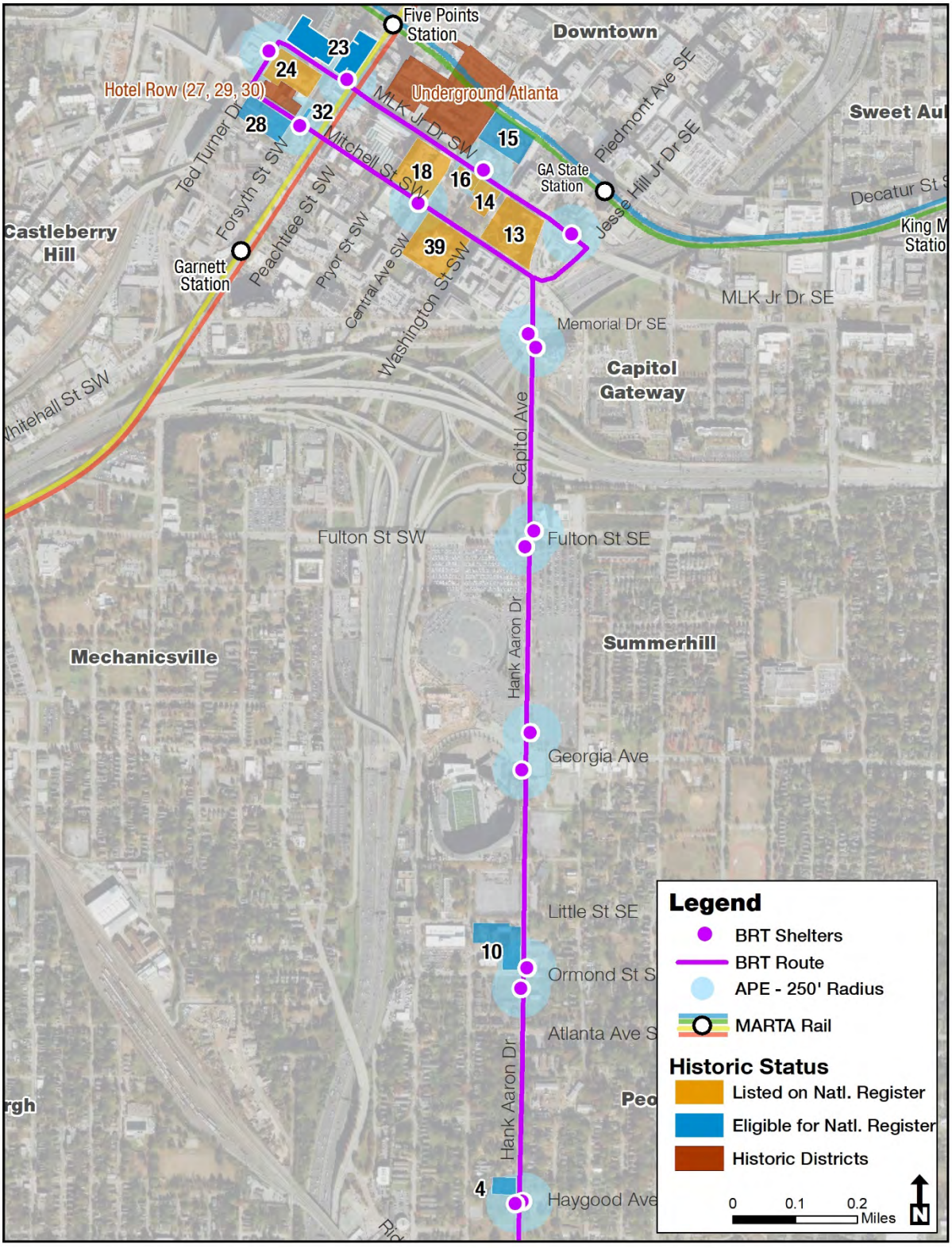


Table 1. NRHP-Listed Resources in the APE

Name of Resource	Date of Construction	Type and/or Style	Location	Status
Shrine of the Immaculate Conception	1871	Gothic Revival, church	48 Hunter Street SW	Listed on NRHP
Georgia State Capitol	1889	Neo-classical Renaissance Revival, government building	Capitol Square	Listed on NRHP
Atlanta City Hall	1930	Gothic Revival, government building	68 Mitchell Street SW	Listed on NRHP
Central Presbyterian Church	1885	English Gothic, church	201 Washington Street SW	Listed on NRHP
Fulton County Courthouse	1914	Beaux Arts: Classical, government building	160 Pryor Street SW	Listed on NRHP
United States Post Office, Federal Annex (Martin Luther King Jr. Federal Building)	1933	Modern Movement, Modern Classic: Beaux Arts, government building	77 Forsyth Street SW	Listed on NRHP
Hotel Row Historic District	1892-1908	Late 19th and Early 20th Century American Movements: Commercial Style	205-235 Mitchell Street SW (odd numbers)	Listed on NRHP
Underground Atlanta Historic District	Built 1850-1930, renovated in 1960s/1970s	Commercial buildings are Victorian style with some Neoclassical, Functional, and Beaux Arts design; viaducts have Neoclassical detailing; Freight Depot is an Italianate railroad facility	Roughly bounded by MLK Jr. Drive, Central Avenue, Wall Street, and Peachtree Street, including viaducts, the Zero Mile Post, and the Georgia Railway Freight Depot	Listed on NRHP

Resource 1: 1161 Ridge Avenue SW

Property Identification: Resource 1 is identified on the location map. The property is at the southern terminus of the route. The property is not in a historic district.

Location: The property is located at 1161 Ridge Avenue SW on the west side of the road. The property is adjacent to active railroad tracks and the southern Beltline corridor and north of the McDonough Boulevard SE, University Avenue SW, and Hank Aaron Drive SE intersection. The Atlanta BeltLine/Southern Terminus area is east of the property at the paved end of Ridge Avenue SW.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 1 was constructed in 1945. The building is a warehouse. Historically, the building appears to have been a warehouse.

Description: The building at 1161 Ridge Avenue SW is an altered, single-story industrial warehouse constructed in 1945 that sits atop a concrete foundation and is constructed of concrete blocks and covered by a flat roof. Its irregular footprint is dictated by a wedge-shaped parcel formed by a railroad line and Ridge Avenue SW, and its lack of style and ornamentation reflects the building's functional purpose. Although the building has no distinct façade, it features multiple loading bays that appear to be the only

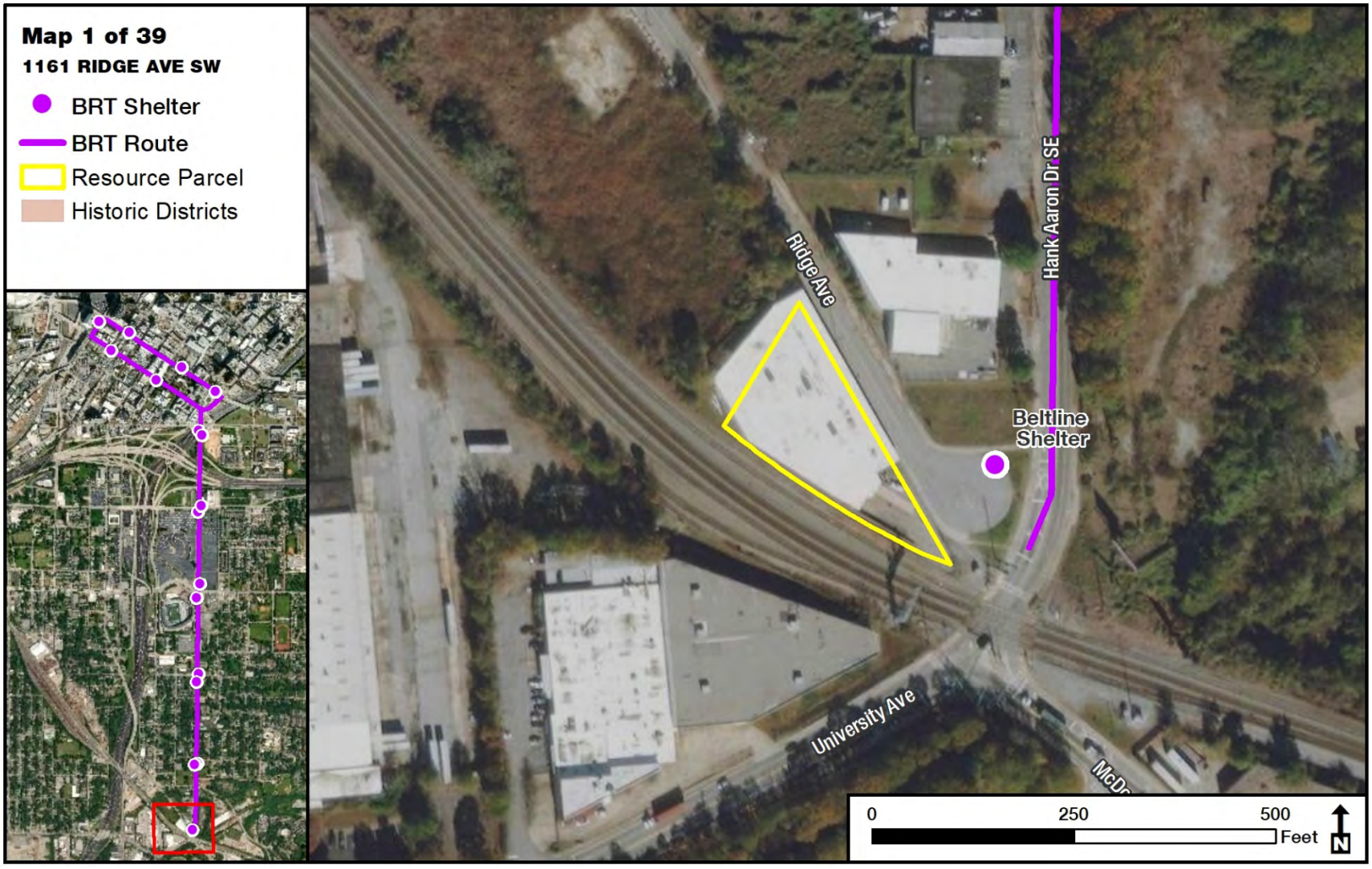
openings on the building on its southeast-facing elevation. The bays are covered by metal, overhung, roll-up doors and some are reached by a ramp that slopes downward toward the building. The side and rear elevations do not contain visible openings; however, its northeast, side elevation along Ridge Avenue SW includes what appear to be infilled windows and entries. A metal chain-link fence topped with barbed wire restricts access to the building. It is located in a light industrial area south of downtown Atlanta.

National Register Recommendation: Not Eligible

The building at 834 Hank Aaron Drive SE is not individually eligible for listing in the NRHP nor is it part of a district. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is an altered example of mid-century commercial architecture and lacks design merit and character-defining features of any particular style or form. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741926.19 m E, 3734458.16 m N

Figure 18. Resource 1 Parcel Map



Resource 2: 1155 Hank Aaron Drive SE

Property Identification: Resource 2 is identified on the location map. The property is not in a historic district.

Location: The property is located at 1155 Hank Aaron Drive SE on the west side of the road. The property is north of the McDonough Boulevard SE, University Avenue SW, and Hank Aaron Drive SW intersection. The Beltline/Southern Terminus area is south of the property.

Date(s) of Development: According to the Fulton County tax assessor's records, Resource 2 was constructed as 1965. The building is a warehouse. Historically, the building was a warehouse building.

Description: The building at 1155 Hank Aaron Drive SE is an altered, single-story industrial warehouse constructed in 1965 that sits atop a concrete and concrete-block foundation. It is clad with a mix of brick, concrete blocks, and metal siding that varies by elevation and is topped with a flat roof. Its irregular footprint is dictated by a trapezoidal parcel formed by Hank Aaron Drive SE and Ridge Avenue SW, and its lack of ornamentation reflects the building's functional purpose. Although the building has no distinct façade, it features multiple loading bays on its south-facing elevation that are accessed from

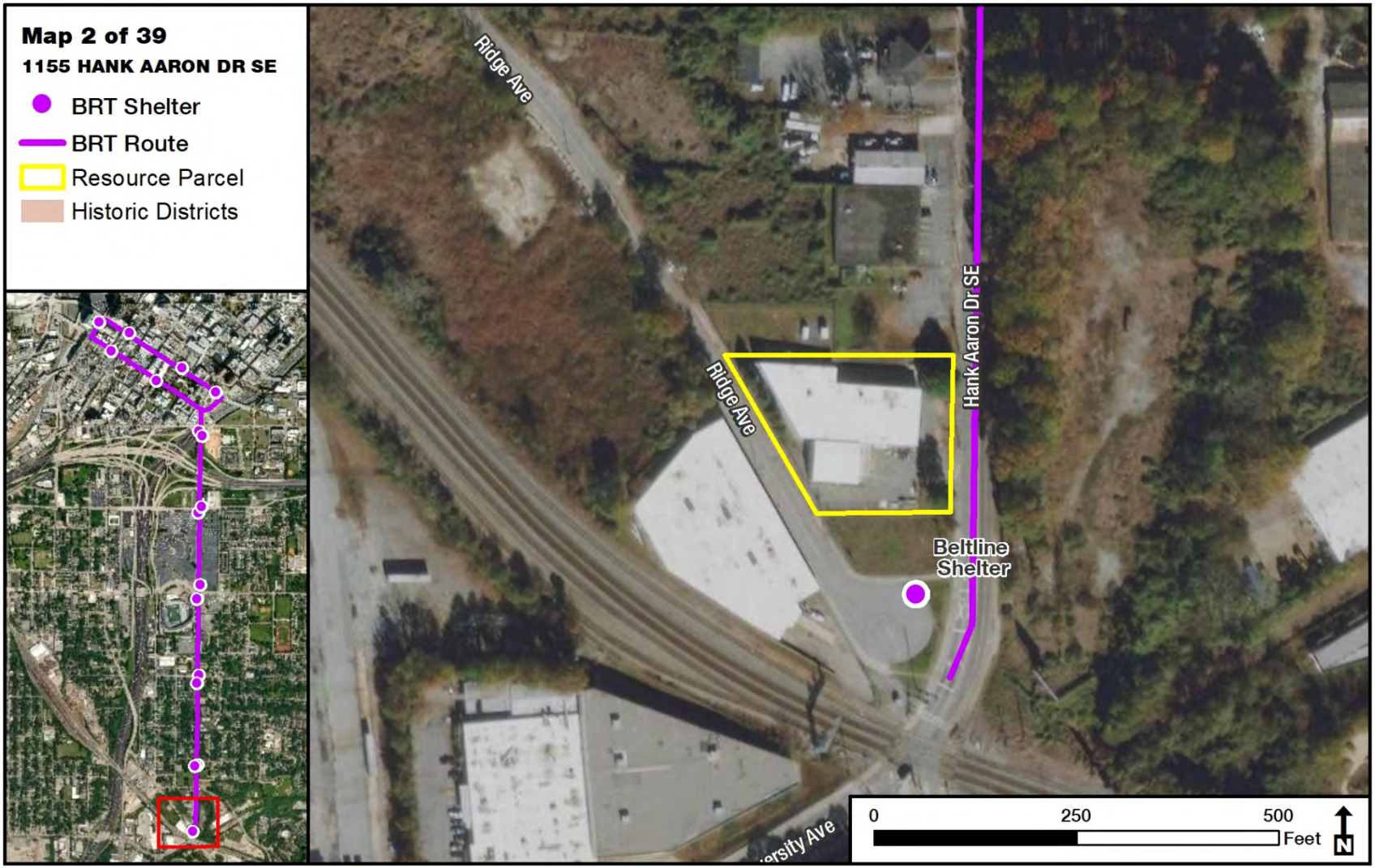
Hank Aaron Drive SE. The bays are covered by metal, overhung, roll-up doors and shielded from weather by a flat, metal canopy that overhangs the openings. Adjacent to the bays is a single, pedestrian, entry door accessed by a concrete ramp enclosed by a metal railing. West of these openings is a rectangular, metal-clad portion of the building that projects from the south elevation and is likely a later addition. It contains additional loading bays and entries. The warehouse's east, side elevation is clad with brick and features two off-center and altered window openings covered with metal bars. The west, side elevation contains a single entry while the rear, north elevation contains no openings. A metal chain-link fence topped with barbed wire restricts access to the building. It is located in a light industrial area south of downtown Atlanta.

National Register Recommendation: Not Eligible

The building at 1155 Hank Aaron Drive SE is not eligible for listing in the NRHP. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical and altered example of industrial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741980.63 m E, 3734507.64 m N

Figure 19. Resource 2 Parcel Map



Resource 3: 1039 Hank Aaron Drive SE

Property Identification: Resource 3 is identified on the location map. The property is not in a historic district.

Location: The property is located at 1039 Hank Aaron Drive SE on the west side of the road between Weyman Avenue SW and Haygood Avenue SE. The southbound Haygood Avenue shelter is adjacent to the property and located on Hank Aaron Drive SE at the parcel just north of Resource 3.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 3 was constructed in 1930. The building is a retail store. Historically, the building appears to have been used as a retail store.

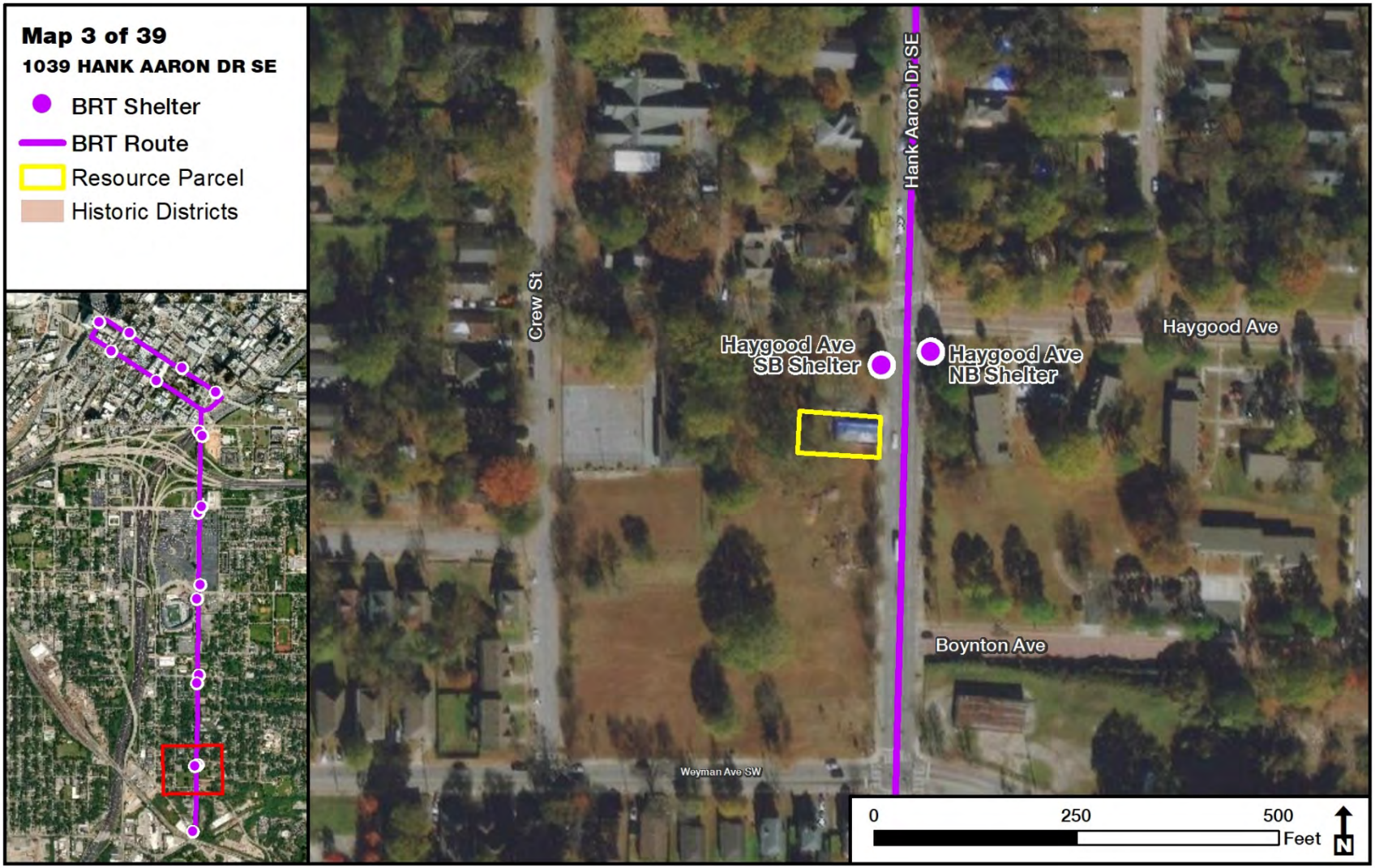
Description: The building at 1039 Hank Aaron Drive SE is a single-story, modest and altered commercial building that sits atop a concrete foundation; it is built of concrete block and covered with a flat roof. The building, constructed in 1930, has a rectangular footprint and is oriented on an east-west axis with the symmetrical façade facing east toward Hank Aaron Drive SE. Access into the business is provided by a central, metal-framed, glazed entry door; the door is flanked by metal-framed, full-height storefront windows covered by metal bars. Brick veneer clads the outer side portions of the façade. A nonoriginal metal modified full-width shed roof overhangs the façade. The north and south (side) elevations are clad with stucco. A low parapet wall lines the roof and steps down as it approaches the rear elevation as shown in the photo.

National Register Recommendation: Not Eligible

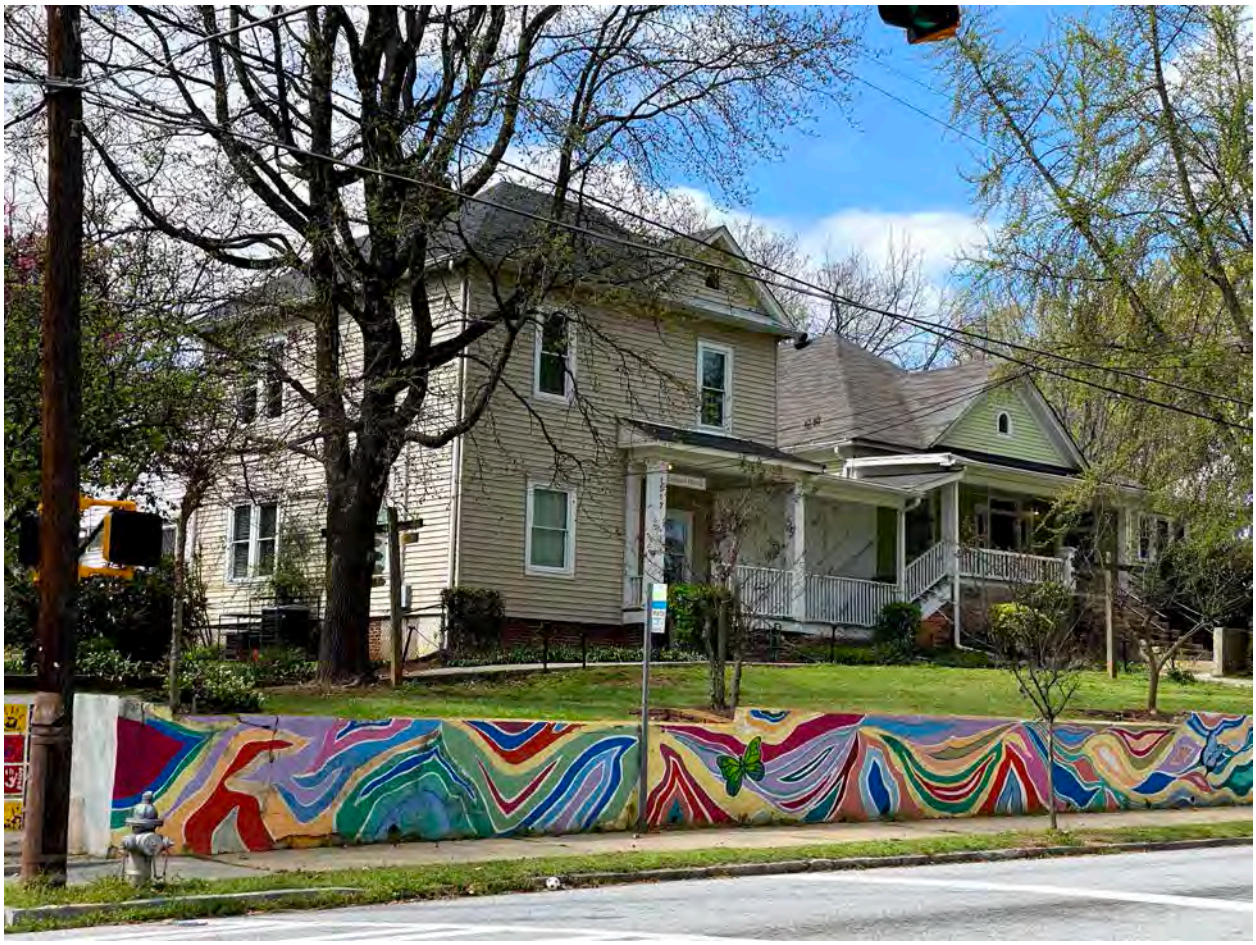
The building at 1039 Hank Aaron Drive SE does not appear to be individually eligible for listing at this time. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a modest and altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741989.74 m E, 3734859.54 m N

Figure 20. Resource 3 Parcel Map



Emmaus House - Resource 4: 1011 Hank Aaron Drive SE



Property Identification: Emmaus House (Resource 4) is identified on the location map. The property is not in a historic district.

Location: The property is located at 1011 Hank Aaron Drive SE on the west side of the street at the corner of Hank Aaron Drive SE and Haygood Avenue SE. The southbound Haygood Avenue shelter is located south of the property on Hank Aaron Drive SE.

Date(s) of Development: According to the Fulton County tax assessor's records, Resource 4 was constructed in 1910. There are three buildings located on the property. One is used as the Emmaus House Chapel, and the others are used for social services and a food pantry. Historically, the buildings were single-family residential structures.

Description: The Emmaus House is a two-story, frame, modest Queen Anne dwelling featuring a hipped, varied roofline, and a partial-width front porch sheltering the main single-leaf entrance. Two one-over-one window bays pierce both the first and second stories on the building's façade, while its walls are clad in weatherboard siding. A brick interior chimney rises through the roofline. The house rests on a brick foundation. The house is connected via hyphen, a later addition, to the house sitting immediately to its north with a simple wooden railing spanning the hyphen and extending the porch, with

stairs leading up to the northern house portion's porch. The northern house is a one-and-one-half story, frame, early twentieth-century cottage featuring a hipped roof accented by a central gable sheltering an engaged, partial-width porch. The house's façade is pierced by a single-leaf entrance surmounted by a transom and sidelights, a single window bay and a multi-light window block piercing the enclosed portion of the porch. The house is also clad in weatherboard siding and appears to rest on a rusticated concrete block foundation.

National Register Recommendation: Eligible

Emmaus House, Resource 4, is considered Eligible for inclusion in the National Register of Historic Places. The resource 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.

Resource 4 is home to the Emmaus House, owned and operated by the Protestant Episcopal Church within the Diocese of Atlanta. Since the mid-1960s after the Peoplestown neighborhood was drastically impacted by urban renewal programs, white flight to the suburbs, and interstate construction, Emmaus House served as a community resource for welfare rights, neighborhood empowerment, and racial justice within the Peoplestown community of Atlanta. The resource possesses local significance in the area of Civil Rights and therefore is recommended eligible under Criterion A as a historically significant property in the Peoplestown neighborhood during the mid-twentieth century.

Resource 4 is a typical example of modest, early twentieth century Queen Anne architecture in the City of Atlanta, and does not appear to represent the work of a master or any remarkable example of a particular style of architecture or significant craftsmanship. Furthermore, it has undergone alterations in its design due to the linkage with the house to its north that have compromised its integrity. Therefore, Resource 4 is not recommended eligible under Criterion C.

Emmaus House is strongly associated with Father Austin Ford, who played significant role in the Peoplestown community during the mid-twentieth century by moving into the house and creating a welfare community center with resources for those battling poverty, holding chapel services, after-school programs for children, and working as a Civil Rights activist for the Peoplestown community. Ford established the Poverty Rights Office and helped to integrate Atlanta's schools and communities, working to enact changes in Atlanta's discriminatory practices towards residents of color. Ford is remembered as "a tireless advocate for Atlanta's disenfranchised and poor." (Poole 2018: *Atlanta Journal Constitution*). Therefore, Resource 4 is determined eligible for the NRHP under Criterion B for association with historically significant individuals. Resource 4 was not found to be eligible under Criterion D.

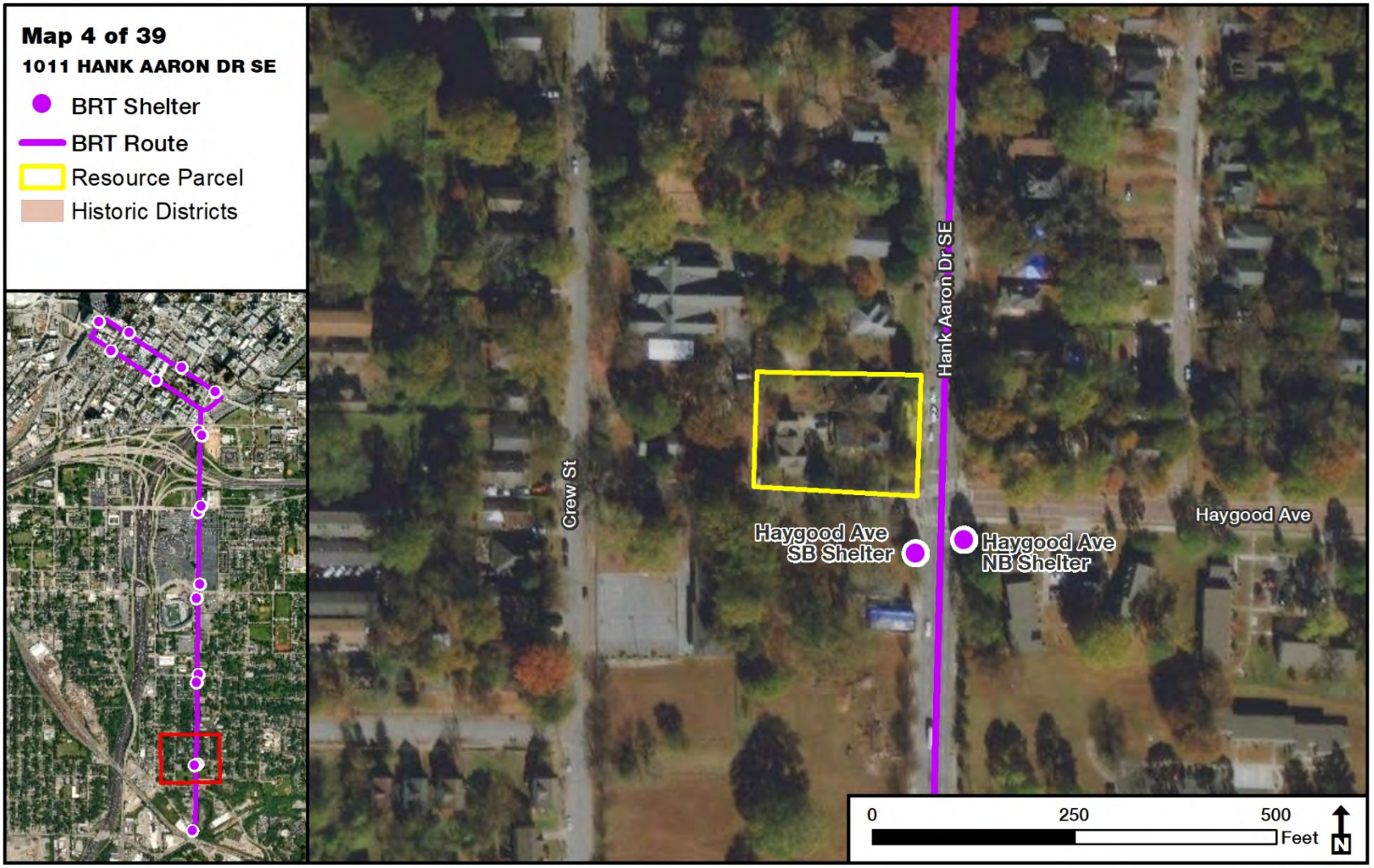
Integrity: Resource 4 retains a moderate degree of the Seven Aspects of Integrity. The integrity of setting surrounding Resource 4 has changed somewhat to a more urban surrounding, however the general feel of the neighborhood and much of its housing remains intact despite the changes that have occurred surrounding Peoplestown. The enclosure of a portion of the porch and addition of a hyphen connecting the two houses has impacted the integrity of design and created a complex of buildings out of what formerly were single-family residences. The resource has been determined to possess integrity in the areas of location, materials, and workmanship, however, integrity of feeling and association are compromised somewhat as the property no longer functions as a single-family residence. On the other hand, the property retains its identity and purpose as the Emmaus House for which it is significant under Criterion A.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of the BRT vehicle running in mixed traffic north and south in the center two of four existing lanes. South of the property and Haygood Ave, project implementation will consist of the BRT vehicle running in curbside dedicated lanes with curbside shelters in existing ROW. BRT shelters will be constructed south and southeast of the property across Haygood Avenue SW in existing ROW on the west and east side of Hank Aaron Drive SE. All shelter construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project is not anticipated to directly or indirectly affect the resource.

UTM Coordinates: 741981.94 m E, 3734928.45 m N

Figure 21. Emmaus House (Resource 4) Parcel Map



Resource 5: 865 Hank Aaron Drive SE

Property Identification: Resource 5 is identified on the location map. The property is not in a historic district.

Location: The property is located at 865 Hank Aaron Drive SE on the west side of the road between Atlanta Avenue and Ormond Street SW. The southbound Ormond Street shelter is adjacent to the property and located on Hank Aaron Drive SE at the parcel just north of Resource 5.

Date(s) of Development: According to the Fulton County tax assessor's records, Resource 5 was constructed in 1959. The building is a 10 unit multi-family apartment building. Historically, the building was constructed as an apartment building.

Description: The building at 865 Hank Aaron Drive SE is a two-story multi-family residential building that sits atop a concrete-block foundation, is clad in brick, and is covered with a side-gabled roof with asphalt shingles. The building, constructed in 1959, has a generally rectangular footprint with individual sections that stagger their setbacks. It is oriented on an east-west axis perpendicular to Hank Aaron Drive SE. The building's first- and second-story units are entered from a sidewalk that extends the length of the building on its north side. Exterior metal staircases or short concrete staircases lead to paneled entry doors for each unit. These entries are screened by full-height perforated concrete block walls that also provide screening from the sun and minimal ornamentation to the building. Windows throughout usually feature six-over-six, double-hung sash configuration with modest sills; spacing between these openings is uniform. The four windows on the east, side elevation that face Hank Aaron Drive SE feature inoperable vinyl shutters that are not original. The rear, south elevation contains additional metal staircases that provide access to a rear yard. Above, the gable roof

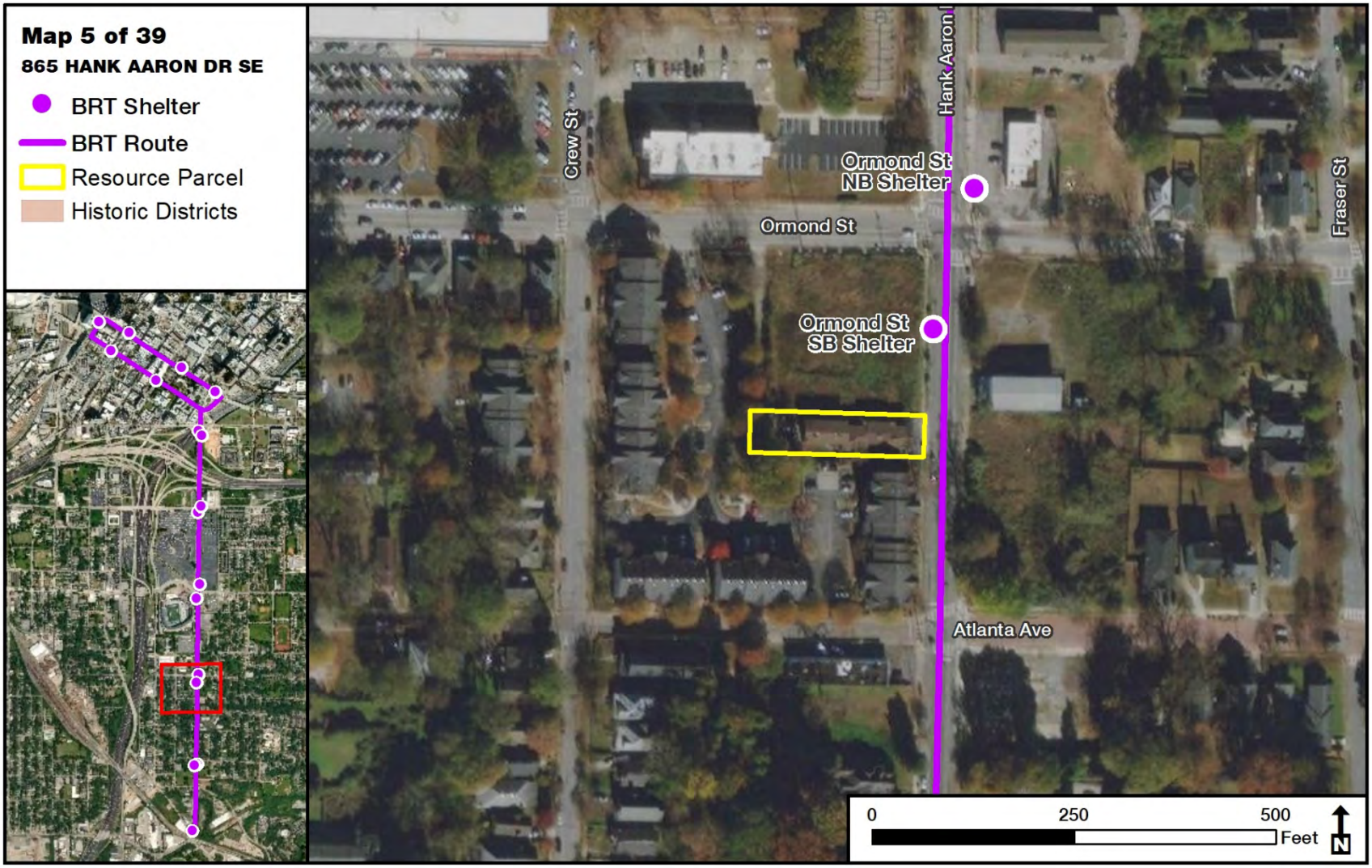
features a modest overhang and a staggered ridgeline. Parking areas are located on the building's east and west sides, with the west parking area accessed via a long driveway from Ormond Street SW. The building has no appreciable landscaping or amenities. The apartment building is located in a residential area south of downtown Atlanta.

National Register Recommendation: Not Eligible

The building at 865 Hank Aaron Drive SE is not individually eligible for listing in the NRHP. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical and modest example of multi-family residential architecture; it does not display or embody any features of a garden apartment or public housing complex that would make it significant for its design merit. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741967.88 m E, 3735402.58 m N

Figure 22. Resource 5 Parcel Map



Resource 6: 30 Ormond Street SE

Property Identification: Resource 6 is identified on the location map. The property is not in a historic district.

Location: The property is located at 30 Ormond Street SE on the north side of the street between Hank Aaron Drive SE and Fraser Street. The northbound Ormond Street shelter is located three parcels and 250 feet away from Resource 6. Resources 6 and 7 are on the same tax parcel.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 6 was constructed in 1920. The building is a single-family residence, and historically the building has been a single-family residence.

Description: The building at 30 Ormond Street SE is a substantially altered, single-story residence constructed in 1920 that sits atop brick piers, is clad with vinyl siding, and is covered by a hipped roof with asphalt shingles. It has a rectangular footprint and is oriented on a north-south axis with the façade facing south toward Ormond Street SE. The residence was likely nearly identical to the building next door at 26 Ormond Street SE prior to substantial renovations that altered the roof, porch, cladding materials, and windows. The façade features a nearly full-width wood entry porch reached by a wood staircase and lined with a timber balustrade. Battered columns support a gable porch

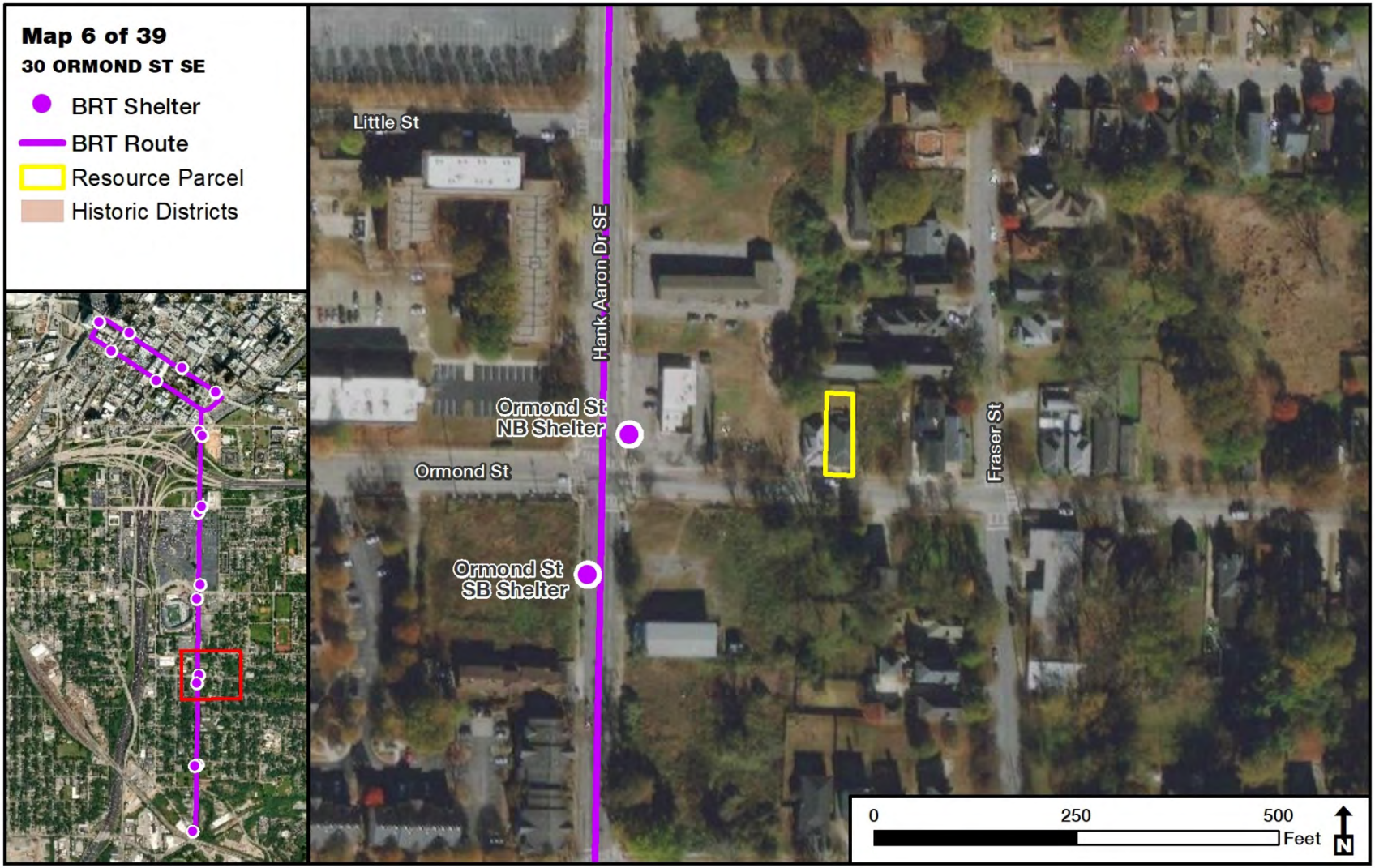
roof with shingle siding filling the front-facing gable. The porch provides access to an off-center, replacement, six-light, paneled entry door with simple surround. Flanking the entry are one-over-one, double-hung sash replacement windows with modest trim; windows throughout follow this configuration. The west, side elevation contains two irregularly placed windows while the east, side elevation features three. The north, rear elevation was not accessible during survey. The property is surrounded by a decorative white picket fence and is located in the Summerhill neighborhood south of downtown Atlanta.

National Register Recommendation: Not Eligible

The building at 30 Ormond Street SE is not individually eligible for listing in the NRHP. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a substantially altered example of single-family residential architecture; although these alterations attempt to introduce period-appropriate Craftsman elements to the residence, there is no evidence that they were originally on this house, which likely lacked ornamentation and whose original form and features have been obscured or removed. There is no indication it will yield information important in history and is not eligible under Criterion D. The building is also not a likely contributing element to any potential historic districts if identified in future large-scale surveys that are beyond the scope of the present project.

UTM Coordinates: 742096.02 m E, 3735492.98 m N

Figure 23. Resource 6 Parcel Map



Resource 7: 26 Ormond Street SE

Property Identification: Resource 7 is identified on the location map. The property is not in a historic district.

Location: The property is located at 26 Ormond Street SE on the north side of the street between Hank Aaron Drive SE and Fraser Street. The northbound Ormond Street shelter is located three parcels and 250 feet away from Resource 7. Resources 6 and 7 are on the same tax parcel.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 6 was constructed in 1920. The building is a single-family residence, and historically the building has been a single-family residence.

Description: The building at 26 Ormond Street SE is a single-story residence constructed in 1920 that sits atop brick piers, is clad with asbestos siding, and is covered by a pressed metal hipped roof. It has a rectangular footprint and is oriented on a north-south axis with the façade facing south toward Ormond Street SE. The façade features a nearly full-width concrete block entry porch reached by a concrete staircase. Replacement turned posts support the porch's hipped roof. The porch provides access to an off-center, replacement, paneled entry door with a molded surround. East of the entry is a wood-

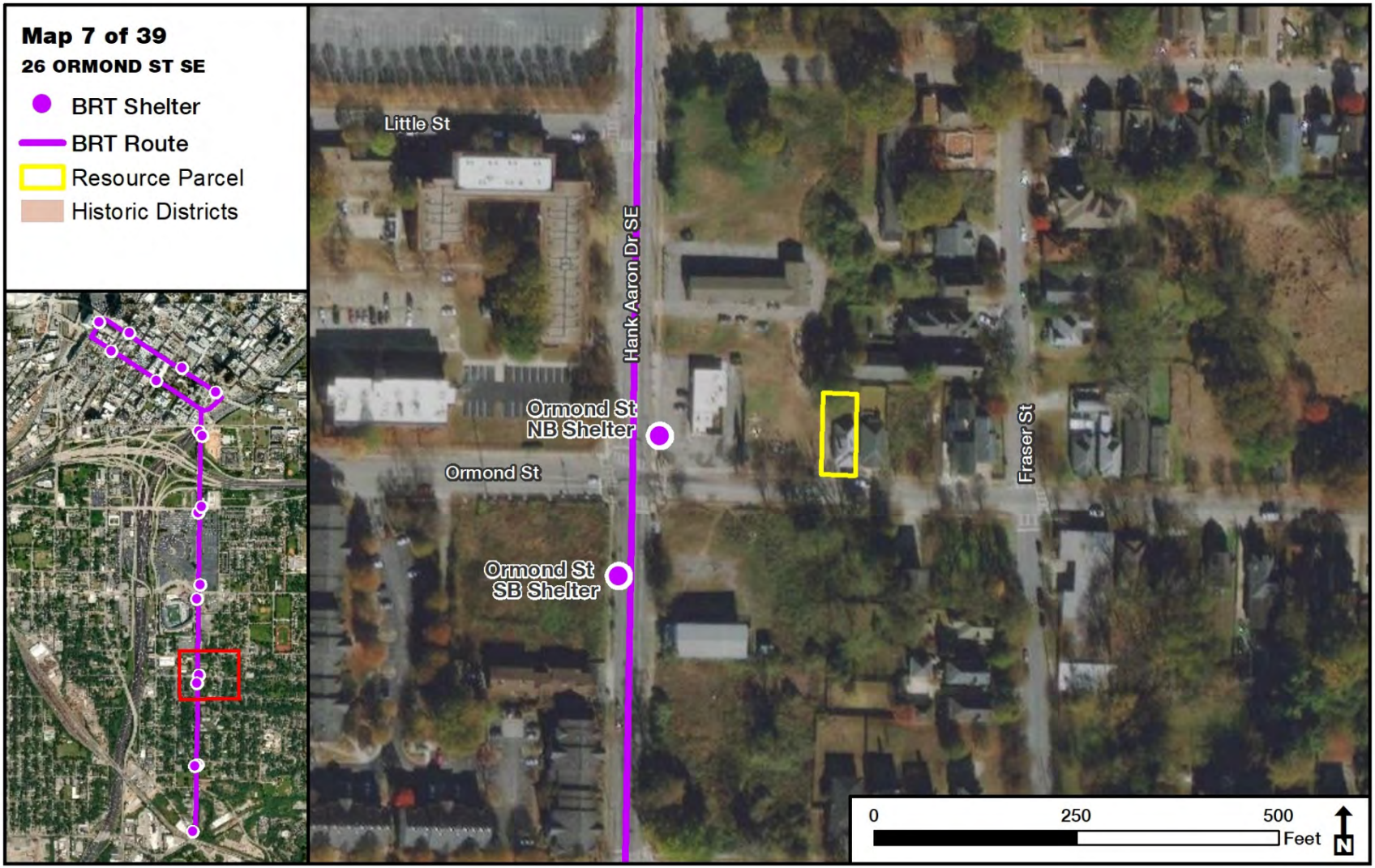
framed, one-over-one, double-hung window with molded trim; windows throughout follow this configuration. The west, side elevation contains three regularly placed windows while the east, side elevation features two. The north, rear elevation was not accessible during survey. Two interior masonry chimneys punctuate the roofline. Overgrown boxwoods partially surround the entry porch and a driveway is located on the property's west side. It is located in the Summerhill neighborhood south of downtown Atlanta.

National Register Recommendation: Not Eligible

The building at 26 Ormond Street SE is not individually eligible for listing in the NRHP. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is an altered example of single-family residential architecture. There is no indication it will yield information important in history and is not eligible under Criterion D. Due to surrounding vacant lots and incompatible infill, the residence is also not a likely contributing element to any potential historic districts in the vicinity if identified in future large-scale surveys that are beyond the scope of the present project.

UTM Coordinates: 742082.08 m E, 3735490.85 m N

Figure 24. Resource 7 Parcel Map



Resource 8: 834 Hank Aaron Drive SE

Property Identification: Resource 8 is identified on the location map. The property is not in a historic district.

Location: The property is located at 834 Hank Aaron Drive SE on the east side of the street between Ormond Street SE and Little Street SE. The northbound Ormond Street shelter is directly in front of the property on Hank Aaron Drive SE.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 8 was constructed in 1964. The building is a retail store. Historically, the building has been a store.

Description: The building at 834 Hank Aaron Drive SE is an altered and asymmetrical commercial building constructed in 1964. It sits atop a concrete foundation, is clad with brick and vertical wood siding, and is covered by a flat roof. The building features a generally rectangular footprint with its southern end, which was likely a later addition, featuring a series of setbacks that narrow the building footprint. It is oriented on a north-south axis with the façade facing west toward Hank Aaron Drive SE. Overall the building lacks ornamentation and features a low, horizontal appearance that reflects a common mid-century form although it does not have character-defining features of any recognized Modern-era style. The façade features off-center, metal-framed, glazed entry doors with flanking sidelights; one sidelight has been infilled and metal security bars cover the doors and sidelights. A transom infilled with vertical boards is located over the entry. South of the entry is a horizontal row of wood-framed storefront windows that form a band at the building's center. North of the entry are two additional storefront windows. Above, ribbon windows extend across the façade over all windows and the entry and

wrap around the north elevation to form a clerestory beneath the building's overhanging roof. The north elevation contains no other openings.

At the façade's south end, which was likely a later addition, the building features vertical boards over a brick base with a central two-light, sliding sash replacement window. The building's south elevation features no openings and a wood privacy fence encloses the building's southeast corner. Parking areas surround the building on its west, south, and east sides; a driveway is located on its north side. The building is located in the Summerhill neighborhood south of downtown Atlanta.

National Register Recommendation: Not Eligible

The building at 834 Hank Aaron Drive SE is not individually eligible for listing in the NRHP. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is an altered example of mid-century commercial architecture and lacks design merit and character-defining features of any particular style or form. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 742031.68 m E, 3735502.34 m N

Figure 25. Resource 8 Parcel Map

Resource 9: 816 Hank Aaron Drive SE

Property Identification: Resource 9 is identified on the location map. The property is not in a historic district.

Location: The property is located at 816 Hank Aaron Drive SE on the east side of the street between Ormond Street SE and Little Street SE. The northbound Ormond Street shelter is approximately 200 feet south of the building on Hank Aaron Drive SE.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 9 was constructed in 1961. The building is a 12 unit multi-family apartment building. Historically, the building was constructed as an apartment building.

Description: The building at 816 Hank Aaron Drive SE is a substantially altered two-story, multi-family, residential apartment building that sits atop a concrete block foundation. It is clad in brick, some of which has been replaced, and is covered with a side-gabled roof with asphalt shingles. The building is well maintained but displays numerous incongruent changes that have occurred over time, resulting in a lack of cohesive design. Constructed in 1961, it has an L-shaped footprint with a long section perpendicular to Hank Aaron Drive SE and a short ell on its east end that extends north; as a result, its orientation is east-west with a south-facing façade. Units are located on

both the first and second stories and reached by porches and balconies beneath cross gables infilled with vertical boards that project from the façade and are supported by metal poles and decorative iron work. Concrete steps lead to first-story porches while metal staircases that abut the façade lead to second-story balconies. Entry doors vary but are covered with metal screen doors. Windows across the façade vary; large windows are generally eight-over-eight, double-hung sash with inoperable louvered shutters and brick sills while smaller windows are two-sash sliding or one-over-one, double-hung sash configuration with brick sills. Fenestration throughout is replicated from the first to the second stories. The building section adjacent to the ell appears altered and does not follow the typical exterior pattern and instead features an entry reached by concrete stairs and covered by a metal awning. Above the entry, the building is clad with vertical boards.

The building's west, side elevation features four six-over-six, double-hung sash windows, two at each story beneath a gable infilled with vertical boards. An off-center, single-story, brick storage room projects from this elevation with a single, pedestrian entry door beneath a gable roof. The north, rear elevation's first story includes additional unit entrances that are reached through a concrete porch covered with projecting gable roofs located mid-story on the elevation and supported by decorative iron posts. Additional windows are regularly spaced across this elevation. The building section adjacent to the ell features an additional entry door and is clad with horizontal siding. At the building's east end, the ell's entry and window organization is similar to that as described on the façade. Parking areas surround the building to provide access to all entries. The apartment building is located in the Summerhill neighborhood south of downtown Atlanta.

National Register Recommendation: <u>Not Eligible</u>

The building at 816 Hank Aaron Drive SE is not individually eligible for listing in the NRHP. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is an altered example of multi-family residential architecture that shows numerous maintenance efforts executed over time. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 742036.74 m E, 3735551.10 m N

Figure 26. Resource 9 Parcel Map

Capitol Avenue Apartments - Resource 10: 811 Hank Aaron Drive SE

Property Identification: Capitol Avenue Apartments (Resource 10) is identified on the location map. The property is not in a historic district.

Location: The property is located at 811 Hank Aaron Drive SE on the west side of the street between Ormond Street SW and Little Street SW. The northbound Ormond Street shelter is located across Hank Aaron Drive SE from Resource 10.

Date(s) of Development: The Capitol Avenue Apartment building was constructed in 1922 as a school. The building is now a 48 unit affordable housing complex for seniors.

Description: The two-story, brick apartment building (formerly Capitol Avenue School) forming a partial "U" footprint surrounding a landscaped courtyard exhibits elements of standard early twentieth century commercial and educational architecture hinting at the Italianate style. The corners of the building are highlighted with parapet roofs underlined with decorative brick friezes and contain entrances on their first story with elaborate arched, cast decorative surrounds and transoms. Elevations are pierced with one-over-one sash metal windows, likely replacements, underlined with concrete sills and interspersed with window groupings of five bays or double windows topped with large, arched fanlights. All elevations feature patterned brick friezes with decorative brick

courses accented with a diamond motif, which is repeated in the infilled brick arches of some window bays on the first story. The building's main entrance features a modern, raised, brick uncovered entry area leading to a modern glass entrance door sheltered by an arched fabric awning. All other entrance doors appear to be glass and metal replacements.

National Register Recommendation: Eligible

The Capitol Avenue Apartments, Resource 10, is considered Eligible for inclusion in the National Register of Historic Places. The resource 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.

Resource 10 is not known to have significance in the area of historically significant events or patterns of history on a local, state, or national level. There are many other examples of early 1920s-era schools in Atlanta that hold a higher degree of significance or contribute to the history of their community as well as a higher degree of integrity. Therefore, Resource 10 is recommended Not eligible under Criterion A.

The Capitol Avenue School Apartments is not associated with any individuals known to have contributed significantly to the history of Atlanta or Georgia. Therefore, Resource 10 was not found to be eligible under Criterion B for association with historically significant individuals.

Resource 10 evaluated under Criterion C appears to possess significance in the area of architecture, particularly as a good example of 1920s Progressive-era educational architecture in Atlanta. Generous windows would have provided ample natural light and double-loaded corridors adhered to the latest guidance in school design. Except for the replacement of windows and exterior doors, the property retains a strong degree of integrity and is able to convey its architectural character. Therefore, Resource 2 is considered eligible for inclusion in the National Register under Criterion C. Resource 10 was not found to be eligible under Criterion D.

Integrity: The setting surrounding the Capitol Avenue Apartments has changed from a largely residential to commercial uses and parking facilities associated with the continued development of stadiums in the area. The resource has been determined to possess integrity in the areas of location, design, workmanship, and a moderate degree of integrity of materials. Its integrity of feeling, and association is lacking due to its change in function from a school to use as an apartment building.

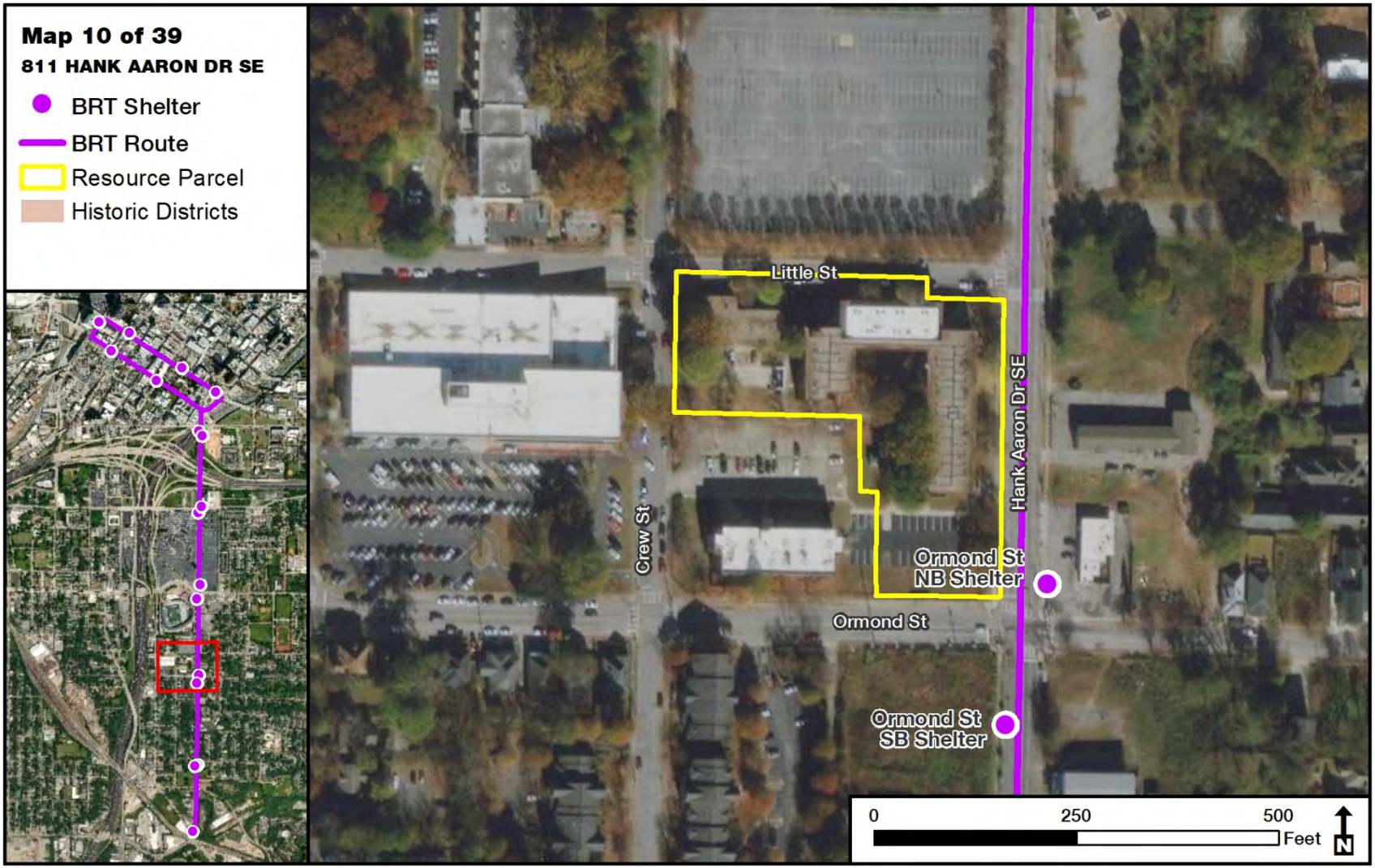
Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing the existing curbside travel lanes in both the north and south direction into dedicated BRT vehicle travel lanes. South of the property and south of Ormond Street SE, a southbound BRT shelter will be constructed in existing ROW. East of the property a northbound BRT shelter will be constructed on the east side of Hank Aaron Drive SE. The structure is in the northern half of the parcel, with a parking lot located on the southern half of the parcel.

All construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741964.47 m E, 3735550.32 m N

Figure 27. Capitol Avenue Apartments (Resource 10) Parcel Map



Resource 11: 450 Hank Aaron Drive SE

Property Identification: Resource 11 is identified on the location map. The property is not in a historic district.

Location: The property is located at 450 Hank Aaron Drive SE on the east side of the street between Fulton Street SE and the entrance ramp to I-20 East. The northbound Fulton Street shelter is directly in front of the property on Hank Aaron Drive SE.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 10 was constructed in 1972. The building is a Hotel. Historically, the building was constructed as a hotel.

Description: Built in 1972 and opened in 1973, the Ramada Plaza by Wyndham Atlanta Downtown at 450 Hank Aaron Drive SE is a high-rise hotel comprising a horizontal, single-story entrance lobby that projects from a 15-story tower containing hotel rooms. A partially subterranean parking garage is located beneath the building. The building sits atop a concrete foundation and is clad with a smooth cement exterior; it is covered by a flat roof. The building features a rectangular footprint and is oriented on a north-south axis with its façade facing west toward Hank Aaron Drive SE. The building is a modest and minimally altered example of the Formalist style, utilizing simple design elements to create

a uniform, unassuming appearance. However, the building lacks several character-defining features of Formalism, such as integrated art and high-quality materials, and is not a good example of the style.

The building's first-story lobby projects from the tower and extends the width of the tower; it features a metal-framed, glazed curtain wall interrupted occasionally by glazed double doors and regularly placed vertical columns that support the lobby's flat roof. At its center, the curtain wall is recessed at the hotel's main entrance while its roof extends west toward Hank Aaron Drive SE to form a triangular porte cochere with an open roof on its west corner situated over a circular planter. The lobby and porte cochere's rooflines feature decorative moulded cornices that are not original. Above, the tower's façade and rear, east elevation are identical and feature fenestration comprising fixed, metal-framed, six-light windows walls, with one light removed for an air conditioning vent in most locations. These window walls are divided horizontally and vertically by the ends of the building's interior divisions to give the exterior a grid-like appearance. At the top floor, some rooms feature only three windows over a wide concrete band with recessed vent. The north and south side elevations are identical and contain projecting enclosed elevator shafts that feature a vertical row of windows on the east side of the shaft.

The building features a rectangular outdoor swimming pool accessed from the second story and located at the building's rear. Surrounding the building are parking areas and a ramp that descends to a partially subterranean parking garage that is visible from Fulton Street SE and Fraser Street SE. Some decorative vegetation is found at the hotel entrance and trees line nearby Capitol Avenue SE.

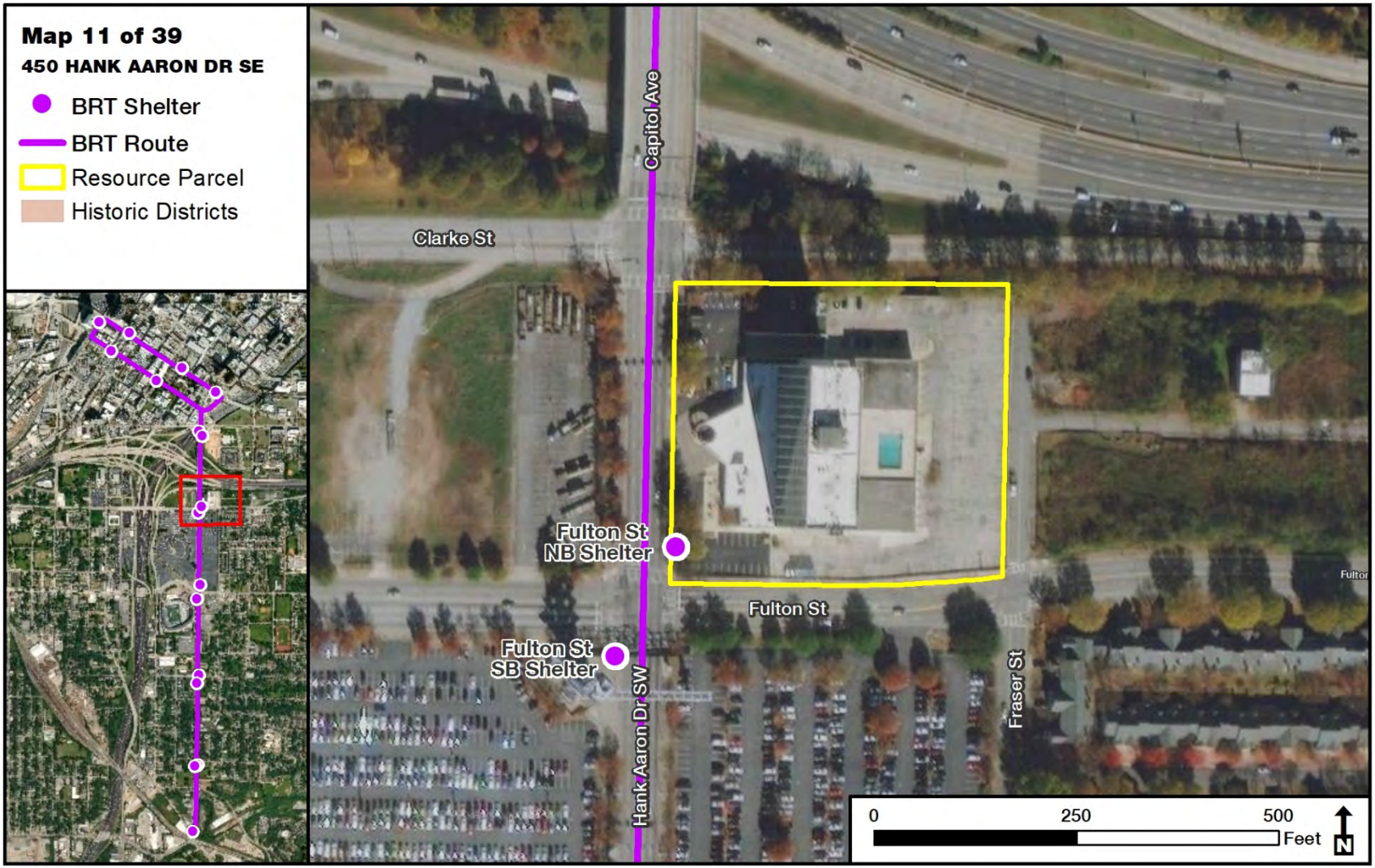
The result of questionable urban renewal practices, the hotel originally opened as the Atlanta Internationale Hotel in 1973 and was later renamed The Stadium Hotel. It likely benefited from proximity to both downtown Atlanta and Atlanta-Fulton County Stadium, which was constructed in 1964 and formerly located southeast of the hotel, hosting both professional baseball and football until its demolition in 1997 following the 1996 Summer Olympics. After several ownership changes, the building became a Georgia State University dorm, called Carter Hall, in 1992, and later returned to hotel use in 2000.

National Register Recommendation: <u>Not Eligible</u>

The building at 450 Hank Aaron Drive SE is not individually eligible for listing in the NRHP. It does not have any known associations with events important in history and is not eligible under Criterion A: the hotel opened nearly a decade after Atlanta-Fulton County Stadium's construction and merely existed at the time of the 1996 Summer Olympics. It did not influence other hotel construction in the vicinity. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a modest and altered example of Formalist-style architecture and does not possess high artistic value particularly when evaluated against the canon of Modern-style architecture present within Atlanta. Research did not indicate the building is the work of a master. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 742027.71 m E, 3736661.42 m N

Figure 28. Resource 11 Parcel Map



Resource 12: 2 Capitol Square SW

Property Identification: Resource 12 is identified on the location map. The property is not in a historic district.

Location: The property is located at 2 Capitol Square SW on the west side of the street between Memorial Drive SW and Mitchell Street SW. The southbound Memorial Drive shelter is south of the resource at the corner of Capitol Avenue and Memorial Drive SW.

Date(s) of Development: The building was constructed originally in the 1930s and modified in 1954. The building is currently used as a government building and a parking deck. Originally, the building was only constructed for government use; the parking deck was added, and the original structure was altered in 2012.

Description: The four-story, marble-clad building at 2 Capitol Square was originally constructed as an example of the Stripped Classical style of architecture that was prevalent after the onset of the Great Depression, when governmental presence was reassuring and reinforced by familiar forms such as symmetry and classicism and materials such as marble, granite, or stone. However, ostentatious ornament was

deemed inappropriate at a time in the country when such displays would not have been an appropriate sign of government spending or priorities.

The building's façade, which faces to the northeast, has been altered by the installation of a partial height marble portico that is reached by a small flight of stairs. Additional alterations include the installation of a wooden balustrade that was installed for safety reasons. A central wood door is flanked by one-over-one, double-hung window that are hung in pairs. These windows are found on other areas of the building and are evenly spaced on all elevations. In some areas, these windows are flanked with thin one-over-one windows that occur singly. Concrete spandrel panels divide these windows between floors while fluted vertical elements that allude to pilasters or plain marble panels divide them vertically. A raised basement occurs on the southeast elevation and is articulated by a frieze of medallions and incised vertical lines. A cornice divides the third and fourth stories and a flat roof tops the building.

The southern end of the building is dominated by the newly constructed parking garage. Although efforts were made to make the garage architecturally similar to the building, the overall effort lack sophistication and only emulates rather than interpret and delineate what is original vs. new. Attempts at matching materials and forms only serve to point out the differences, resulting in a lack of harmony between the two areas.

Historic Context: The original building at this location was designed in 1931 by A. Ten Eyck Brown (1878-1940), an architect who designed prominent buildings primarily in Atlanta but also throughout Georgia. Brown also designed the Fulton County Courthouse and what is now the Martin Luther King, Jr., Federal Building in Atlanta, among others.

Modifications and an addition to the 2 Capitol Square Building were designed in 1954 by Thomas Bradbury, the architect for many post-World War II government buildings around the state capitol. Bradbury relocated the street entrance to the Capitol Square side and articulated it with a new three-bay portico. More recent alterations include the 2012 demolition of a portion of the building's southern side to accommodate a new parking deck.

More recent renovations included alterations to the exterior as well as the interior renovation of five floors. Including common areas and restrooms, and installing two elevators, one staircase, and a new HVAC infrastructure.

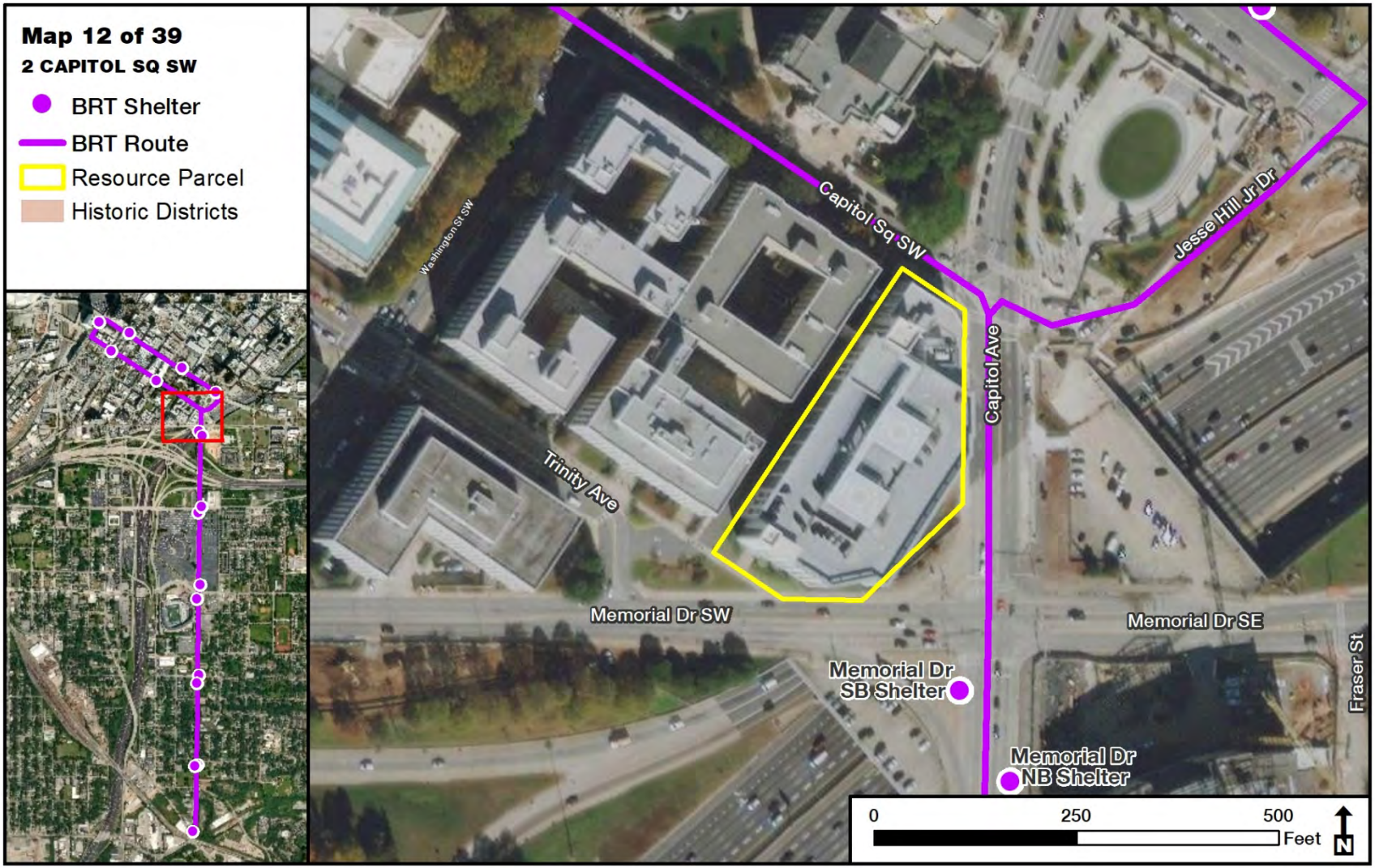
National Register Recommendation: <u>Not Eligible</u>

The government office building at 2 Capitol Street is associated with government growth during the Great Depression at a time when state and federal relief programs were spurring government growth. Therefore, it is significant for associations with events important in history and is eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not significant under Criterion B. It is significant under Criterion C as an example of Stripped Classical architecture as designed by local master architect A. Ten Eyck Brown. There is no indication it will yield information important in history and is not eligible under Criterion D.

However, the building is not individually eligible for listing in the National Register of Historic Places because of a lack of integrity. Alterations to the building have diminished its ability to convey its significance to the early 1930s. It lacks integrity of design, setting, feeling, association, workmanship, and materials due to the changes and demolition over time; only the remaining original portion of the building retains integrity location. The changes executed in in 1954 have not achieved significance in their own right; although more than 50 years have passed since that time, these changes are not associated with significant events or people, and they lack architectural merit. Age alone does not convey significance. Additional changes in 2012 that included demolition and rebuilding of a large parking structure reinforce the lack of integrity and therefore the lack of eligibility for the National Register of Historic Places. It is no longer a good example of Stripped Classical architecture, the work of A. Ten Eyck Brown or the federal presence during the Great Depression.

UTM Coordinates: 741927.99 m E, 3737216.80 m N

Figure 29. Resource 12 Parcel Map



Georgia State Capitol - Resource 13: 206 Washington Street SW

Property Identification: Resource 14 is identified on the location map and is the Georgia State Capitol identified in the National Register of Historic Places.

Location: The property is located at 206 Washington Street SW and is bounded by streets on all sides. These are MLK Jr. Drive SE to the northeast, Washington Street SW to the northwest, Mitchell Street SW to the southwest, and Capitol Avenue SW to the southeast. The closest shelter to Resource 14 is the northbound MARTA GA State Rail Station shelter, which is over 250 feet away from the resource on MLK Jr. Drive SE. Resource 14 is outside of the northbound MARTA GA State Rail Station shelter APE.

Date(s) of Development: According to the NRHP registration form, Resource 14 was constructed between 1884 and 1889.

Description: The NRHP nomination form lists the property as significant in the areas of architecture, education, landscape architecture, political, history, and state capitol. According to the NRHP registration form, "Capitol Square is five acres bounded on the west by Washington Street, on the north by Hunter Street, on the east by Capitol Avenue, and on the south by Mitchell Street. The Capitol may be entered from each side of the square but the main entrance, approached on a wide concrete plaza, is on the west facing downtown Atlanta. Dominating this façade is a four story heroic portico, the

pediment being supported by six columns in the composite order. Six rusticated piers support the columns and one enters the second but main floor of the building by passing between these massive squares of stone. Above this pedimented portico a dome and lantern covered with gold leaf rise, topped by a female statue of Freedom holding a sword to her side and a lantern aloft. This main entrance block has two wings connected by wide hyphens. The rear façade essentially duplicates the front.

The greatest length of the building, north and south, is 347 feet and nine inches and the greatest depth through the center is 272 feet, 4 ½ inches. The open rotunda extends from the second floor through the upper stories to a height of 237 feet and four inches, exclusive of the statue adorning the top of the dome, which is fifteen feet tall. The dome itself is 75 feet in diameter. Indiana oolitic limestone is the chief facing material. The cornerstone is Georgia marble.

Begun in 1884 and completed in 1889, the Georgia State Capitol is a landmark in the history of 19th century American architecture because in style, form and plan it is the perfect expression and symbol of the idea of a Capitol building for the Capitol of the New South, as Atlanta was called after Reconstruction. Reminiscent of the U.S. Capitol, it directly expressed Atlanta's new nationalism, when city leaders of the Georgia Capitol city were rebuilding and building-up the destroyed Confederate railroad center in a new image. They wanted to create an architectural symbol as Atlanta and the South began to join the mainstream of American life. High Victorian styles were rejected for a U.S. Capitol-like form of neo-classicism which would serve as a symbol of Georgia's rejoining the Union. This architectural nationalism, however, was forward-looking not only in terms of New South philosophy but also in prefiguring the 'American Renaissance' style which culminated in the World's Columbian Exposition of 1893 – itself said to be an expression of the nationalistic spirit of late 19th century America.

Atlanta became the official permanent State Capitol in 1877. At that time, the city offered the state 'The Square in the heart of the city known as City Hall lot, containing five acres of land, bounded by a street on every side on which to locate and build a Capitol for the State.'

In continuous use as a state capitol, housing the legislature and state government offices, it is today a prominent feature both historically, as one of the oldest major structures in Atlanta, and architecturally in Atlanta's ever-changing skyline."

National Register Recommendation: Listed

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside travel lane on Martin Luther King Jr Drive SW (northern most lane, northwestern travel direction) and on Capitol Square SW (southern most lane, southeast travel direction) into dedicated BRT vehicle travel lanes. To the east of the property, and to the northwest of the property, BRT shelters will be constructed in existing ROW on the north side of MLK Jr Drive SW, but both shelters are greater than 250 feet away from the property. The structure is in located in the center of parcel, is surrounded by governmental reserved parking, and will be separated from the project by several

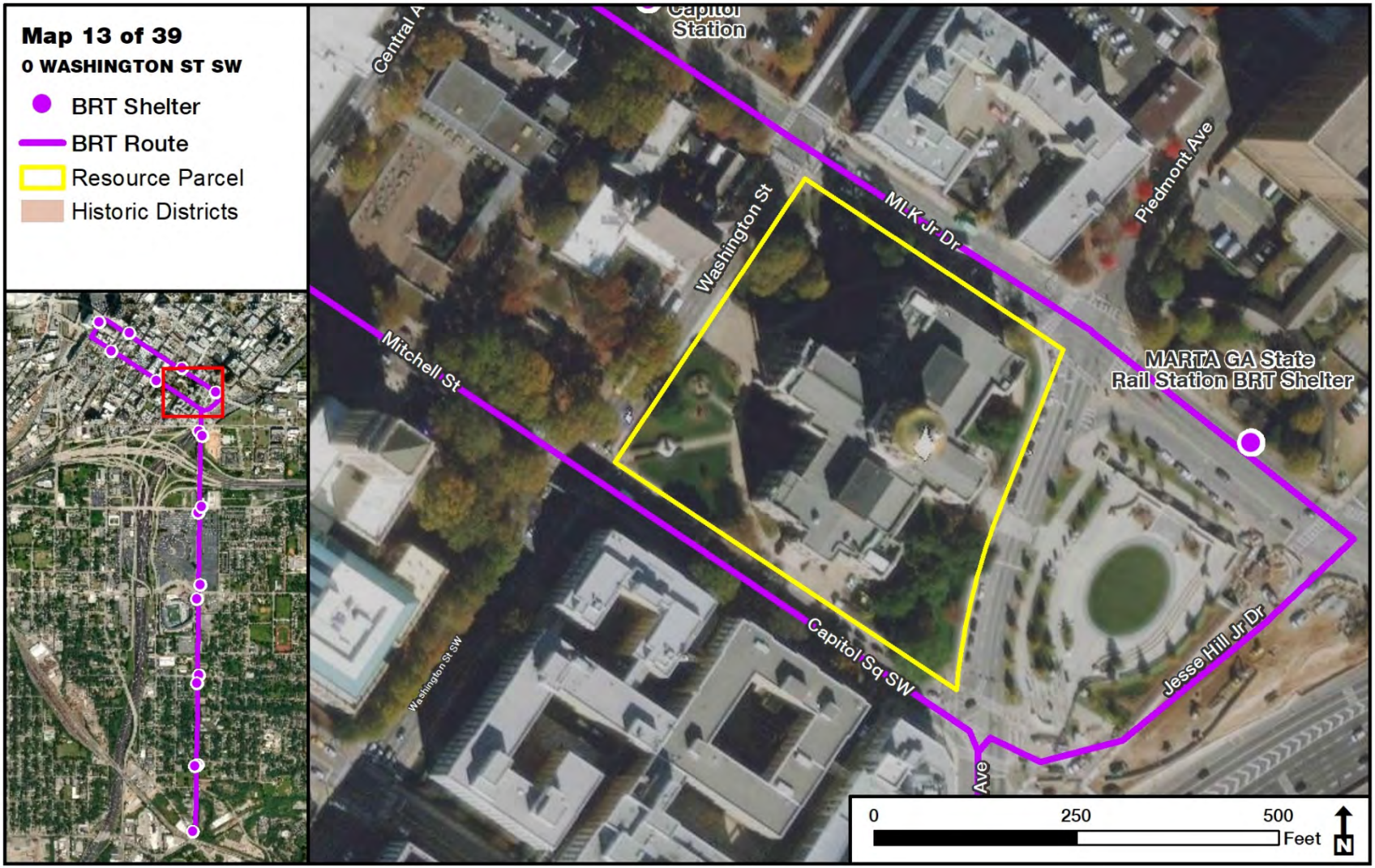
existing mixed-use travel lanes. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741927.86 m E, 3737384.14 m N

Reference: National Register of Historic Places, Georgia State Capitol, City of Atlanta, Fulton County, Georgia, National Register #71001099

Figure 30. Georgia State Capitol (Resource 13) Parcel Map



Central Presbyterian Church – Resource 14: 201 Washington Street SW

Property Identification: Central Presbyterian Church, Resource 14, is identified on the location map and is the Central Presbyterian Church identified in the National Register of Historic Places.

Location: The property is located at 201 Washington Street SW on the northwestern side of Washington Street SW between Mitchell Street SW and MLK Jr. Drive SW. The northbound Capitol shelter is located on the opposite side of MLK Jr. Drive SE from the resource.

Date(s) of Development: According to the NRHP registration form, the church was constructed in four phases; the main church was constructed in 1885, and additional site buildings were constructed in 1925, 1950 and 1968.

Description: The NRHP nomination form lists the property as significant in the areas of architecture, religion and social/humanitarian. According to the NRHP registration form, "The Central Presbyterian Church complex consists of four attached buildings: The main church (1885), the Rand Chapel (1950), the Campbell-Eagan Educational Building (1925) and the Oglesby Building (1968). The main church and the Rand Chapel are in the English

Gothic style and have rough limestone on the main facades and plain brick on the others. The main church has a high bell tower with a pyramidal roof and truncated tower. An entrance foyer at street level has stairs leading to the sanctuary which is one level above the street; it retains its original stained-glass windows, stairs, wainscoting, plaster walls, and altar area. It seats 850. The Campbell-Egan Building has a brick exterior, a slate roof and contains three floors and a basement. Its first floor contains small classrooms (now used as a day care center) with a second floor balcony with classrooms above which is a gymnasium with a balcony on two walls and a stage. The non-historic Rand Chapel is one story and seats 100 with pews, altar furnishings and stained glass windows. Outdoor spaces in the complex are the children's playground between the chapel and educational building and the entrance plaza to the Oglesby Building. The entire property is enclosed by an iron fence. The church sits directly west of the Georgia State Capitol and abuts the Shrine of the Immaculate Conception on the East and the Georgia Plaza Park on the south. Changes to the main church have mostly been in the basement, front doors, some re-working of the choir and altar area, and a new roof. The Campbell-Eagan Building has had minor alterations for its use as a day care center. The site once contained a fire station and a 1905 Sunday school building replaced in 1968 by the Oglesby Building. There are no outbuildings.

Central Presbyterian Church is significant in architecture as a fine example of the use of the English Gothic style with a limestone façade for a late 19th-century church. It is also significant as a work of Edmund G. Lind (1829-1909), an English born architect who spent about a decade in Atlanta. When he designed this church, he was already a fellow of the A.I.A. Few of his works remain in Georgia, but many do in Baltimore. The church and the Campbell-Eagan Education Building constitute the historic components of the complex and reflect the church's historic religious and social mission. The two newer components of the complex, the Rand Chapel and the Ogelsby Building, express the continuation of the church's dual role as a religious and social institution. The church is significant in religion as a Presbyterian church, one of the few in early Atlanta, which has always played a significant role in the city's religious makeup. It is important in its social/humanitarian role, for it established a public health clinic for babies in 1922 and thus has had a central role in assisting the underprivileged. It continues this role today with a day care center, full-fledged health clinic, and during the winters, a shelter for the homeless. These areas of significance support the property's eligibility under National Register Criteria A and C and Special Criteria A. It meets Special Criteria A, concerning churches, because it is an outstanding work of architecture, which retains its integrity, and was designed by one of the foremost architects in the nation at the time."

National Register Recommendation: Listed

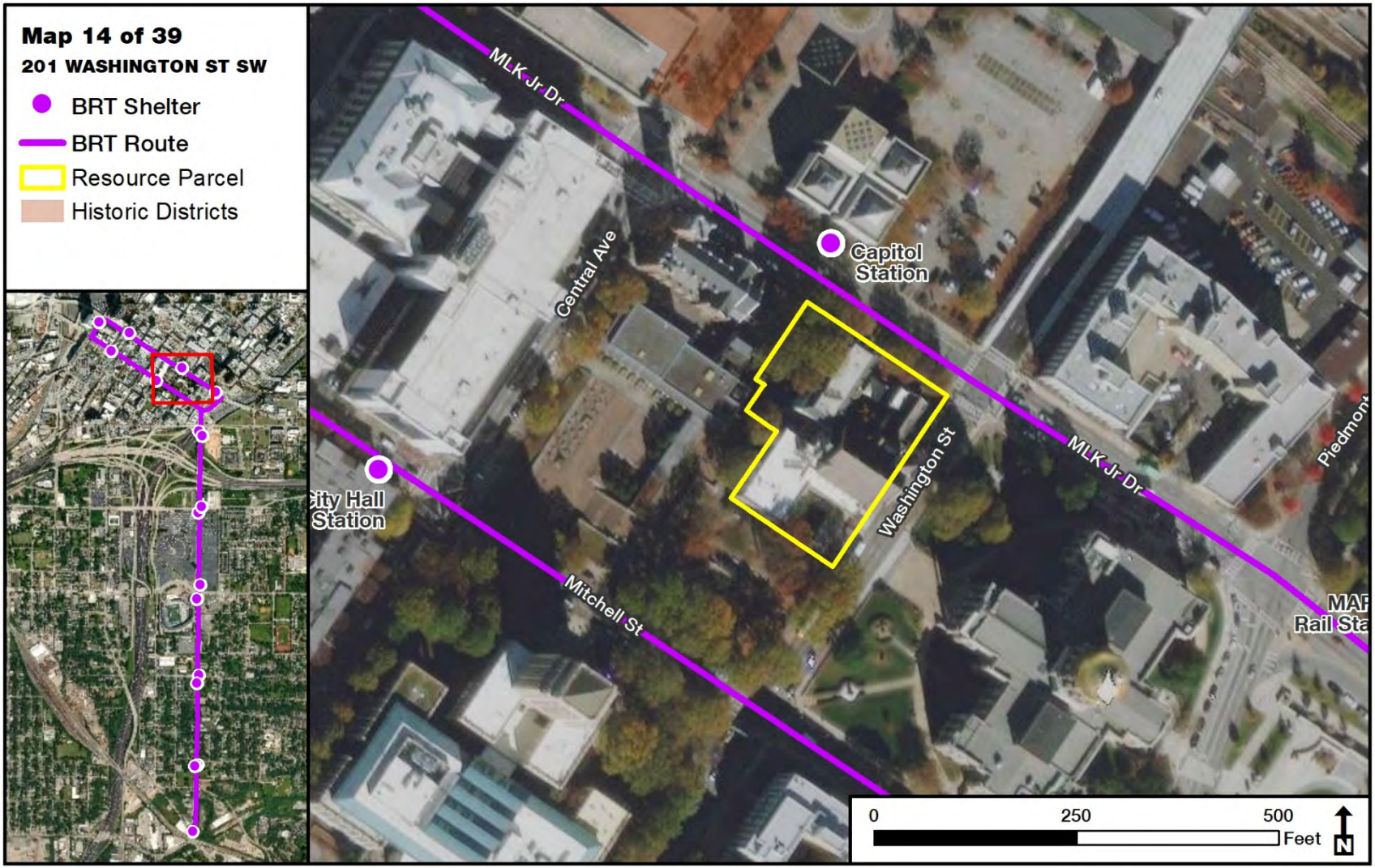
Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside travel lane on Martin Luther King Jr Drive SW (northern most lane, northwestern travel direction) into a dedicated BRT vehicle travel lane. North of the property, across MLK Jr Drive, a BRT shelter will be constructed in existing ROW. A parking lane and several general travel lanes on MLK Jr Drive separate the property and the project. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741880.72 m E, 3737489.25 m N

Reference: National Register of Historic Places, Central Presbyterian Church, City of Atlanta, Fulton County, Georgia, National Register #86000366

Figure 31. Central Presbyterian Church (Resource 14) Parcel Map



Georgia Railroad Freight Depot – Resource 15: 110 Central Avenue SW

Property Identification: The Georgia Railroad Freight Depot, Resource 15, is identified on the location map. The property is not in a historic district.

Location: The property is located at 110 Central Avenue SW on the southeast side of the street between MLK Jr. Drive SW and Decatur Street SE. The northbound Capitol shelter is located on MLK Jr Drive SW behind the resource.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 16 was constructed in 1869, partially destroyed in 1935 partially destroyed and reconstructed in 1981. The building was constructed as a freight depot and is now used as an event venue.

Description: The Georgia Railroad Freight Depot, now used as an event venue, is a one-story, brick industrial depot featuring a hipped roof with bracketed, overhanging eaves. Its long elevations are pierced by repetitive, evenly-spaced, arched window bays containing two-over-two sash topped with an arched transom. Double-leaf entrances are set near the center of each elevation, featuring bold cast-stone quoin surrounds. The

depot is characterized primarily by its fenestration pattern with cast stone quoins at the corners of the building. Elevated, brick patios extend off the south and west elevations. The depot's north elevation abuts the rear of a large parking deck and the MARTA while the south elevation of the depot forms the northern border for Steve Polk Plaza. The interior of the depot retains exposed brick walls, an exposed metal truss roof system, and some original flooring. The depot was renovated in 1981 as an event space.

National Register Recommendation: Eligible

Resource C is considered Eligible for inclusion in the National Register of Historic Places. The resource 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.

The Georgia Railroad Freight Depot stands as one of the earliest surviving structures in the city center of downtown Atlanta. It is significant for its association with the history of transportation in the state of Georgia, specifically in the area of railroad history that led to the economic development of Atlanta during Reconstruction in the late nineteenth century. Therefore, it is recommended eligible under Criterion A.

The Georgia Railroad Freight Depot is not associated with any individuals known to have contributed significantly to the history of Atlanta or Georgia. Therefore, Resource D was not found to be eligible under Criterion B for association with historically significant individuals.

Designed by architects Corput and Bass, The Georgia Railroad Freight Depot is recommended eligible under Criterion C for architecture as a good example of an industrial, railroad depot possessing key characteristics of the nineteenth century depot type. Georgia Railroad Freight Depot is one of the earliest examples of industrial, railroad-related architecture still surviving in Atlanta. Although the depot's design has been altered dramatically due to a 1935 fire that destroyed the upper floors and the depot's cupola, the remainder of the depot and much of its original historic fabric remain intact and able to convey its significance as an easily recognizable depot form to Atlanta's railroad history. Therefore, Resource 16 is considered eligible for inclusion in the National Register under Criterion C for architecture. Resource 15 was not found to be eligible under Criterion D.

Integrity: The setting surrounding Resource 15 has changed from low-rise buildings to high-rise and new, contemporary buildings, with a more urban and less of an industrial setting. Likewise, the integrity of the Georgia Railroad Freight Depot is compromised in the areas of design, materials, and workmanship with the loss of its upper floors and cupola. However, the depot resource has been determined to possess integrity in the areas of location, feeling, and association.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing the existing north curbside travel lane on Martin Luther King Jr Drive SW (northern most lane, northwestern travel direction) into a dedicated BRT vehicle travel lane. On the northern side of MLK Jr Drive, a BRT shelter will be constructed in existing ROW. The property is north

of the project implementation area and is separated by a large multistory structure and parking lots. The distance from project elements to the structure is greater than 350 feet. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741894.50 m E, 3737627.56 m N

Figure 32. Georgia Railroad Freight Depot (Resource 15) Parcel Map

Shrine of the Immaculate Conception – Resource 16: 48 MLK Jr. Drive SW

Property Identification: Resource 16 is identified on the location map and is the Shrine of the Immaculate Conception, identified in the National Register of Historic Places.

Location: The property is located at 48 MLK Jr. Drive SW on the southwest corner of MLK Jr. Drive SW and Central Avenue SW. The northbound Capitol shelter is on the opposite side of MLK Jr. Drive SW and is directly in front of the resource.

Date(s) of Development: According to the NRHP registration form, Resource 16 was constructed between 1869 and 1873.

Description: The NRHP nomination form lists the property as significant in the areas of architecture, religion, and history. According to the NRHP registration form: "The Shrine of the Immaculate Conception (1896-1873), the first Catholic church and Mother Parish of Atlanta, is one of the oldest standing structures in the city. Designed by William H. Parkins, one of the first practicing Atlanta architects, this church is a highly imaginative Early Victorian Gothic Revival building. Drawing upon English and European church architecture, Parkins built what was in 1869 the most magnificent structure in the city. It

was the harbinger of the new, post-Civil War Atlanta and has remained standing in the central city. Now surrounded by the skyscrapers of 20th century Atlanta, Immaculate Conception is one of the few vestiges of the old city and of the work of William Parkins.

Not all of the parishes in the metro-Atlanta area grew out of the Immaculate Conception, but the church is considered by Atlantans to be the Mother Parish of them all. In 1954, the Church of the Immaculate Conception was rededicated as a shrine. After renovation of the church, Bishop Hyland, Auxiliary Bishop of Savannah-Atlanta, on June 2, 1954, offered Solemn Pontifical Mass of thanksgiving. During the sermon he referred to the Mother Church as a 'Shrine to the Blessed Mother.' From that point on this Catholic church has been known as the Shrine of the Immaculate Conception and was in 1954 officially designated a shrine by decree of Archbishop Gerald P. O'Hara.

Equally as significant as its role in the religious history of Atlanta is the quality of the church's architecture. The architect, William H. Parkins, came to the city from New York in 1868 when he was thirty-two years old and from the years 1869 until 1882, he was responsible for the designing of many outstanding structures there.

As a beautiful example of Gothic Revival church architecture, the Immaculate Conception reflects a concept of style that nineteenth century theoreticians of architecture emulated. It is necessarily eclectic, manifesting an American version of religious architecture in which such eclecticism is a product of both foreign and local influences. The overall structure of the church comprised of flat brick walls, square towers with corner pinnacles, and rigid, mechanical proportions, suggests a 'Commissioners' Gothic' style which grew up in England in the very early 1800s. But then Parkins combines with these characteristic picturesque qualities, the most obvious of which is the towered façade. One might think of the uneven towers of Chartres Cathedral. The tripartite portal and the three rose windows, again, reflect Chartres and France rather than medieval England. In the interior, the cabbage leaf capitals on the engaged columns around the apse and the side aisles are also characteristic of French Gothic. The nave, because it lacks vertical articulation, is characteristic not of the French or English Gothic, but is found in provincial adaptations of Gothic architecture in Italy. The rounded organ loft balcony is also very Italianate in feeling. The architect seems to have taken qualities he felt were appropriate to the religion and attached one quality to another, resulting in a church of revival architecture different from any other."

National Register Recommendation: Listed

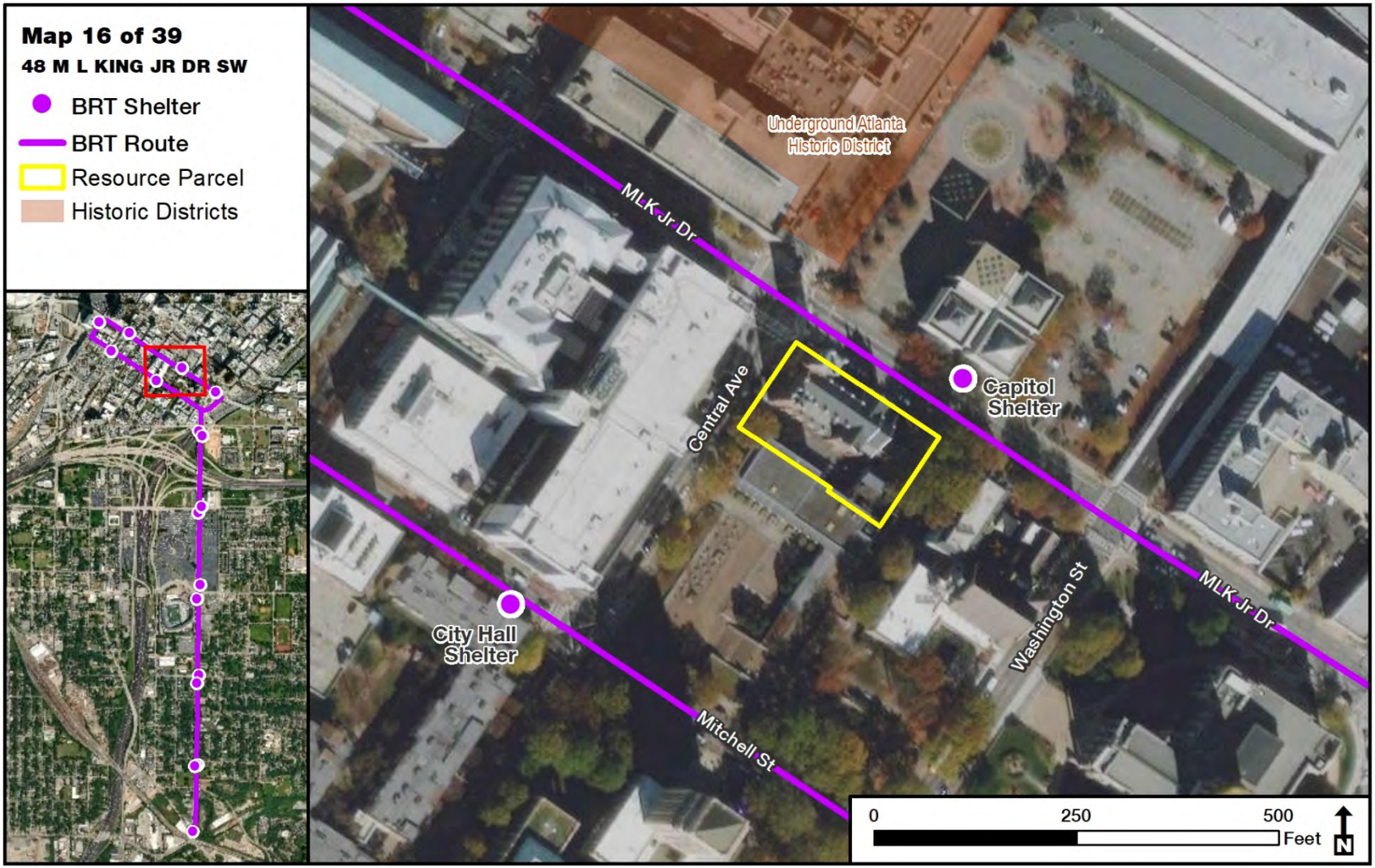
Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside travel lane on Martin Luther King Jr Drive SW (northern most lane, northwestern travel direction) into a dedicated BRT vehicle travel lane. East of the property, across MLK Jr Drive, a BRT shelter will be constructed in existing ROW. A parking lane and several general travel lanes on MLK Jr Drive separate the property and the project. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741803.52 m E, 3737530.05 m N

Reference: National Register of Historic Places, Shrine of the Immaculate Conception, City of Atlanta, Fulton County, Georgia, National Register #76000630

Figure 33. Resource 16 Parcel Map



Resource 17: 219 Washington Street SW

Property Identification: Resource 17 is identified on the location map. The property is not in a historic district.

Location: The property is located at 219 Washington Street SW on the north side of the street between Mitchell Street SW and MLK Jr. Drive SW. The southbound Capitol shelter is on the corner of Michell Street SW and Central Avenue SW and is across the intersection from Resource 17.

Date(s) of Development: According to the Fulton County tax assessor's record, the resource was constructed in 1969 as a plaza/park and is still used as a plaza/park.

Description: The Georgia Plaza Park is an elevated concrete plaza interspersed with grassy patches of land, featuring hardscaping and landscaping enclosed by a metal, wrought-iron fence. The plaza's landscape features consist of various sizes of large, concrete box planters and concrete-edged green spaces. The plaza is shaded with trees that are planted surrounding and within the plaza and a few commemorative statues, concrete benches dot the plaza throughout, as well as a flagpole.

National Register Recommendation: <u>Not Eligible</u>

Resource 17 is considered Not Eligible for inclusion in the National Register of Historic Places. The resource 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.

The Georgia Plaza Park is not known to have significance in the area of historically significant events or patterns of history on a local, state, or national level. There are many other examples significant plazas and parks in Atlanta that hold a higher degree of significance or contribute to the history of their community. Therefore, Resource 17 is recommended not eligible under Criterion A.

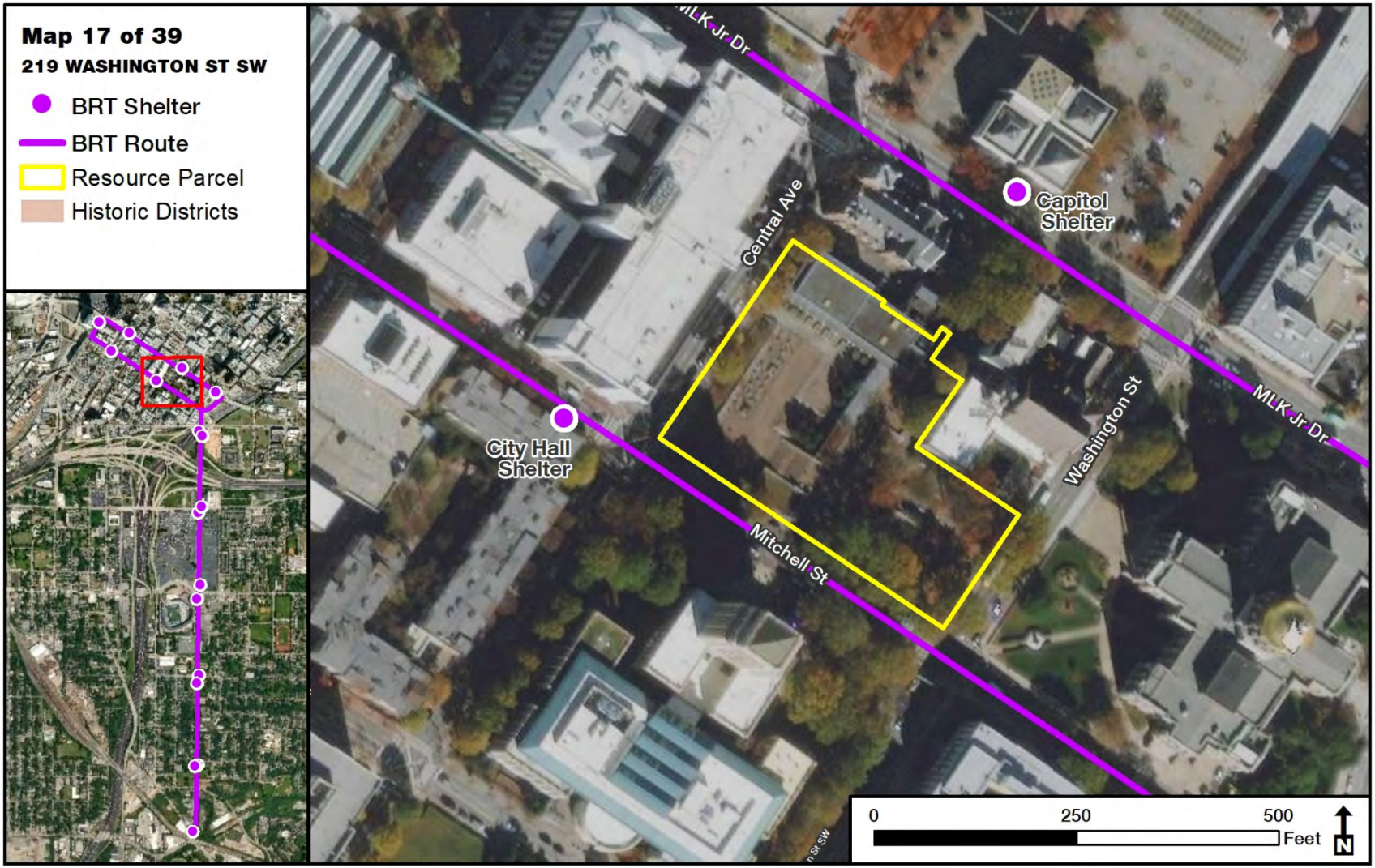
The Georgia Plaza Park is not associated with any individuals known to have contributed significantly to the history of Atlanta or Georgia. Therefore, Resource 18 was not found to be eligible under Criterion B for association with historically significant individuals.

Evaluated under Criterion C for architecture, The Georgia Plaza Park does not appear to possess local, statewide, or national significance in the area of architecture. This property represents a common public park type constructed during the 1960s and 1970s and is unremarkable in its design and materials. Other, better examples of architecturally significant plazas exist in Atlanta such as Urban Life Plaza (1971), Library Plaza (1972), and Central City Park (1973). Therefore, Resource 17 is considered not eligible for inclusion in the National Register under Criterion C. Resource 17 was not found to be eligible under Criterion D.

Integrity: The setting surrounding Resource 17 has changed from low-rise buildings to high-rise buildings, and a more urban surrounding. The resource has been determined to possess integrity in the areas of location, design, materials, workmanship, feeling, and association.

UTM Coordinates: 741778.22 m E, 3737440.17 m N

Figure 34. Resource 17 Parcel Map



Fulton County Courthouse – Resource 18: 136 Pryor Street SW

Property Identification: The Fulton County Courthouse, Resource 18, is identified on the location map and is the Fulton County Courthouse identified in the National Register of Historic Places.

Location: The property is located at 136 Pryor Street SW at the southern corner of Pryor Street SW and MLK Jr. Drive SW. The southbound Capitol shelter is directly adjacent to and across Mitchell Street SW from the resource.

Date(s) of Development: According to the NRHP registration form, Resource 18 was constructed in 1914 as a government building and is still in use as a government building.

Description: The NRHP nomination form lists the property as significant in the areas of economics, law, politics/government, architecture and communications. According to the NRHP registration form, "This nine story, Beaux Arts inspired courthouse is rectangular in plan and of smooth faced ashlar. The façade has center Corinthian hexastyle-in-antis-columns from the fourth to the eighth floor levels. The side elevation has a full height pedimented pavilion. The building has a denticulated cornice and an attic story adorned with terra cotta.

The interior features twelve courtrooms, double hung metal windows, aluminum and glass doors. Ceilings are of acoustical tile and plaster; the walls have some wood paneling. Floors are of tile and terrazzo with some carpeting in offices.

The tallest courthouse in Georgia, the Fulton County Courthouse at Pryor and Hunter is nine stories high. It is part of a government building complex that includes city, county and state office buildings. It is an excellent example of the Beaux Arts style which was so popular in Atlanta in the early 20th century."

National Register Recommendation: Listed

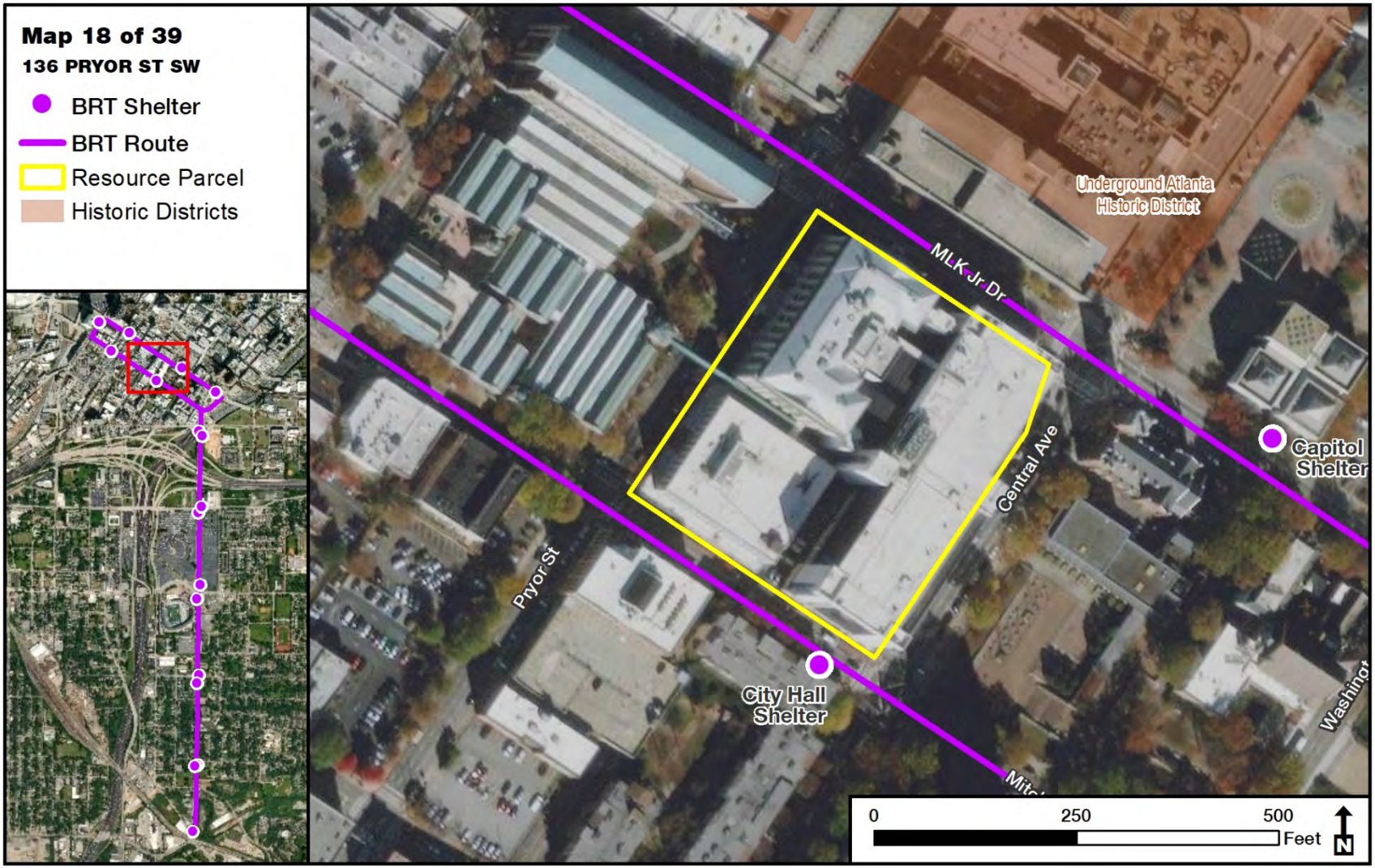
Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside travel lane on Martin Luther King Jr Drive SW (northern most lane, northwestern travel direction) and on Mitchell Street SW (southern most lane, southeast travel direction) into dedicated BRT vehicle travel lanes. To the south of the property, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW. The property will be separated from the project area by three general purpose travel lanes. Additionally, the property's southeastern corner, closest to the BRT shelter, is dominated by truck delivery areas and gated entrances to an underground vehicle parking area not of historically significant age. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741681.05 m E, 3737549.43 m N

Reference: National Register of Historic Places, Fulton County Courthouse, City of Atlanta, Fulton County, Georgia, National Register #80001074

Figure 35. Resource 18 Parcel Map



Resource 19: 97 Peachtree Street SW

Property Identification: Resource 19 is identified on the location map. The property is not in a historic district.

Location: The property is located at 97 Peachtree Street SW and is bordered by Peachtree Street SW, MLK Jr. Drive SW, and Broad Street SW. Resource 19 is on the southwest side of MLK Jr. Drive SW. The northbound MARTA Five Points Rail Station shelter is across Broad Street and on the opposite side of MLK Jr. Drive SW from Resource 19.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 19 was constructed in 1940. The building is currently used as a retail store and offices and was historically used for retail and office purposes.

Description: The altered building at 97 Peachtree Street SW is a two-story iteration of an enframed window wall commercial building clad in common bond brick. It has a rectangular footprint with its Peachtree Street façade oriented to the southeast. It was constructed in 1940 but has been updated since that time. The Peachtree Street's first story façade is recessed behind the wall plane and features glass display windows and doors. The entrance bay is more deeply recessed and contains two sets of double

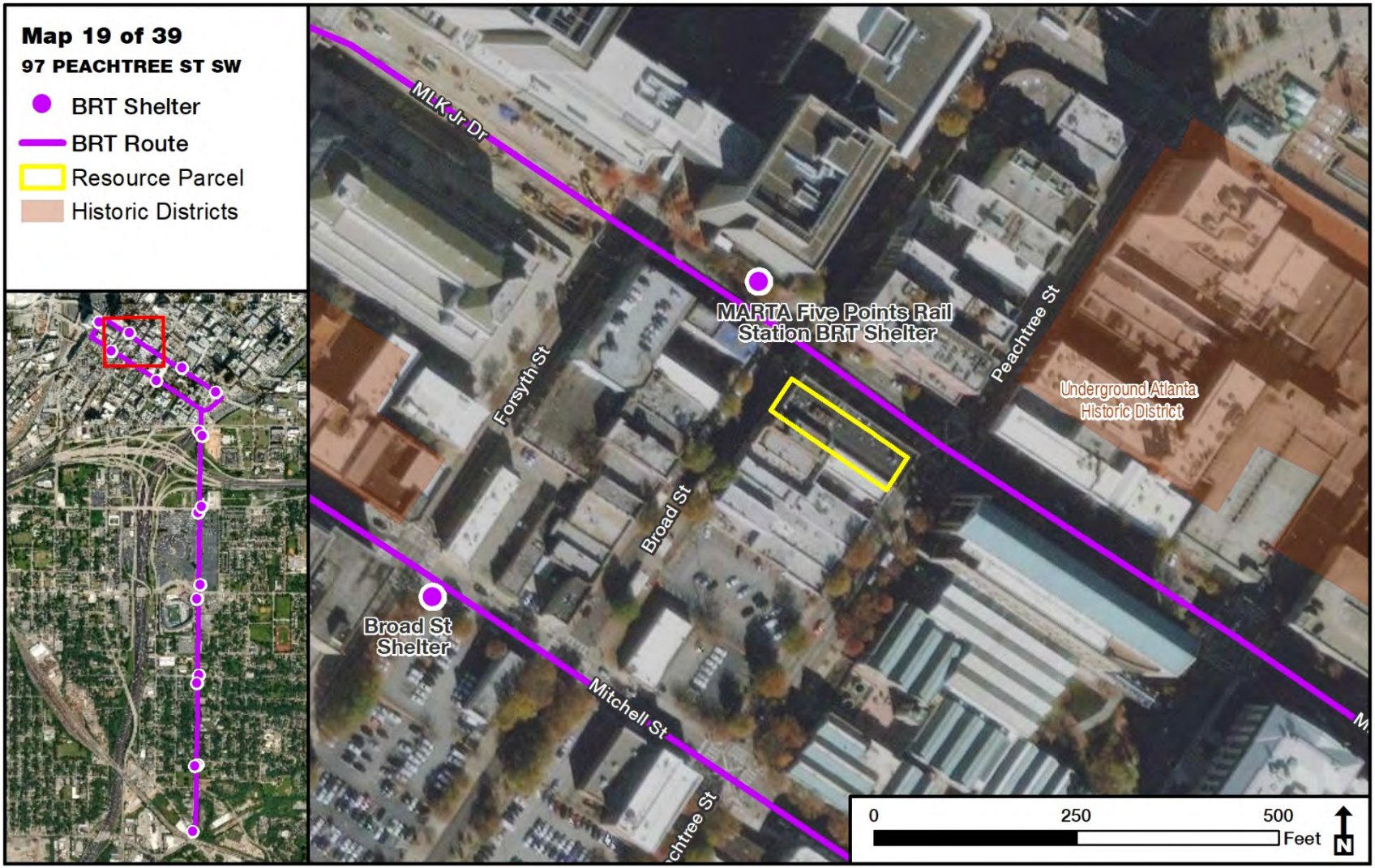
pedestrian doors topped with transoms and flanked by canted walls. The first-story glass is held in place with adonized metal strips, also likely a later addition. Red marble panels and base stones are in place below the windows and appear to be original; earlier stone cladding appears visible through the display windows indicating the current brick cladding is not original. Windows at the second story are fixed square panes set in series of three that form a horizontal band and are held in place with limestone surrounds. The building is topped with limestone bands that allude to a simple cornice, and a flat roof with parapet fire walls is present. The first bay on the northeast elevation retains the updates of the glazed first floor, but the remaining sections have earlier fenestration and a slightly different pattern, alluding to some of the updates.

National Register Recommendation: Not Eligible

The commercial building at 97 Peachtree Street SW does not appear to be individually eligible for listing at this time. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D. The building is also not a likely contributing element to any future identified historic districts if identified in future large-scale surveys that are beyond the scope of the present project. Its contributing status would depend on the historic district's areas and period of significance.

UTM Coordinates: 741520.20 m E, 3737725.46 m N

Figure 36. Resource 19 Parcel Map



Resource 20: 87 Peachtree Street SW

Property Identification: Resource 20 is identified on the location map. The property is not in a historic district.

Location: The property is located at 87 Peachtree Street SW and is bordered by Peachtree Street SW, MLK Jr. Drive SW, and Broad Street SW. Resource 20 is on the northeast side of MLK Jr. Drive SW. The northbound MARTA Five Points Rail Station shelter is across Broad Street SW and on the same side of MLK Jr. Drive SW as the resource.

Date(s) of Development: Resource 20 was constructed in 1900 as a commercial property. Kessler's Department store opened in the building in 1933. The building was converted to condominiums in 1998. In It is currently used for retail and residential.

Description: The altered building ate 87 Peachtree Street SW is an eight-story iteration of an enframed window wall commercial building clad in brick, with a three-story portion facing south. It has a rectangular footprint with its Peachtree Street façade oriented to the southeast. Peachtree Street's first story façade features glass display windows and doors. The entrance bays are recessed and contain four sets of double pedestrian doors. The first-story glass is held in place with adonized metal strips, likely a later addition. Awnings have been added to the first-story. The upper story windows are set in metal frames and are likely new additions during the conversion to condominiums.

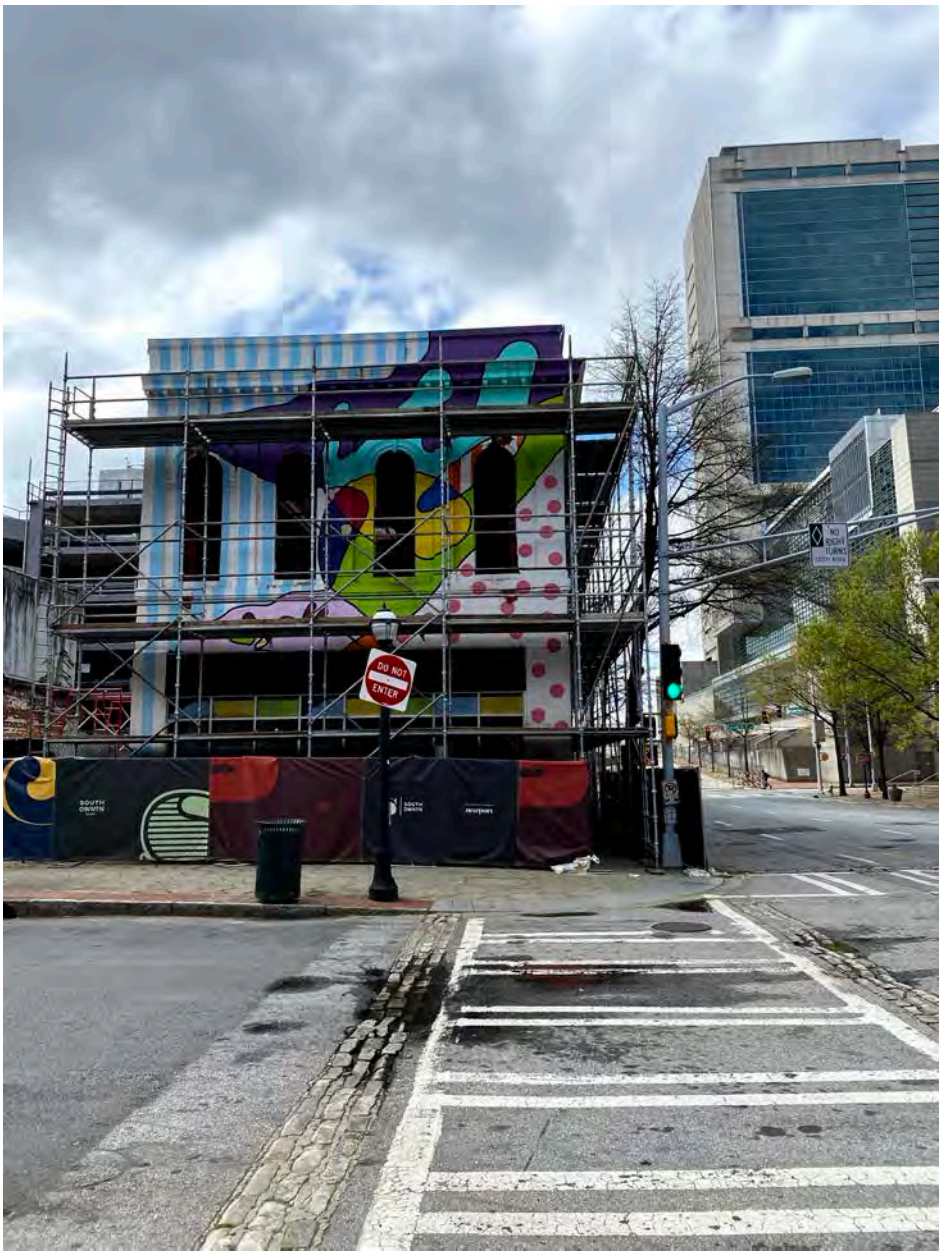
National Register Recommendation: <u>Not Eligible</u>

The altered building at 87 Peachtree Street SW does not appear to be individually eligible for listing at this time. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and is therefore not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741539.45 m E, 3737765.48 m N

Figure 37. Resource 20 Parcel Map

Resource 21: 81 Broad Street SW



Property Identification: Resource 21 is identified on the location map. The property is not in a historic district.

Location: The property is located at 81 Broad Street SW on the western corner of MLK Jr. Drive SW and Broad Street SW. The northbound MARTA Five Points Rail Station shelter is located on the opposite side of MLK Jr. Drive SW in line with the resource.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 21 was a constructed in 1900. The building is used for commercial purposes and was likely constructed for commercial use.

Description: Located at 81 Broad Street, SW, Resource 21 is an altered two-part commercial block building with brick masonry construction that has been painted; it was built circa 1900 and is undergoing renovation at this time. The façade's ground-story commercial area faces to the southeast and comprises open storefront display windows that have been replaced. The central entrance is obscured by the current work but appears to have recessed, canted, glazed walls topped by transoms. At the second story, four narrow round-arch windows with keystones offer more privacy than the ground floor and indicate this space was likely residential. Classical pilasters divide each arched window. The building is topped by a dentil course surmounted by a molded cornice and covered by a flat roof.

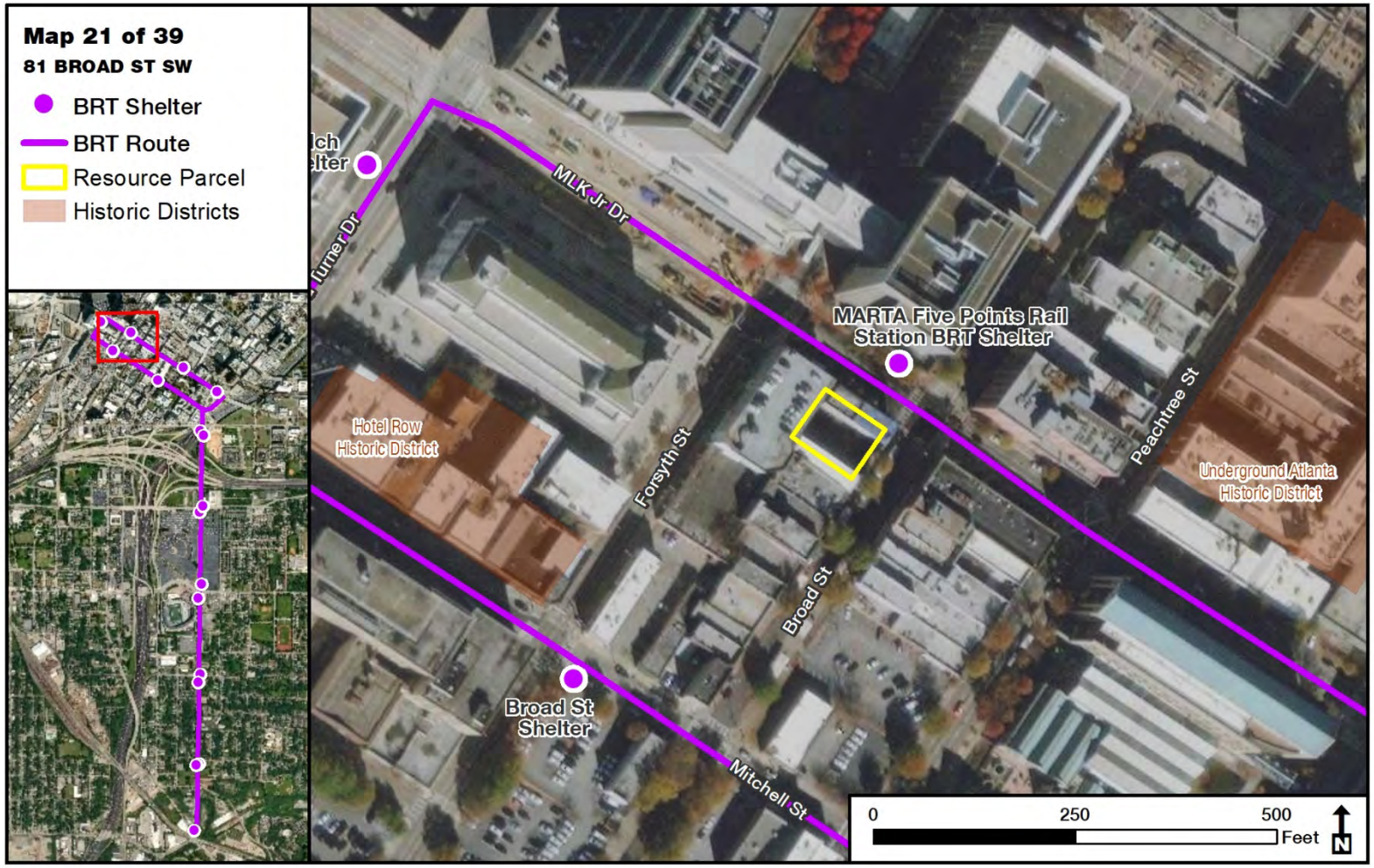
National Register Recommendation: <u>Not Eligible</u>

The commercial building at 81 Broad Street SW does not appear to be individually eligible for listing at this time. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but altered example of commercial architecture. There is

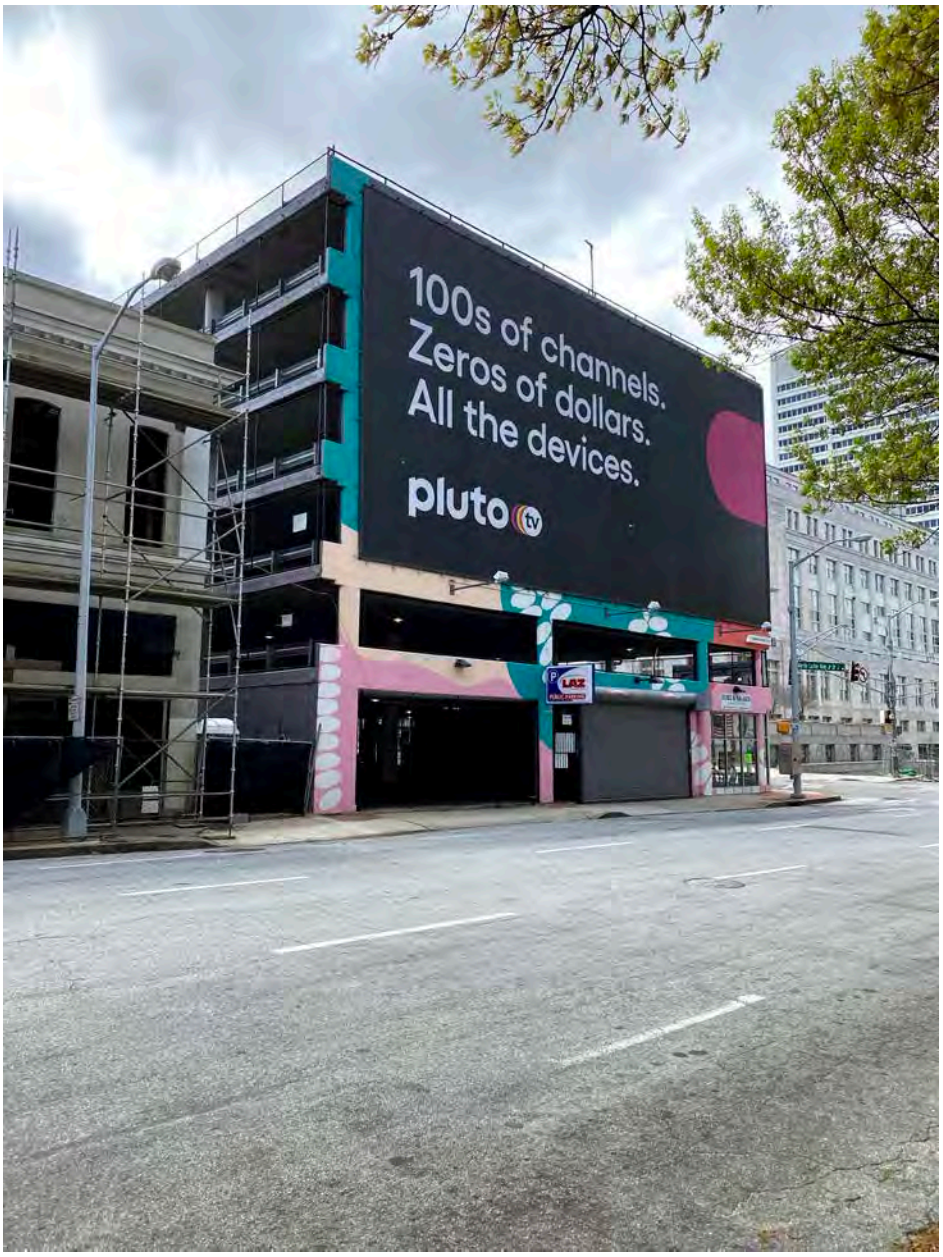
no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741463.43 m E, 3737755.48 m N

Figure 38. Resource 21 Parcel Map



Resource 22: 76 Forsyth Street SW



Property Identification: Resource 22 is identified on the location map. The property is not in a historic district.

Location: The property is located at 76 Forsyth Street SW on the southern corner of Forsyth Street SW and MLK Jr. Drive SW. The northbound MARTA Five Points Rail Station shelter is located on the opposite side of MLK Jr. Drive SW to the west of the resource.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 22 was constructed in 1956 as a commercial parking garage and is still in use as a parking deck.

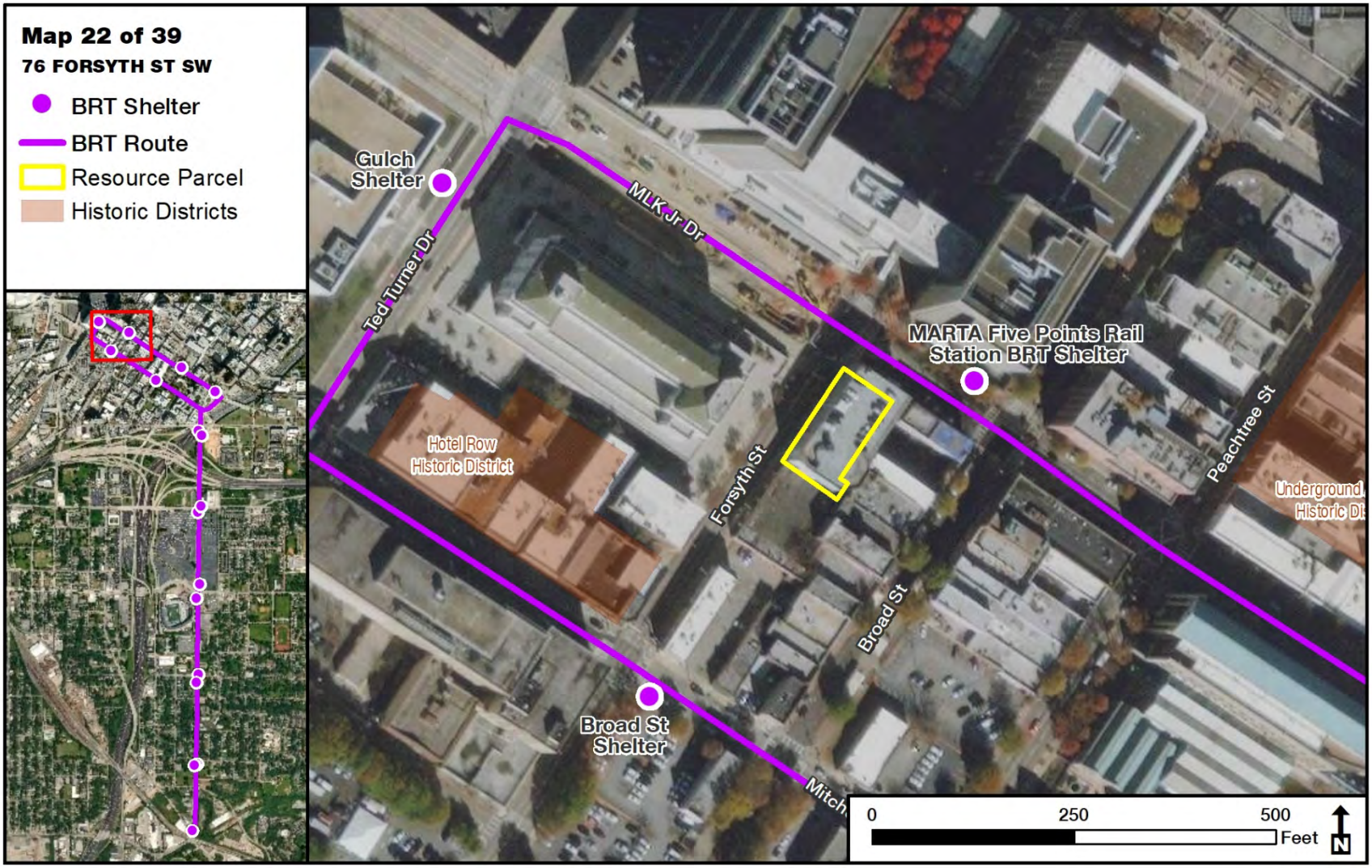
Description: The seven-story garage at 76 Forsyth Street SW is a heavily modified open parking garage with a rectangular footprint; it is located at the intersection with MLK Jr. Drive SW. A small restaurant is located at street level at the intersection of the two streets and it has glass walls with steel frames. Access to the parking services are gained by metal overhung doors on MLK Jr. Drive SW as well as controlled vehicular entrances on Forsyth Street SW. The building has unornamented half walls with open top sections protected by metal chain-link fencing as well as an uncovered top floor. It recently has been reclad with concrete on its exterior. Two elevators are present on the MLK Jr. Drive SW facade.

National Register Recommendation: Not Eligible

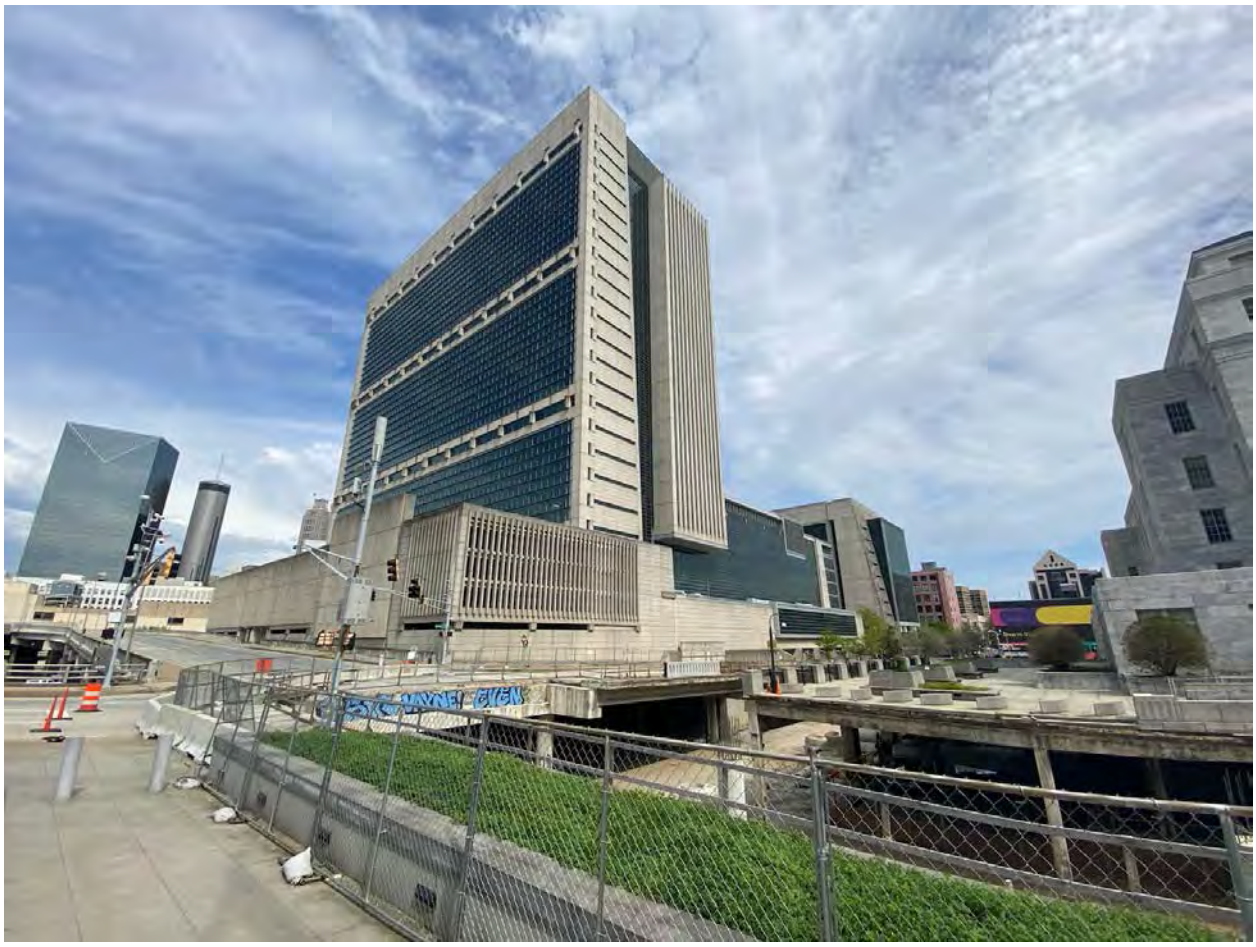
The parking garage building at 76 Forsyth Street SW does not appear to be individually eligible for listing at this time. It does not have any known associations with events important in history and is not an early or influential example of the type and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but altered example of a modern parking structure. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741434.48 m E, 3737762.84 m N

Figure 39. Resource 22 Parcel Map



Sam Nunn Federal Center – Resource 23: 41 Broad Street SW



Property Identification: Resource 23 is identified on the location map. The property is not in a historic district.

Location: The portion of the property known as the Sam Nunn Federal Center is located at 45 Forsyth Street SW. The building located at 41 Broad Street NW was incorporated into the Federal Center during its construction in the 1990s. The property at 45 Forsyth Street SW is on the northwest side of the street and bounded on three sides by Forsyth Street SW, MLK Jr. Drive SW, and is bounded by Ted Turner Drive NW, MLK Jr. Drive SW, and Forsyth Street SW. The property at 41 Broad Street is bounded by Broad Street SW on the east, Alabama Street SW on the north, Forsyth Street SW on the west, and MLK Jr. Drive SW on the south. The northbound MARTA Five Points Rail Station shelter is located adjacent to the property on MLK Jr. Drive SW.

Date(s) of Development: According to the Fulton County tax assessor's record, there are two distinct dates of construction: 1924 and 1996-1998. The building was constructed for retail use, but a portion was demolished and reconstructed as a federal building complex in the 1940s.

Description: The Sam Nunn Federal Center, Resource 23, the original Rich's Department Store, is a six-story commercial and retail building located at 41 Broad Street SW. The Classical Revival-style building has two main perpendicular public facades that face Broad Street SW and Alabama Street SW. Clad in limestone blocks, the building displays numerous classical design elements, most impressively the clearly delineated architectural hierarchy of the interior spaces conveyed through the exterior features. The first or ground story is tall, accommodating display windows that engage passers-by at the street level rather than requiring them to ascend stairs as would have been typical with earlier styles of architecture such as Beaux Arts. Tall round-arched openings with keystones articulate the entrances. Fanlights with traceries and cast-iron marquee awnings emphasize the entrances. A water table, limestone ashlar blocks with recessed mortar joints are present at the first floor, primarily on pilasters with capitals that are topped with an allusion to an egg-and-dart motif and are located between storefront windows. These windows are two panes over four. Spandrels separate these window configurations from fixed three-pane windows with larger central panes, alluding to Chicago windows, at the second story. A cornice line articulates the area between the second and third stories.

The third through fifth stories are articulated by twelve-over-twelve, double-hung windows; the masonry blocks' mortar is not recessed leaving a smoother finish. A beltcourse defines the area between the fifth and sixth stories. At the sixth story, smaller, square multi-pane windows top the two facades. A heavy cornice with dentils tops the building, which has a flat roof.

A clipped, narrow bay is present at the confluence of the two facades. It features a less dominant round-arch projecting display bay window that is topped by a clock reading RICHS ATLANTA in place of numbers whose face is surrounded by a garland.

Rich's Department Store comprises one distinct section within the U-shaped 1990s Sam Nunn Federal Center that also features a 24-story glass tower completed in 1997 and a 10-story building. A new elevated glass breezeway at about the sixth story connects the Rich's building with the new elements of the federal center and alludes to an earlier glass bridge between two original Rich's buildings.

Glass, concrete, and adonized metal are prevalent in the new construction. Boxlike forms and tall towers dominate the architectural vocabulary and allude to earlier federal modernism in more successful International Style works by Walter Gropius in Boston and Ludwig Mies van der Rohe in Chicago.

Historic Context: Resource 23 was the original flagship location of Rich's department store. Rich's was founded in 1924 in this location and quickly became the South's most impressive department store and a destination for shoppers who appreciated the high-quality fashions and housewares. The store also contained various chic dining options. It was one of the most influential, fashionable department store chains in the South, spurring five-and-ten store Dillards to develop into an upscale competitor department store chain.

The building was designed by Atlanta's premier firm of Hentz, Reid, and Adler, which included Atlanta's most renowned architect Neel Reid (1885-1926). Reed designed some of Atlanta's most well-regarded residential architecture in the Buckhead and Ansley Park areas of Atlanta, but was equally adept at executing successful designs for commercial, transportation, medical, and academic buildings. He died from brain cancer at the young age of 40, belying his prolific career.

Rich's was constructed as a segregated building; from the time of its original construction until 1960, African-American shoppers were relegated to separate restrooms, water fountains, and dining areas. Then in 1960, students from Atlanta's historically black colleges demanded to be seated at the lunch counter at this Rich's location. Led by Dr. Martin Luther King, Jr., and Lonnie King of Morehouse College, who were arrested here, this initial protest sparked the Atlanta Student Movement that gradually desegregated hotels, restaurants, stores, and schools throughout Atlanta and the South.

Rich's closed in 1995 and the City of Atlanta purchased the property in 1998. It was later incorporated into the Sam Nunn Federal Center, which was built from 1996-1998.

The Sam Nunn Federal Center is the ninth largest federal building in Atlanta; it houses 5,000 federal employees in 1.87 million square feet. The architect of the 1990s elements was Kohn, Peterson, Fox, and Associates.

National Register Recommendation: <u>Eligible</u>

Research indicates that the original portion of the Rich's department store was previously determined Eligible for listing in the National Register of Historic Places, but information on the criteria assessment was not readily available. It is Eligible under Criterion A for its influence as a central, upscale department store in the south, spurring five-and-ten store Dillards to develop into an upscale department store chain. The store is also the location of the first protest of the highly influential and significant Atlanta Student Movement in 1960 that spurred the desegregation of numerous places in Atlanta and the greater South.

The property is Eligible under Criterion B. It is associated with Dr. Martin Luther King's early desegregation efforts and also an early effort to engage students in his civil rights

campaign prior to the Freedom Rides. Numerous properties throughout the South, particularly in Atlanta, and the greater United States can claim associations with Dr. King, but he did not simply preach here one Sunday; Rich's was a targeted environment in his hometown utilizing student power to achieve regional change.

The building is also Eligible under Criterion C as a good example of an early twentieth-century downtown department store. Its character-defining features, including showcase windows, multiple facades, and ornate clock remain in place. The use of high-quality materials to convey luxury and status to shoppers are also intact. The property is not eligible under Criterion D.

Although the flagship Rich's department store building is currently used as part of the Sam Nunn Federal Center, it remains visually distinct. The 1996-1998 Sam Nunn Federal Center is not eligible for listing in the National Register of Historic Places at this time. While it is an interesting example of late twentieth-century federal architecture, not enough time has passed to accurately evaluate it within the canons of federal architecture or Modern design. It cannot be evaluated for significance or potential exceptional importance under Criteria Consideration G at this time. However, it should be evaluated upon reaching 50 years of age, when it may be significant. Until then, care should be taken to retain its current character and materials.

The Rich's department store building's period of significance is 1924-1960, which includes its construction and desegregation eras. The historic property boundary includes the original Rich's department store footprint only.

Integrity: The building's character-defining features, including showcase windows, multiple facades, and ornate clock remain in place. The Rich's department store building retains integrity of location, design, material, workmanship, feeling, and association; its setting has been diminished by the surrounding 1990s federal center.

UTM Coordinates: 741507.46 m E, 3737849.10 m N

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this adjacent resource. Project implementation in this portion of the corridor would consist of repurposing the existing north curbside travel lane on Martin Luther King Jr Drive SW (northern most lane, northwestern travel direction) into a dedicated BRT vehicle travel lane. On the northern side of MLK Jr Drive at the corner of MLK Jr Drive and Broad Street, a BRT shelter will be constructed in existing ROW adjacent to the structure. The property is comprised of multiple structures that connect and bridge Forsyth Street SW. The portion that the BRT shelter will be adjacent to is the more recent U shaped federal center and was constructed in the 1990s, with no direct access or entry for the public. The historic Rich's Department store façade is 200+ feet north of the BRT shelter on and project implementation area on Broad Street. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual

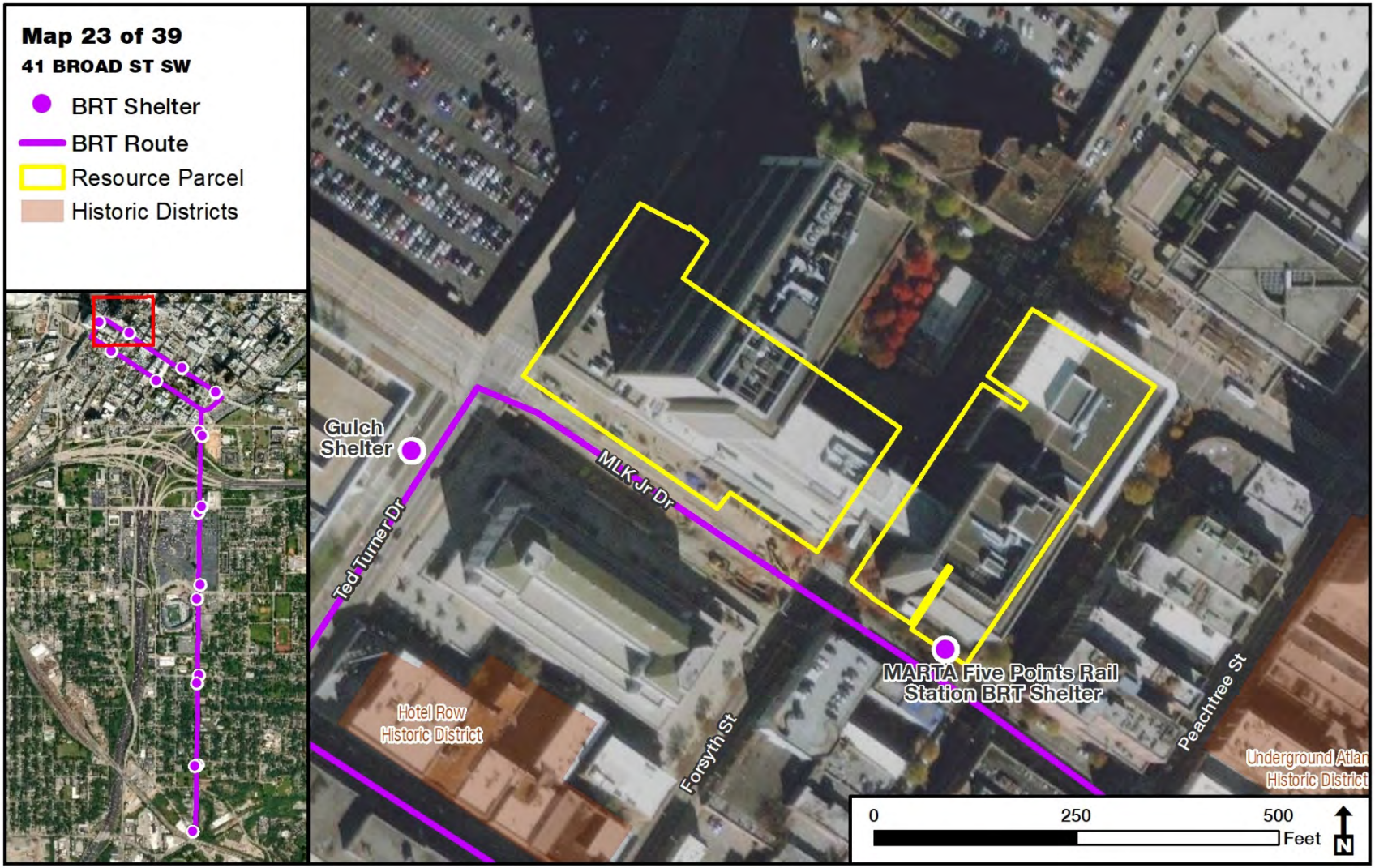
elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

References: Foell, Stephanie and Judith Robinson. *Growth, Efficiency, Modernism: GSA Buildings of the 1950s, 60s, and 70s.* Washington, DC: U.S. General Services Administration, 2005, 2nd edition.

GSA Commemorates Landmark Civil Rights Protest with Plaque Unveiling https://www.gsa.gov/about-us/regions/welcome-to-the-southeast-sunbelt-region-4/region-4-newsroom/around-the-region/gsa-commemorates-landmark-civil-rights-protest-with-plaque-unveiling

"Neel Reid (1885-1926)." New Georgia Encyclopedia.
https://www.nytimes.com/1991/04/18/business/rich-s-plans-to-close-its-main-store.html
"Rich's Plans to Close Its Main Store." *New York Times*, April 18, 1991.

Figure 40. Resource 23 Parcel Map



United States Post Office – Resource 24: 77 Forsyth Street SW

Property Identification: Resource 24 is identified on the location map and is the United States Post Office, Federal Annex (Martin Luther King Jr. Federal Building) identified in the National Register of Historic Places. The property is not in a historic district.

Location: The property is located at 77 Forsyth Street SW between Spring Street and Forsyth Street SW at Martin Luther King Jr. Drive (formerly Hunter St.).

Date(s) of Development: According to the NRHP registration form, Resource 24 was constructed between 1931 and 1933.

Description: The NRHP nomination form lists the property as significant in the areas of architecture and communications. According to the NRHP registration form, "The United States Post Office, Federal Annex was designed by Atlanta Architect Albert Ten Eyck Brown and constructed in Atlanta's central business district between 1931 and 1933. This ten-story 292,000 square foot reinforced concrete structure is a product of the Public Works Administration and was built to serve the growing postal needs of the city in the early 1930s. It was constructed as an annex to the existing postal facility and Federal building and was designed to house the main mail handling and distribution operations of the postal service while also serving the general public with their day-to-day postal needs. Related government offices were also housed in this building.

The building site is located adjacent to Atlanta's former Terminal Station (now the Richard B. Russell Federal Building to the west) and occupies almost two and one half acres of land. It is bound on three sides by Spring Street to the west, Forsyth Street to the east and Martin Luther King Jr. Drive (formerly Hunter Street) to the north. To the south are commercial buildings that fill the remaining portion of the block to Mitchell Street. The United States Postal Service occupied the building until 1980. In 1981, the General Services Administration (GSA) acquired the building in order to expand government office space currently housed in the adjacent Richard B. Russell Federal Building. The annex was subsequently renovated and occupied by GSA and other Federal agencies.

The blocky rectilinear form of the building is characteristic of Modern Classic federal architecture of the 1930s. Through a series of progressively stepped setbacks of the exterior walls, the handsome building form is carefully revealed. Walls project and recess, forming volumes of different heights and lengths that contribute to the overall massing and characteristic form. Two symmetrical facades anchor each end of the building to the east and west."

National Register Recommendation: Listed

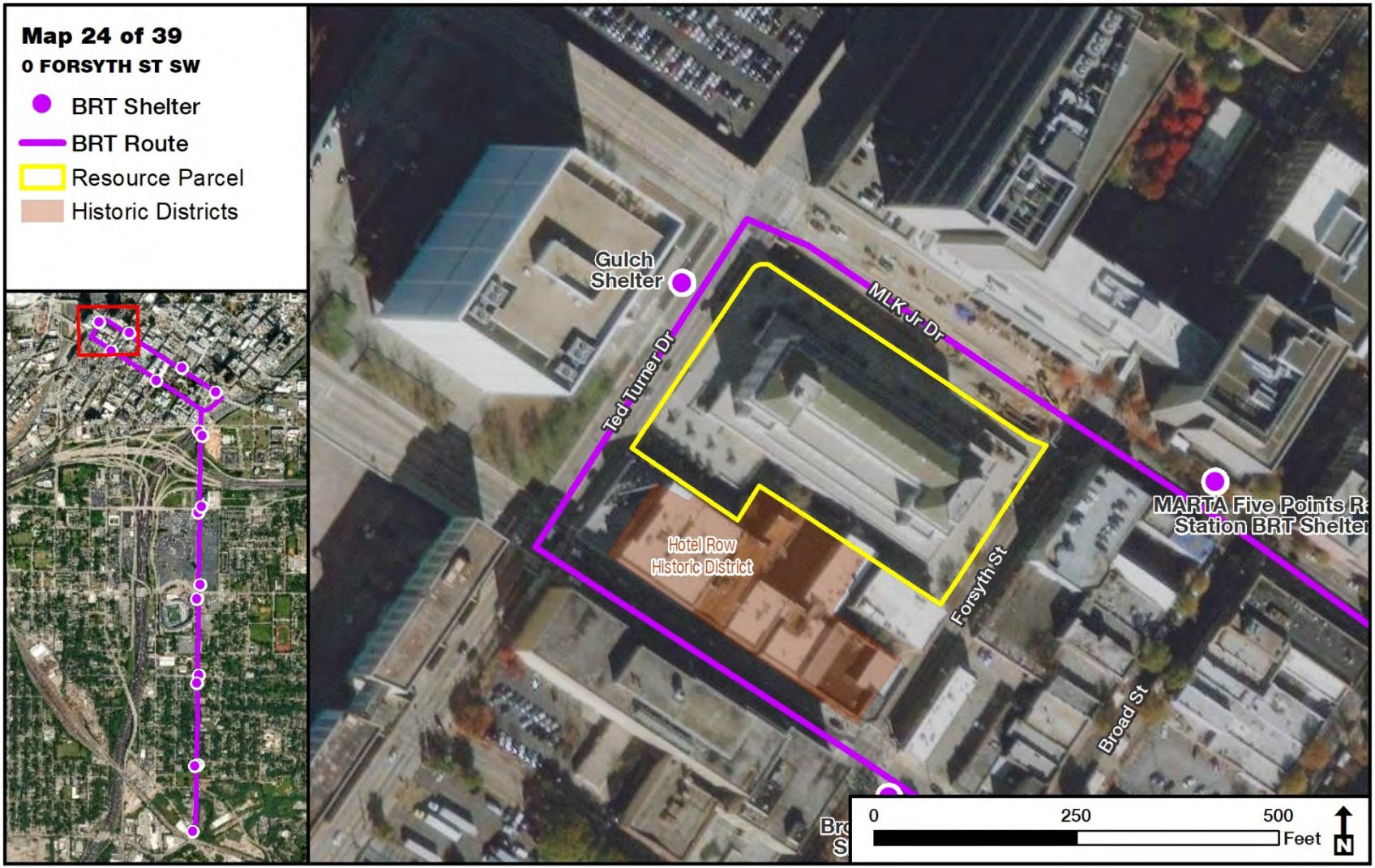
UTM Coordinates: 741344.77 m E, 3737797.80 m N

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing an existing travel lane on Martin Luther King Jr Drive SW ramp as it gains elevation up to the Ted Turner Drive viaduct, and repurposing of the far curbside lane on Ted Turner Drive (western most lane, southwest travel direction) into dedicated BRT vehicle travel lanes. To the northwest of the property, a BRT shelter will be constructed in existing ROW on the west side of Ted Turner Drive near the intersection with MLK Jr Drive SW. The property will be separated from the project area by three general purpose travel lanes along Ted Turner Drive, and the building sits approximately 50 feet from the edge MLK Jr Drive SW ramp. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

Reference: National Register of Historic Places, United States Post Office, City of Atlanta, Fulton County, Georgia, National Register #4001217

Figure 41. Resource 24 Parcel Map



Resource 25: 103 Centennial Olympic Park Drive NW

Property Identification: Resource 25 is identified on the location map. The property is not in a historic district.

Location: The property is located at 103 Centennial Olympic Park Drive NW on the block bounded by MLK Jr. Drive SW, Ted Turner Drive NW, Wall Street NW, and Centennial Olympic Park Drive NW. The Gulch shelter is on Ted Turner Drive across MLK Jr. Drive SW from the property.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 25 was constructed in the 1970s as a parking deck and is currently used as a parking deck.

Description: The 1970s parking garage at 103 Centennial Olympic Park Drive appears to be associated with the earliest iteration of the Omni in Atlanta and has served as a downtown parking venue for various later nearby attractions including the CNN Center and State Farm Arena. It is a basic, low-rise concrete parking structure. Numerous supporting elements have been replaced over time. Its ground level is elevated to accommodate taller vehicles compared to its second level; the top level is open roof-top parking. A series of concrete panels has been added to the second and third levels

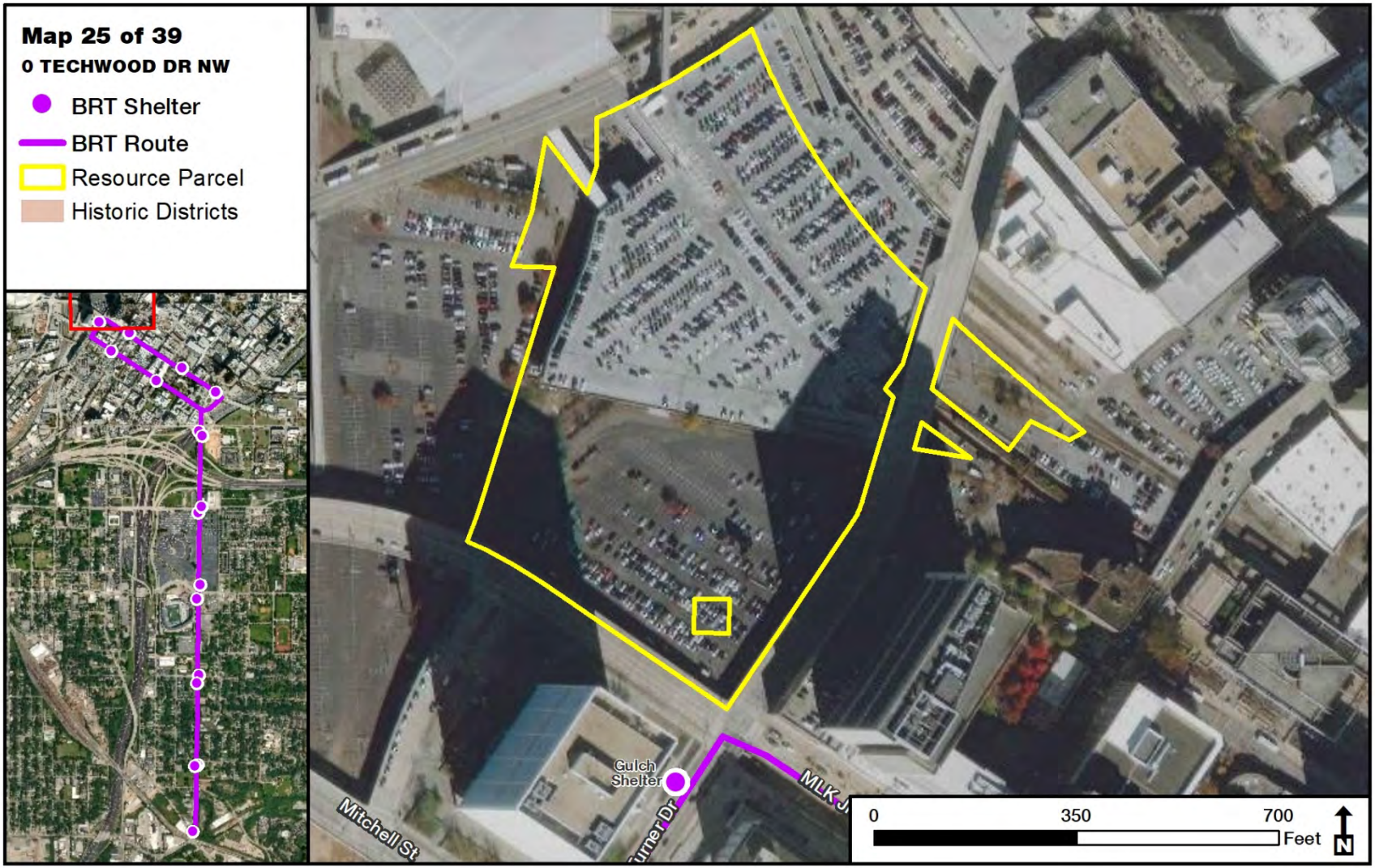
at some point in time to augment much lower original walls. These panels likely bring the structure to code and prevent both falling vehicles and pedestrians, which easily could have surmounted the low walls either accidentally or on purpose. Replacement concrete stairs with metal pipe railings provide access to the upper stories.

National Register Recommendation: Not Eligible

The CNN Parking Deck is not eligible for listing in the National Register of Historic Places. It does not have any known associations with events important in history and is not an early or influential example of the type and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but altered example of a modern parking structure. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741288.98 m E, 3738055.04 m N

Figure 42. Resource 25 Parcel Map



Resource 26: 237 Mitchell Street SW

Property Identification: Resource 26 is identified on the location map. The property is not in a historic district.

Location: The property is located at 237 Mitchell Street SW on the northeast side of the street between Ted Turner Drive SW and Forsyth Street SW. The Gulch shelter is approximately 250 feet away from the resource on the opposite side of Ted Turner Drive SW to the north of the resource.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 26 was constructed in 1939. The building is a retail location and was constructed for retail use.

Description: Located on the northeast corner of Mitchell Street SW and Ted Turner Drive, 237 Mitchell Street SW is an altered, single-story, brick commercial building with a flat roof and a rectangular footprint. The building was constructed in 1938 to house the Walter A. Guest "Men's Furnishings" store.

The generally symmetrical façade faces southwest toward Mitchell Street SW and features three bays, each containing an altered storefront. The easternmost storefront is

the original building entrance. It is fitted with a recessed wood and glass door surmounted by a single-pane transom. The door is flanked by canted glass display windows set in metal frames. The remaining storefronts feature replacement glass-and-aluminum storefronts with separate entries, with the central storefront featuring an off-center recessed entry door and canted display windows. Each of the storefronts is topped by an advertising sign set in a recessed panel that likely formerly contained a transom. Above these panels are small, metal vents that breaks the plane of this façade beneath a roofline parapet.

The Ted Turner Drive, northwest elevation features seven bays; the three southernmost bays on this elevation contain tripartite plate glass store windows while the fixtures in the northernmost three bays have been replaced by modern glass and aluminum storefronts that each opens into a separate commercial space. Above each of the bays is a recessed panel in the brick wall with business signs located in some. Above, the roofline parapet steps higher above the central three bays.

The building's rear (northeast) elevation fronts a small, unnamed alley. The elevation features a single, two-pane display window near the building's northwest corner and a broken row of four small glass block windows, high on the wall, at the eastern end of the elevation. A modern, metal paneled door is located near the building's eastern corner.

The Walter A. Guest Company occupied a store in this location from 1916 until 1972. Prior to the construction of the present building, the enterprise had occupied a small, first floor commercial space in the Terminal Hotel Building which was formerly located on this site. Formerly, the other bays on Mitchell Street would have been filled with plate glass display windows but, after the closing the Walter A., Guest store in 1972, the building was subdivided to create separate commercial spaces. These alterations also involved the removal of the low brick "knee" walls that had formerly supported the plate glass windows.

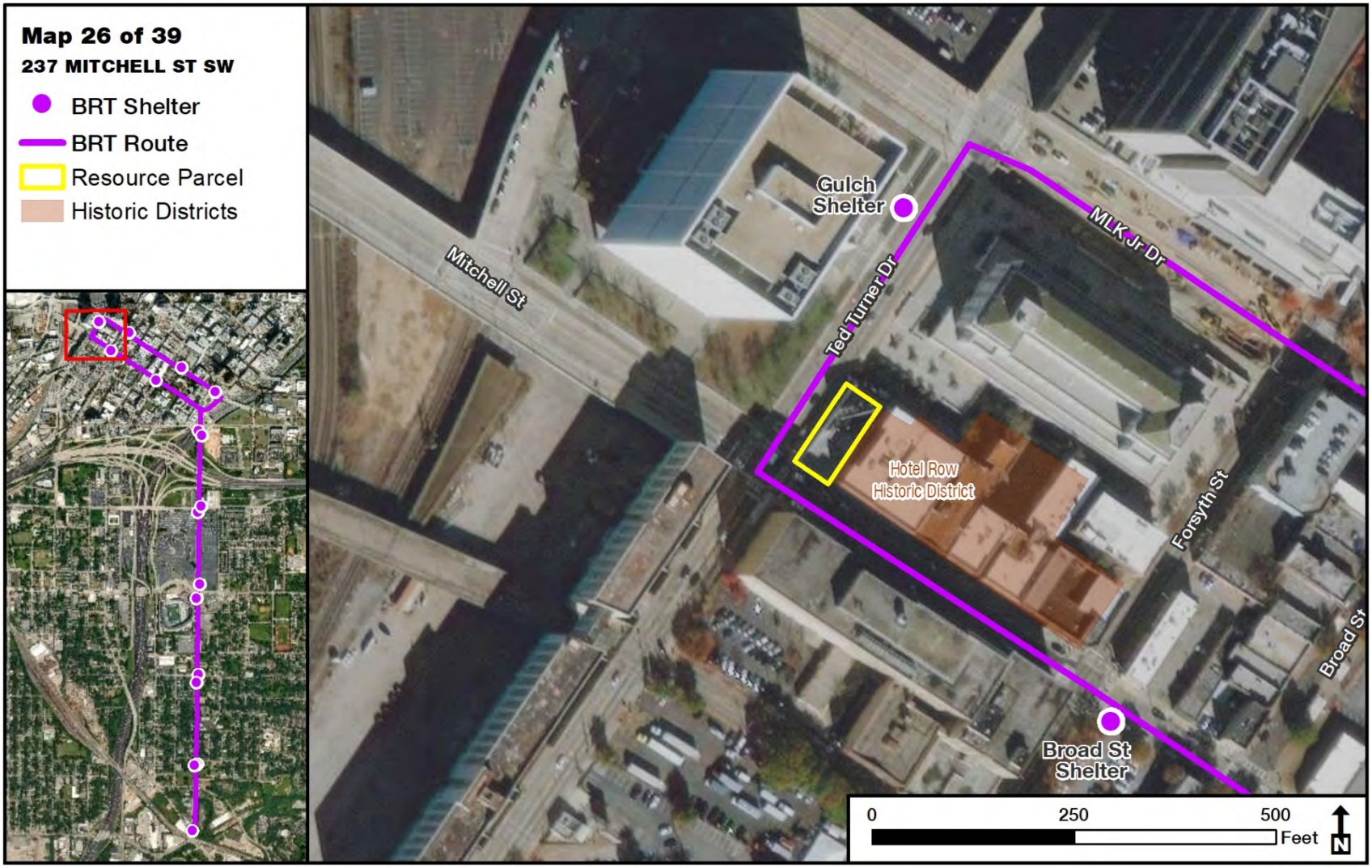
National Register Recommendation: <u>Not Eligible</u>

The building at 237 Mitchell Street is not eligible for listing in the National Register of Historic Places. The resource 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.

The heavily altered commercial building at 237 Mitchell does not appear to be individually eligible for listing at this time. It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is Not eligible under Criterion B. It is not eligible under Criterion C. It is a typical and altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741258.62 m E, 3737764.69 m N

Figure 43. Resource 26 Parcel Map



Resource 27: 233 Mitchell Street SW

Property Identification: Resource 27 is identified on the location map. The property is in the Hotel Row Historic District.

Location: The property is located at 237 Mitchell Street SW on the northeast side of the street between Ted Turner Drive SW and Forsyth Street SW. The Gulch shelter is approximately 250 feet away from the resource on the opposite side of Ted Turner Drive SW to the north of the resource.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 27 was constructed in 1908. The building was constructed as a commercial, downtown row type building. Historically it has been used as a multi-use commercial building.

Description: Constructed in 1908, 233 Mitchell Street is four-story, buff-colored brick Renaissance -revival style building which was constructed in June of 1908 by George McCarty. The building was one of a row of hotel buildings built on this block of Mitchell Avenues to service the patrons of the railroad station that formerly stood nearby on the opposite side of the street. The block was listed in the NRHP as the Hotel Row Historic District in 1989.

The first floor of the building is fronted by three separate wood and glass storefronts fitted with recessed glass panel and wood doors. The central storefront entry its topped by a leaded glass transom and features a single door set between two plate glass commercial windows. The two flanking entries are topped by tripartite transoms and are fitted with paired doors set between display windows. A rusticated stone pier stands on both sides of the row of storefronts framing the first floor of the façade. The first floor of the building

is visually separated from the second floor by a brick frieze ornamented by five recessed panels. Six brick pilasters or piers topped by thin corbelled brick caps vertically accentuate the second, third and fourth floors of the building and divide the upper facade into five bays. The window openings of the three inner bays of each floor are fitted with single one-over-one, double hung windows while those of the outer bays feature paired one-over-one, double hung wooden fixtures. The second, third and fourth floor windows are visually set off by thin flat sandstone sills and lintels. The fourth-floor lintels feature diminutive keystones. The roofline of the building is accented by a deep pressed metal cornice with dentils. A low brick parapet rises above the cornice line.

National Register Recommendation: Contributing Resource within NRHP-listed District

The Hotel Row Historic District was determined to be significant under NHRP Criteria A for its association with the nearby Terminal Station and meeting the needs of the traveling public near a thriving commercial area. It was not determined to be associated with persons significant in the past and is therefore not eligible under Criterion B. The district was determined significant under Criterion C for its block of intact late-nineteenth and early twentieth-century commercial architecture formerly prevalent in Atlanta. The Period of Significance for the Hotel Row Historic District begins in 1892 (the date of construction of its earliest surviving building) and extends until 1939 (fifty years prior to the date of the completion of the NRHP nomination materials for the district).

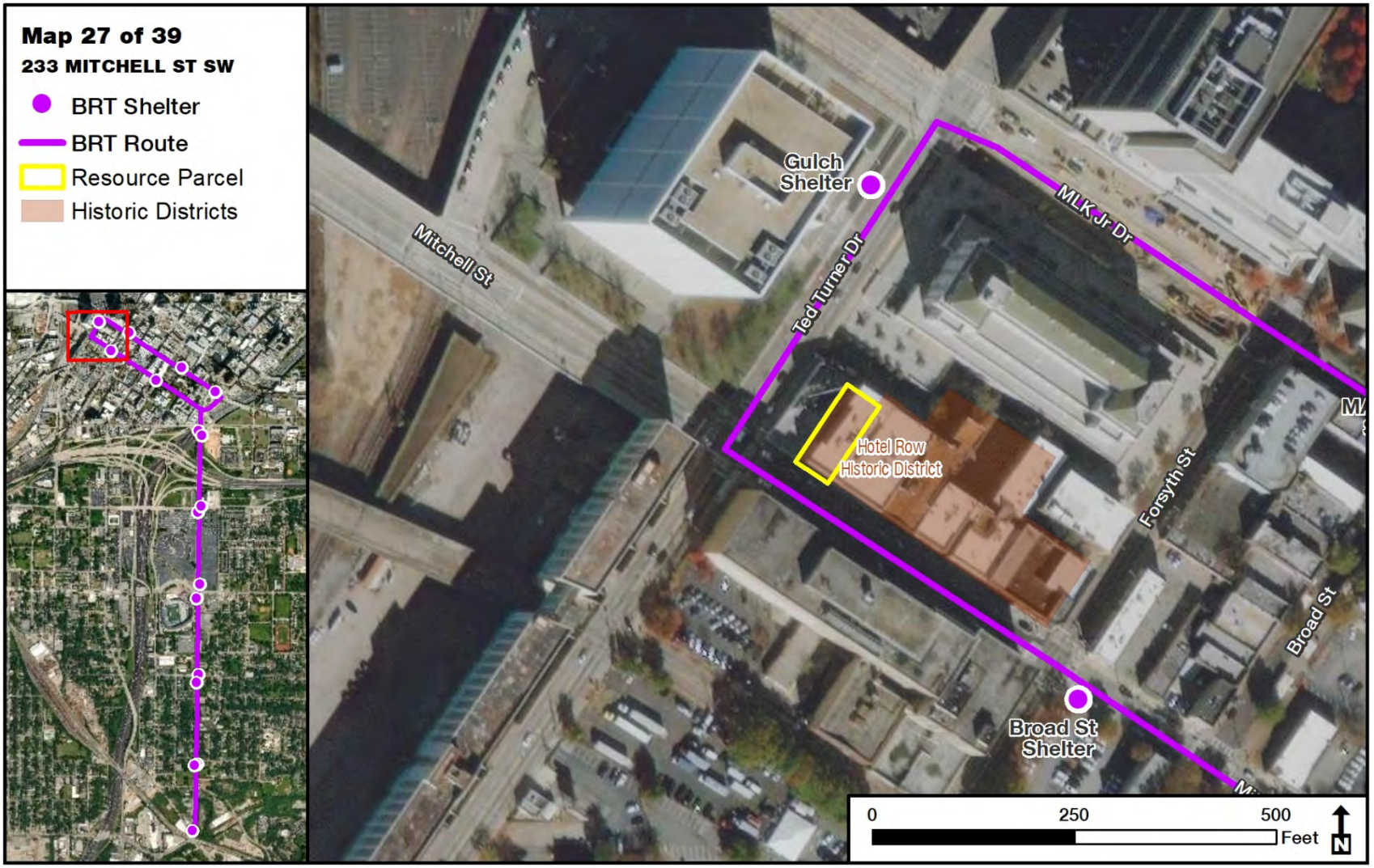
The district's historic property boundary includes five buildings along the northeast side of Mitchell Street SW from Forsyth Street SW to Spring Street SW. Only 237 Mitchell Street SW is excluded from the district boundaries.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this historic district contributing resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside parking lane on Mitchell Street SW (southern most lane, southeastern travel direction) into a dedicated BRT vehicle travel lane. To the southeast, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW, east of the intersection with Forsyth Street SW. The property will be separated from the dedicated BRT travel lane by a near curbside parking lane and two general traffic lanes. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741272.10 m E, 3737755.53 m N

Figure 44. Resource 27 Parcel Map



Citizens and Southern Operations Complex – Resource 28: 206 & 222 Mitchell Street SW

Property Identification: Resource 28 is identified on the location map. The property is not in a historic district.

Location: The property is located at 206 and 222 Mitchell Street SW on the southwest side of the street between Forsyth Street SW and Ted Turner Drive SW. The southbound Broad Street shelter is across Forsyth Street SW and on the same side of Mitchell Street SW as the resource.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 28 was constructed in 1950. The building was constructed for commercial purposes and remains in commercial use.

Description: The buildings at 206 and 222 Mitchell Street SW comprise a Citizens and Southern (C&S) bank complex as constructed beginning in 1951 with 206 Mitchell Street (corner of Mitchell Street SW and Forsyth Street SW) with a subsequent larger annex

building, 222 Mitchell Street SW, built from 1967 through 1969.The original bank building at 206 Mitchell Street SW is a six-story, two-part vertical block commercial building located on the northwest corner of the intersection of Mitchell Street SW and Forsyth Street SW. The first floor of the bank is sheathed in polished granite slabs while the upper levels of the building are covered in tan concrete. The first-floor windows and door openings are covered with perforated metal sheeting. The window openings of the upper stories of the building's street facades are regularly placed and fitted with metal-framed quartets or pairs of two-over-two, single-hung sash windows.

The seven-story annex, 222 Mitchell Street SW, is set back slightly from the original bank building and designed to form a unified exterior. The annex, which has design features that allude to Formalism, is similarly austere and uniform with minimal ornamentation and lacking the integral art often found in Formalism. It is oriented on a northwest-southeast axis parallel to and facing Mitchell Street SW. Along Mitchell Street SW, an arcade of paired arches extends the length of the building; each arch pairing is flanked by columns featuring thick, pink granite pilasters that rise the full height of walls from sidewalk to the roofline. The paired arches lack central supporting piers reinforcing them visually as a single unit. Thin, half-round, pink granite pilasters rise from the central spandrels of the arch pairs and extend vertically to the roofline. The pink color of both the narrow and thick pilasters contrasts with the tan granite panels that covers the plane of the wall to which they are attached. The majority of the paired arch openings are infilled with dark, plum colored brick with the exception of the westernmost four arches which contain entrances into internal vehicular parking or loading bays and the central arches which contain pedestrian entries framed by white marble surrounds and covered by solid metal rollup protective gates. Above, fenestration is regular and features metal-framed, two-over-two, single-hung windows hung in pairs to match those on the original bank building. The northwest, side elevation contains no openings, while the southwest, rear elevation features openings on its east end similar to those found on the façade.

The 1960s was a period of expansion and profit for C&S and the Mitchell Street facility was enlarged to house regional bank's operations center. In 1967, a 14- bay addition expanding the complex westward and, in 1969, ten more bays were constructed extending the building the full length of the block to the corner of Mitchell Street and Madison Avenue (Ted Turner Drive). The complex was also liked to a preexisting early 20th-century building that stood to the west and rear of the complex and an additional two

stories were added to the original bank building at an unknown date. The original bank building and the subsequent additions were almost certainly designed by Saggus, Vaught, Spiker and Associates, an Atlanta based architectural firm whose long history was closely intertwined with that of bank. The resulting complex occupied over two acres and contained 400,000 square feet of office space. The massive building included a cafeteria seating up to 250 people and a helipad on the roof to facilitate the expedited transfer of checks and documents from its satellite branches. The Federal Reserve also later utilized the basement of building for shredding worn and outdated currency. After a series of bank mergers, the facility, last used by Bank of America, was shuttered c.2002. One of its interior spaces and part of its facade briefly appears in the 2018 film Black Panther.

National Register Recommendation: Eligible

The Citizens and Southern Operations Complex (206 and 222 Mitchell Street) is considered Eligible for inclusion in the National Register of Historic Places. The resource 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.

The C&S Operations Complex possesses significance on the local level under NRHP Criterion A for its association with events that have made a significant contribution to the broad patterns of our history. By the middle of the twentieth-century the City of Atlanta had emerged as the Southeast's most important financial and banking center. The growth and prominence of city's financial institutions spurred the economic revival of Atlanta and broader growth through the entire region and, at its high point in the third quarter of the twentieth-century, Citizens and Southern National Bank was one of the nation's leading regional banks. Over the past decades, attention has been focused on the historic and architectural significance of early twentieth-century bank branch and office buildings (such as C&S own NRHP-listed headquarters building) but the mid-century success of Atlanta's banks was based, in part, on their willingness to be first adopters of new ideas and new technology. C&S's unification of its support infrastructure at its operations complex and its adoption of computer banking increased efficiency decreased banking costs and spurred the wider growth of its banking infrastructure. It helped propel company to the forefront of its industry.

Research did not indicate the property is associated with lives of persons significant in our past. Therefore, the property does is not significant under Criterion B.

The property is significant under Criterion C as a notable example of its type and period. Within the architectural landscape of the City of Atlanta, the C&S Operations Complex stands out as one of the largest and most intact examples of institutional mid-twentieth century Modern architecture. It is remarkable for the degree of architectural attention and expense that the bank lavished on what many other institutions would have considered a secondary facility. Architecturally, this is reflective of the significance the bank leadership placed the unified approach to support functions and technology and its importance to the success of the institution. The choice the bank made by locating this facility in the center of the city and not in the less expensive, but rapidly expanding,

suburbs represents both an important architectural commitment to urbanism and a commitment by the bank to Atlanta as the "Capital of the New South."

The building is not significant under Criterion D.

The period of significance for the building is 1951-1969, when the first bank building was completed at this location through the building's final expansion.

This historic property boundary is the building's current footprint.

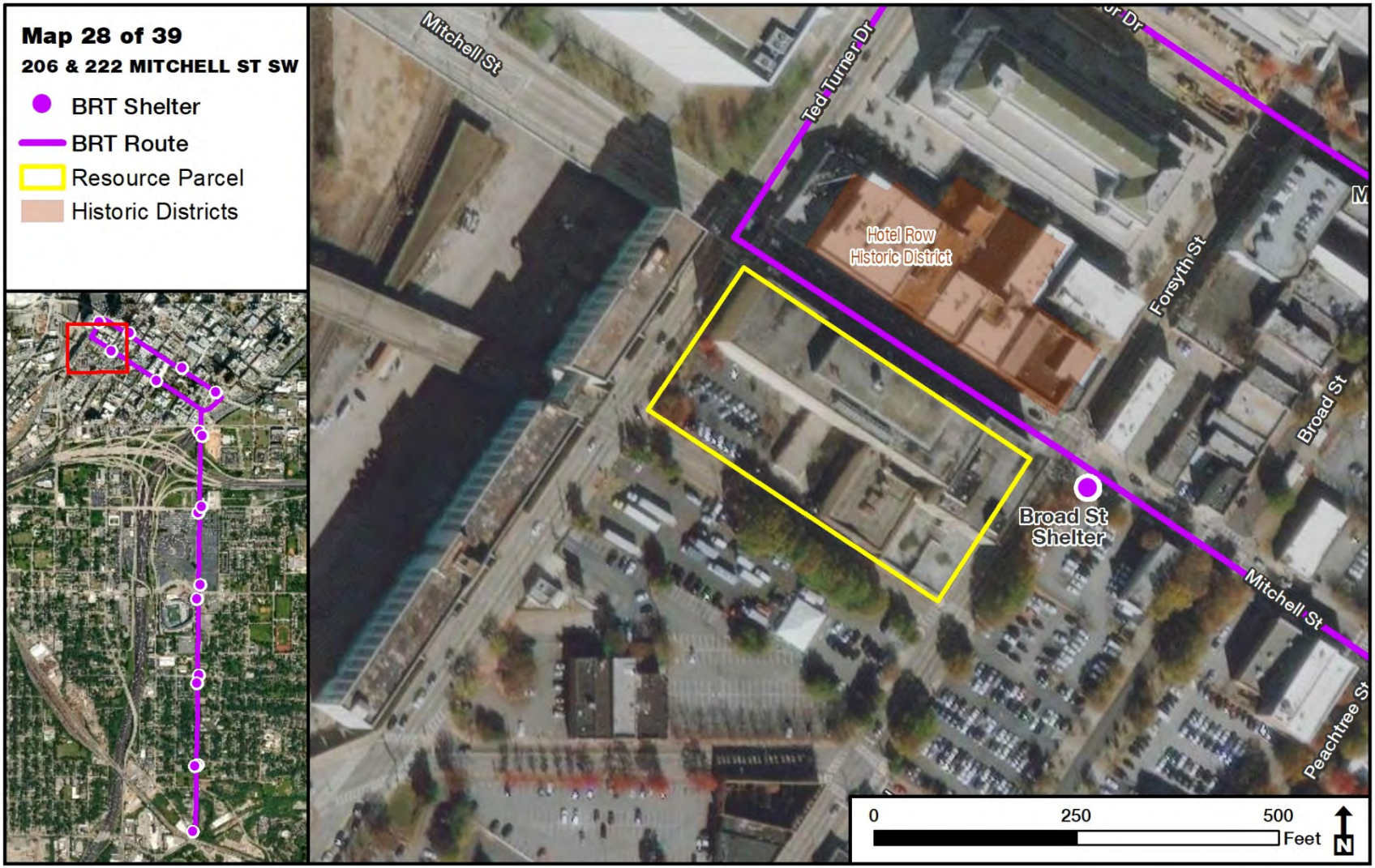
Integrity: Resource 28 is one of the largest and most intact examples of institutional mid-twentieth century Modern architecture in the City of Atlanta. The Citizens and Southern Operations Complex buildings retain integrity of location, design, material, workmanship, feeling, and association.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this adjacent resource. Project implementation in this portion of the corridor would consist of repurposing the existing near curbside parking lane on Mitchell Street SW (southern most lane, southeastern travel direction) into a dedicated BRT vehicle travel lane. To the east of the property, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW, east of the intersection with Forsyth Street SW. Forsyth Street will separate the eastern corner of the property from the BRT shelter. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741269.52 m E, 3737677.90 m N

Figure 45. Citizens and Southern Operations Complex (Resource 28) Parcel Map



Resource 29: 213 Mitchell Street SW

Property Identification: Resource 29 is identified on the location map. The property is in the Hotel Row Historic District.

Location: The property is located at 213 Mitchell Street SW on the northeast side of the street between Ted Turner Drive SW and Forsyth Street SW. The southbound Broad Street shelter is on the opposite sides of Forsyth Street SW and Mitchell Street SW.

Date(s) of Development: According to historic aerial imagery, the building was constructed sometime between 1933 and 1955. It appears the building was constructed as a mixed commercial and residential building and is still used as such.

Description: Constructed in 1908, 213 Mitchell Street is three-story, buff-colored brick Renaissance Revival-style building designed by the architect Willis F. Denny. The building was constructed in 1908 on a lot previously occupied by buildings destroyed in a catastrophic 1907 fire. The building was listed in the NRHP as a contributing resource to the Hotel Row Historic District in 1989.

The building features three glass and wood panel storefronts on its first floor. Each store front is fitted with a recessed glass panel and wood door flanked by glass display

windows. The storefronts are flanked by single- story "Mannerist" interpretations of Ionic pilasters and topped by a stone entablature featuring a cornice, denticulated molding and a blank, white marble frieze. The street level also features stone pilasters with Ionic capitals and a denticulated cornice. Four evenly spaced brick pilasters with stone bases and terra cotta Ionic capitols span the height of the second and third stories and divide the upper stories of the building into three bays. Each bay on the second and third stories is fitted with a triplet of one-over-one, double-hung sash windows surmounted by a colored glass transom. Dimpled bands of terracotta block extend between the Ionic pilasters accenting the tops of the second and third floors on the façade. A projecting bracketed terra cotta and brick cornice accentuates the building's flat roof line. A narrow alley runs between the Gordon and the adjacent commercial red brick building.

Over the course of its life, the building has been known as the Princeton Hotel, Child's Hotel and the Gordon Hotel and is one of a row of similar enterprises that were erected to service travelers utilizing the railroad station which was formerly located nearby on the opposite side of Mitchel Street.

The building appears to retain sufficient integrity as described in the 1989 NRHP listing for Hotel Row Historic District. As a result, it remains contributing to the Hotel Row Historic District.

National Register Recommendation: <u>Contributing Resource within NRHP-listed District</u>

The Hotel Row Historic District was determined to be significant under NHRP Criteria A for its association with the nearby Terminal Station and meeting the needs of the traveling public near a thriving commercial area. It was not determined to be associated with persons significant in the past and is therefore not eligible under Criterion B. The district was determined significant under Criterion C for its block of intact late-nineteenth and early twentieth-century commercial architecture formerly prevalent in Atlanta. The Period of Significance for the Hotel Row Historic District begins in 1892 (the date of construction of its earliest surviving building) and extends until 1939 (fifty years prior to the date of the completion of the NRHP nomination materials for the district).

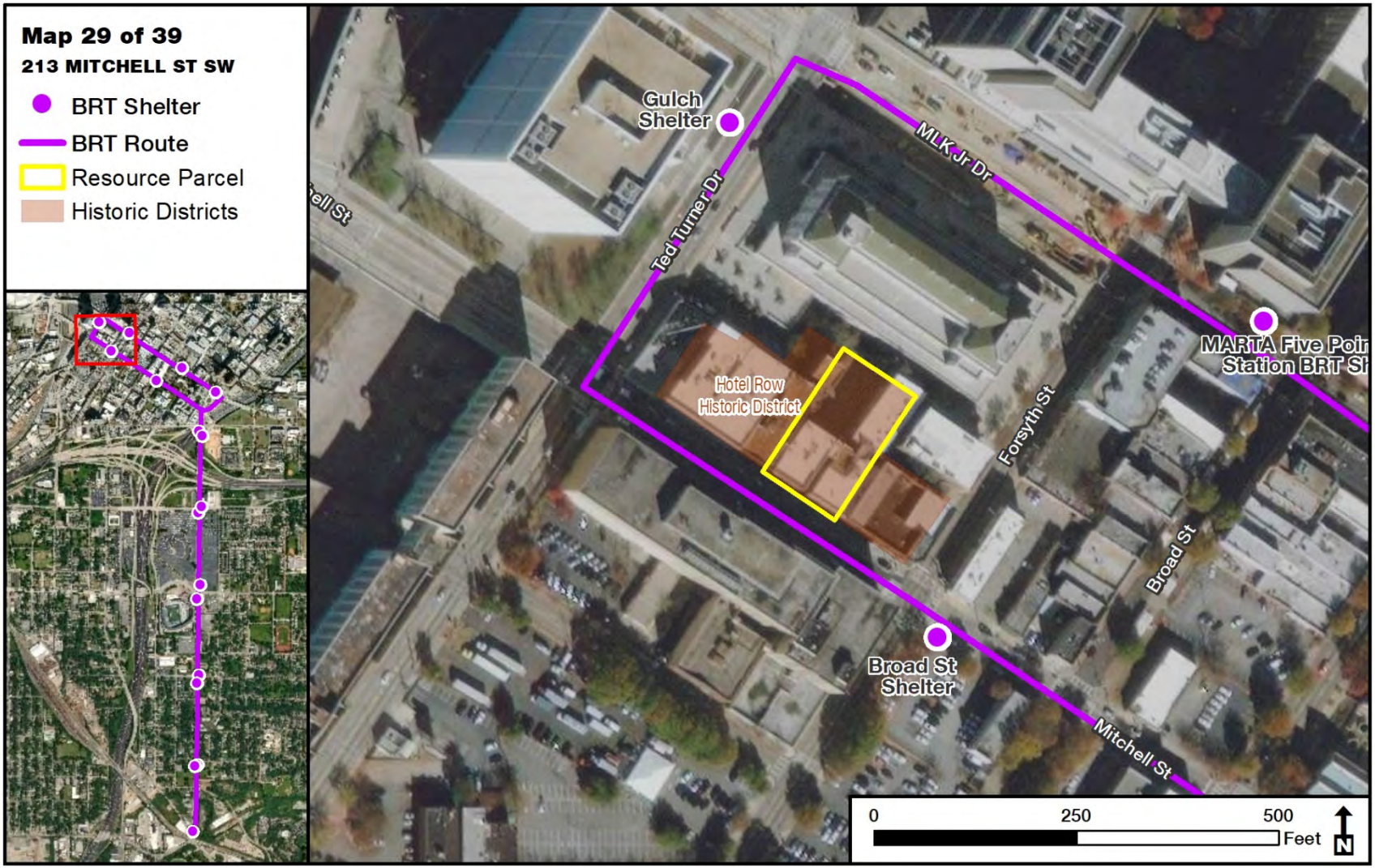
The district's historic property boundary includes five buildings along the northeast side of Mitchell Street SW from Forsyth Street SW to Spring Street SW. Only 237 Mitchell Street SW is excluded from the district boundaries.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this historic district contributing resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside parking lane on Mitchell Street SW (southern most lane, southeastern travel direction) into a dedicated BRT vehicle travel lane. To the southeast, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW, east of the intersection with Forsyth Street SW. The property will be separated from the dedicated BRT travel lane by a near curbside parking lane and two general traffic lanes, and it will be separated from the BRT shelter by Forsyth Street. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741325.85 m E, 3737727.70 m N

Figure 46. Resource 29 Parcel Map



Resource 30: 201 Mitchell Street SW – Concordia Hall

Property Identification: Resource 30 is identified on the location map. The property is in the Hotel Historic District.

Location: The property is located at 201 Mitchell Street SW on the northeast side of the street between Ted Turner Drive SW and Forsyth Street SW. The southbound Broad Street shelter is on the opposite sides of Forsyth Street SW and Mitchell Street SW.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 30 was constructed in 1892. The building is a commercial, downtown row type. It is a multi-use commercial building. Historically it was used for commercial space.

Description: Concordia Hall is a three-story brick building located on a prominent lot on the northwest corner of Mitchell Street SW and Forsyth Street SW. The Hall anchors the eastern end of a row of three-story, brick buildings on the north side of Mitchell Street SW that has been listed in the NRHP as the Hotel Row Historic District. It is the oldest of the buildings within the historic district as it was the only building on the block to survive a fire in May of 1908.

The building was designed by Bruce and Morgan, Architects and features a high Victorian façade with brick and terra cotta detailing. Along Mitchell Street SW, the street level of the building features a row of storefronts with recessed front entries and flanking display windows. These storefronts appear to date to the Art Deco period and are clad in black marble tiles with green, yellow and pink glass tile accent panels separating the fronts of each of the stores. An onion dome and cornice which once topped the chamfered corner of the building is now missing. A side entrance on Forsyth Street is topped by a robust terra cotta pediment featuring a lyre motif which was the symbol of the Concordia Association.

Concordia Hall was built in 1892 for the Concordia Association, a Jewish-American community organization that played an important role in the development of the city. The Association, founded in 1866 by German and Hungarian Jews, fostered cultural heritage and sponsored theater performances, musical and literary gatherings, debates and other recreational activities. The building played an important role at the center of the city's Jewish community.

Integrity: The building appears to retain sufficient integrity as described in the 1989 NRHP listing for Hotel Row Historic District, which noted the existence of numerous exterior alterations. Of note, the building retains terracotta ornamentation and its prominent third-story arches. As a result, it remains contributing to the Hotel Row Historic District.

National Register Recommendation: Contributing Resource within NRHP-listed District

The Hotel Row Historic District was determined to be significant under NHRP Criteria A for its association with the nearby Terminal Station and meeting the needs of the traveling public near a thriving commercial area. It was not determined to be associated with persons significant in the past and is therefore not eligible under Criterion B. The district was determined significant under Criterion C for its block of intact Victorian-era commercial architecture formerly prevalent in Atlanta.

The Period of Significance for the Hotel Row Historic District begins in 1892 (the date of construction of its earliest surviving building) and extends until 1939 (fifty years prior to the date of the completion of the NRHP nomination materials for the district).

The district's historic property boundary includes five buildings along the northeast side of Mitchell Street SW from Forsyth Street SW to Spring Street SW. Only 237 Mitchell Street SW is excluded from the district boundaries.

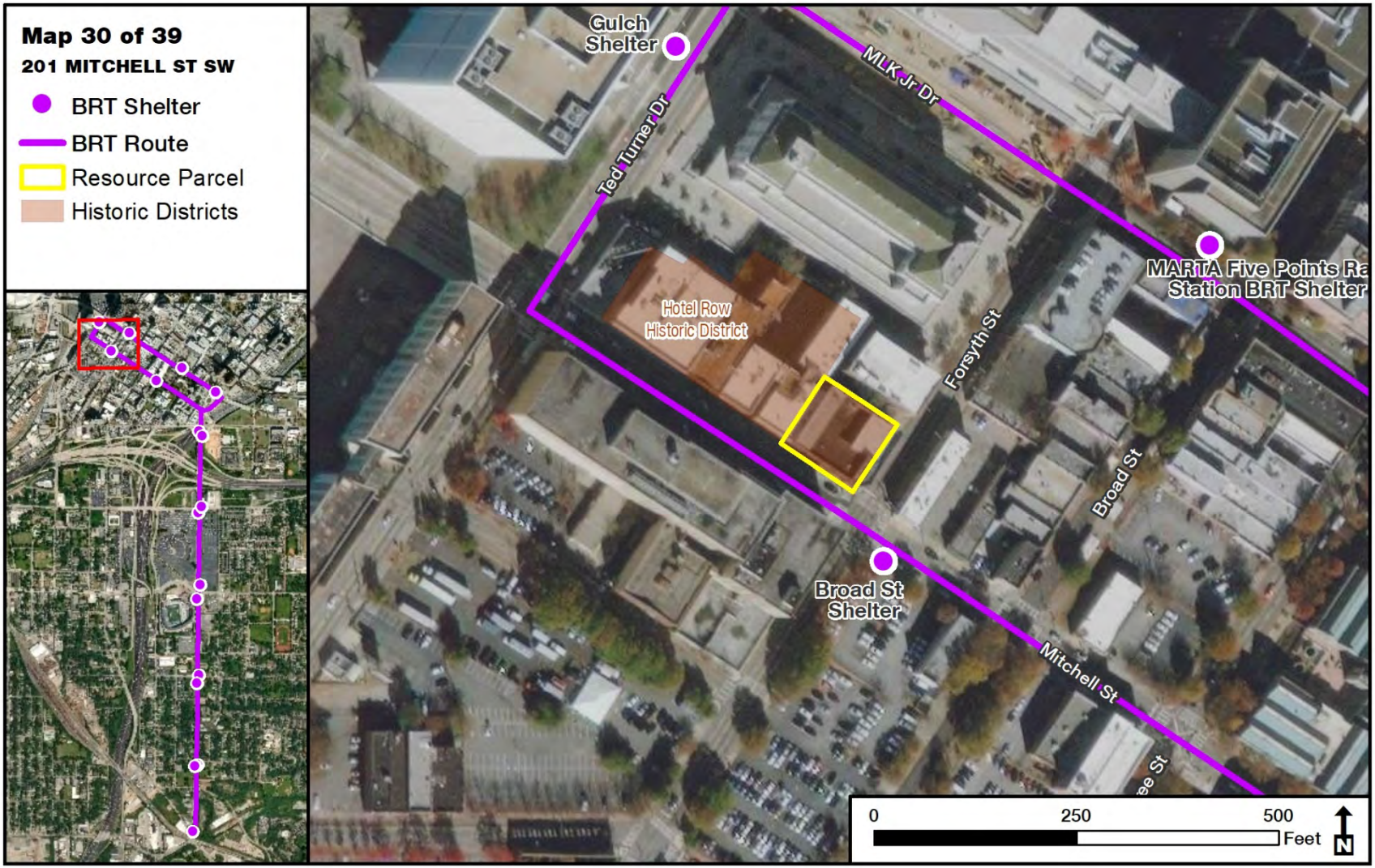
Assessment of Effects: A Finding of No Adverse Effect is anticipated for this historic district contributing resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside parking lane on Mitchell Street SW (southern most lane, southeastern travel direction) into a dedicated BRT vehicle travel lane. Southeast of the property, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW, east of the intersection with Forsyth Street SW. The property will be separated from the dedicated BRT travel lane by a near curbside parking lane and two general traffic lanes, and it will be separated from the BRT shelter by the Mitchell Street

SW and Forsyth Street intersections. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741348.33 m E, 3737703.84 m N

Figure 47. Resource 30 Parcel Map



Resource 31: 95 Forsyth Street SW

Property Identification: Resource 31 is identified on the location map. The property is not in a historic district.

Location: The property is located at 95 Forsyth Street SW on the northwest side of the street between Mitchell Street SW and Alabama Street SW. The southbound Broad Street shelter is across Forsyth Street SW and Mitchell Street SW from the resource.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 31 was constructed in 1911. The building is a mixed-use residential and commercial building. The building has 16 units, with commercial space on the first floor and residential units on the second through fifth floors. Historically this building was constructed as a mixed residential and commercial building.

Description: The property at 95 Forsyth Street SW is a substantially altered five-story brick flat-roofed former warehouse with a first-floor retail space constructed in 1911. The building has been remodeled to house condominiums on the upper levels and a clothing store in the first-floor retail space. It is oriented on a northwest-southeast axis with the façade facing southeast toward Forsyth Street SW. The three-bay facade features a central, recessed entry fitted with a pair of modern glass and metal doors surmounted by a glazed transom. Canted display store windows flank the entry. The outer first floor bays contain metal-framed, plate glass display windows. Above the display windows are rectangular protruding boxes which house roll up security doors; A row of seven small glass panes tops each of the first-floor bays but these rows are now covered by business signs. The condominium units above the retail space feature nonoriginal pairs of four fixed pane windows in the central bay while each of the flanking bays contains a recessed porch lined with a metal balustrade and single, fixed one-over-one metal-framed window. Thin, concrete sills line the converted former warehouse window openings. A solid-metal screen with an angled upper profile has been added to the building's roofline to replace a missing historic cornice detailing. The building's southwest elevation features numerous infilled small window openings. On the northeast elevation, fenestration is irregular and contains numerous modern alterations: three large window openings on the second story have been fitted with multi-pane fixed windows like those on the façade, nonoriginal small window openings are visible on the rear half of the elevation, and a series of open porches similar to those on the facade are also located at the rear of the building.

The building was erected to house the Lamar & Rankin Drug Wholesale Company which operated at this and other locations from 1873 until c. 1950. Lamar & Rankin remained at this location until 1935.

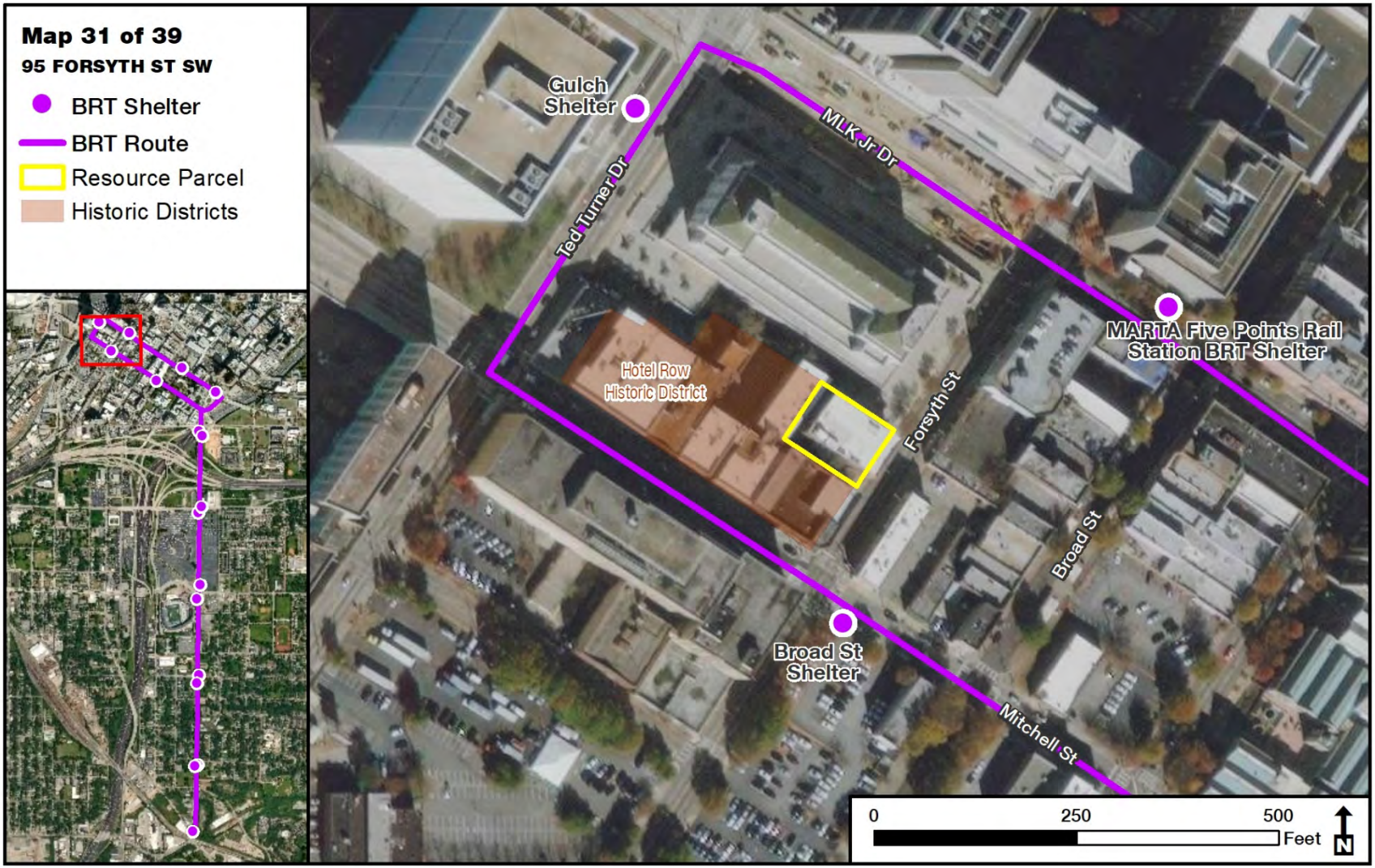
National Register Recommendation: <u>Not Eligible</u>

The building at 95 Forsyth Street SW is not eligible for inclusion in the National Register of Historic Places. The resource 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.

It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical and substantially altered example of warehouse/industrial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741364.28 m E, 3737728.79 m N

Figure 48. Resource 31 Parcel Map



Sig Samuels Building – Resource 32: 199 Mitchell Street SW

Property Identification: The Sig Samuels Building, Resource 32, is identified on the location map. The property is not in a historic district.

Location: The property is located at 199 Mitchell Street SW on the northeast side of the street between Forsyth Street SW and Broad Street SW. The southbound Broad Street shelter is directly across the street from the resource on Mitchell Street SW.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 32 was constructed in 1900. It is listed as a commercial, downtown row type and is used as a commercial space. Historically, it was used as a commercial space.

Description: The building at 199 Mitchell Street SW is a two-story, flat-roofed, one-part vertical block commercial building that forms a long, rectangular footprint and occupies a conspicuous location on the northeast corner of the intersection of Mitchell Street SW and Forsyth Street SW. Its prominence is amplified by the fact that although the building was formerly part of a contiguous row of buildings on the north side of Mitchell Street, adjacent buildings to the east have been demolished and replaced with parking lots, leaving 199 Mitchel Street SW isolated on its corner site.

The building is oriented on a southwest-northeast axis and clad in limestone featuring idiosyncratic Greek Revival detailing. Its Mitchell Street SW façade contains a recessed central doorway surmounted by a low-relief pediment with brackets. Paired Doric pilasters flank the entry and divide the façade into three bays. Fenestration on the lower level of the Mitchell Street SW façade consists of a single, narrow, one-over-one, double-hung sash window (covered by a metal grate) in the western bay, the central doorway (covered by a metal grate) in the center bay and a narrow secondary doorway fitted with a modern panel door in the eastern bay. On the second story, a pair of large one-over-one, double-hung sash windows in the central bay are flanked by narrower one-over-one, double-hung sash windows in the eastern and western bays. The roofline is accented by an entablature formed of a deeply projecting cornice, a frieze featuring alternating shields and foliate bundles, and a denticulated molding.

The building's northwest elevation extends for eight bays along Forsyth Street SW and features similar limestone detailing. On this elevation, decorative recessed panels, each accented by a floral cartouche featuring an encircled Tudor rose, separate the first and the second stories. A large recessed entryway, fronted by two steps, is located in the fifth bay from Mitchell Street SW and has been altered and infilled, replaced by a modern blank wall sheathed in marble tiles. A roll up metal security door has been installed in front of the former opening. The first and second stories of all other bays on this elevation are fitted with a pair of one-over-one, double-hung sash windows.

The building's northeastern and southeastern elevations, which formerly abutted other buildings, have been covered in stucco. In a few places, these walls have been altered to facilitate modern window and door fixtures. An exterior fire escape has been attached to the center of the building's eastern wall and a single-story, flat-roofed brick building has been appended to the building's eastern corner to serve as the office for the adjacent public parking lot.

National Register Recommendation: <u>Eligible</u>

199 Mitchell Street SW is considered Eligible for inclusion in the National Register of Historic Places. The resource 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.

The building does not have any known associations with events important in history and is not eligible under Criterion A.

199 Mitchell Street SW is locally significant under Criterion B for its association with Sigmund Samuels, a German immigrant and entrepreneur who rose to become one of the city's

leading businessmen during the early years of the twentieth century and an important member of Atlanta's Jewish community. Samuels' business empire was diverse. He operated a large number of successful companies including one of Atlanta's most popular theaters, a liquor distributorship, a mail order mercantile concern, and dry cleaners. Samuels began his entrepreneurial career with his purchase of 199 Mitchell Street SW (then-called 33 West Mitchell Street) in the early years of the twentieth century and renovated and embellished the building to serve as "Sig Samuels Famous Buffet." Newspaper and insurance map data suggests that this renovation seems to have also involved installation of elegant "Roman and Colonial" interiors and replacement of the original internal wooden floor system with steel joists. The restaurant also was well-known for its large selection of liquor. After statewide prohibition in 1907, Samuels again renovated the interior by adding a $4,000, thirty-foot-long, mahogany soda water fountain and transformed the establishment into an elegant pool and cigar stand. Today, Samuels is probably best remembered for his dry cleaning business which continues to operate under his name in a building erected by him at 201 Mitchell Street SW. However, 199 Mitchell Street is probably more directly associated with the core of his business operations.

The building is also locally significant under National Register Criterion C as a well-preserved and architecturally distinctive example of early twentieth-century classically inspired Atlanta commercial architecture. The building is not eligible under Criterion D.

The period of significance is 1907, when Sig Samuel completed his final renovations on 199 Mitchell Street SW. Although the building was extensively altered by Sigmund Sanders after his purchase in the early twentieth century, it is the building in that altered state that possesses historic architectural significance. It is a notable example of a commercial building type that is becoming increasingly scarce within the built fabric of downtown Atlanta. The building is well preserved and architecturally distinctive. The historic property boundary includes the building's original footprint.

Integrity: The Sig Samuels building retains integrity of location, design, material, workmanship, feeling, and association; its setting has been diminished by redevelopment and surface parking areas.

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this resource. Project implementation in this portion of the corridor would consist of repurposing the existing far curbside parking lane on Mitchell Street SW (southern most lane, southeastern travel direction) into a dedicated BRT vehicle travel lane. South of the property, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW, east of the intersection with Forsyth Street SW. The property will be separated from the dedicated BRT travel lane and shelter by a near curbside parking lane and two general traffic lanes. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not

result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741381.58 m E, 3737685.89 m N

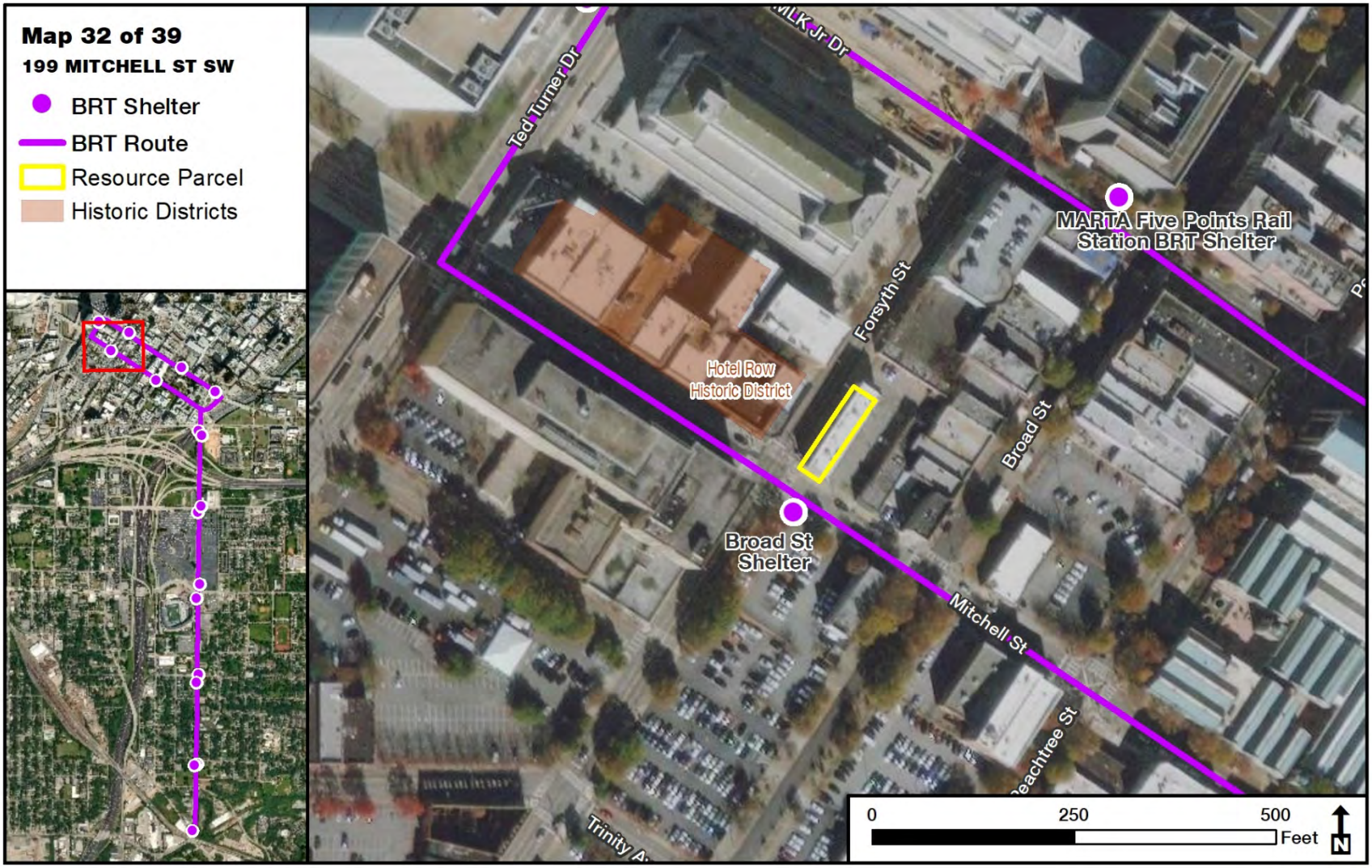
References: Smith, Ron and Mary O. Boyle. *Prohibition in Atlanta: Temperance, Tiger Kings & White Lightning*. Charleston, SC: American Palate, 2015.

Lee, Conor. "The Sig Samuels Building." History Atlanta: Historic Buildings, People & Things in Atlanta History. Blog entry July 11, 2013, Atlanta, GA. http://historyatlanta.com/the-sig-samuels-building/.

"Handsome and Elegant is Sig Samuels New Buffet." *Atlanta Constitution*, May 14 1905.

"Sig Samuels & Co. Place Now Fine Pool Parlor." *Atlanta Constitution*, February 9, 1908.

Figure 49. Resource 32 Parcel Map



Resource 33: 191 Mitchell Street SW

Property Identification: Resource 33 is identified on the location map. The property is not in a historic district.

Location: The property is located at 191 Mitchell Street SW on the northeast side of the street between Forsyth Street SW and Broad Street SW. The southbound Broad Street shelter is on the opposite side of the road on Mitchell Street SW, northwest of Resource 33.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 33 was constructed in 1930. The building is currently functioning for commercial use and has historically been used for commercial purposes.

Description: 191 Mitchell Street SW is an altered single-story, brick commercial building with a long, rectangular footprint oriented on a southwest-northeast axis. The building was originally constructed in the late-1920s to house a men's hat store named "The Toggery." A southwest-facing façade storefront featuring a recessed central doorway is flanked by chamfered display windows. The main entrance is fitted with a pair of wood doors with large central glazing. Although the main block of the building is covered by a flat roof, a deep pent roof carried by three evenly-spaced wooden brackets extends from the building and shelters the storefront and a portion of the sidewalk below. The pent roof is covered by eight courses of green ceramic Spanish tiles. Similar tiles are also utilized as coping along the tops of the pent roof and the low parapets on the building's side walls. A recessed panel above the main entrance formerly contained the building's sign although it has been more recently fitted with two diamond-shaped panels. An iron rod, attached to the pent roof, also formerly held a hanging sign that extended over the street perpendicular to the façade. There is no visible fenestration on the building's side elevations although a single window and an infilled doorway are located on the building's rear elevation.

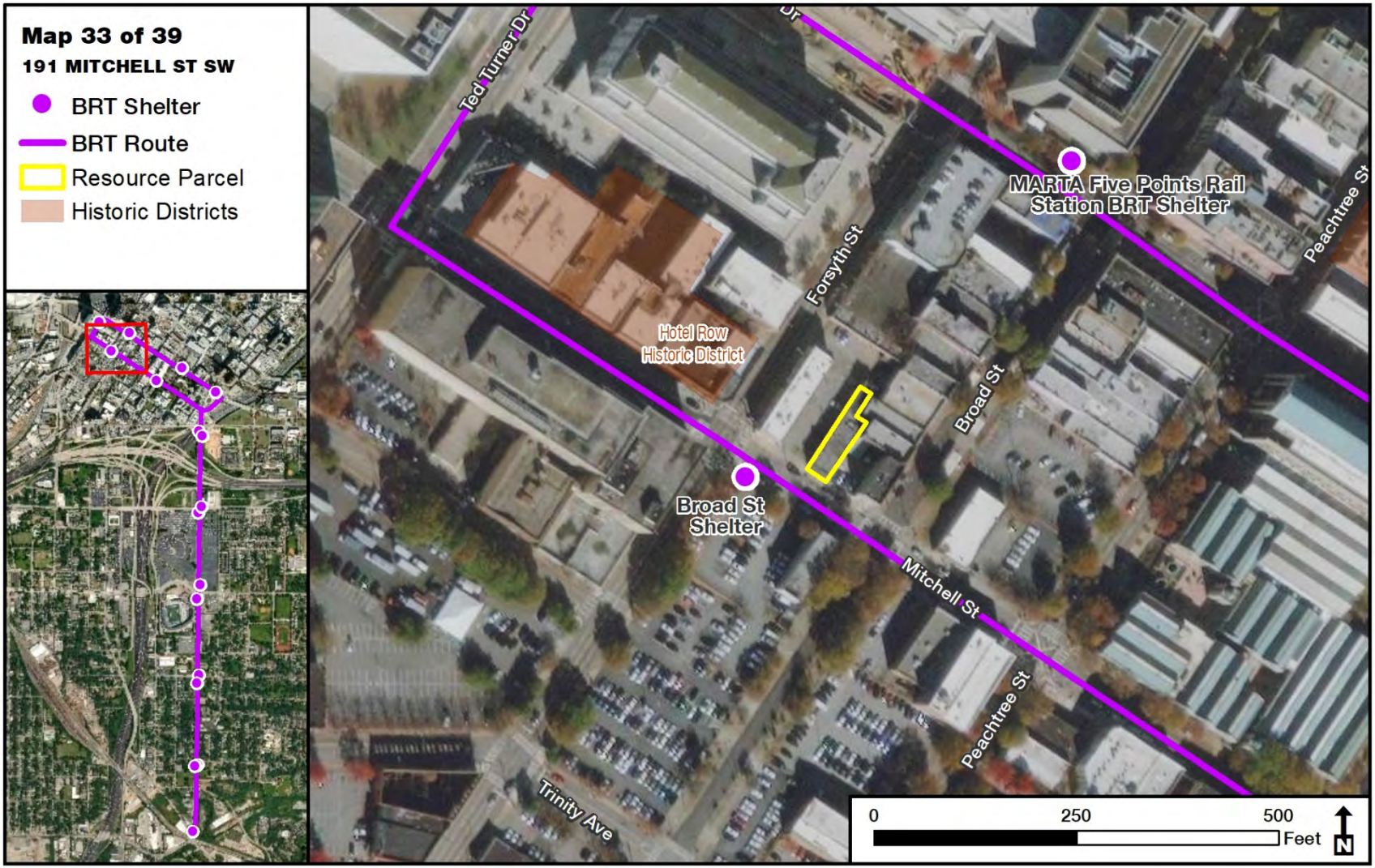
National Register Recommendation: <u>Not Eligible</u>

191 Mitchell Street SW is not eligible for inclusion in the National Register of Historic Places. The resource 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.

No evidence has been developed to suggest that 191 Mitchell Street SW was associated with events important within the broad patterns of our history or that it was associated with lives of persons significant in our past and is therefore not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. The commercial building is not a notable example of its type, period or method of construction, does not possess high artistic value and does not represent the work of a master; therefore, it is not eligible under Criterion C. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741399.48 m E, 3737672.55 m N

Figure 50. Resource 33 Parcel Map



Resource 34: 185 Mitchell Street SW

Property Identification: Resource 34 is identified on the location map. The property is not in a historic district.

Location: The property is located at 185 Mitchell Street SW on the northern corner of Broad Street SW and Mitchell Street SW. The southbound Broad Street shelter is on the opposite side of the road on Mitchell Street SW, northwest of Resource 34.

Date(s) of Development: According to the Fulton County tax assessor's record, Resource 35 was constructed in 1900. The building is currently used for commercial and office functions, and has historically been used for commercial and office purposes.

Description: 185 Mitchell Street SW is an early twentieth-century, three-story, two-part vertical block brick commercial building with a rectangular footprint located at the corner of Mitchell Street SW and Broad Street SW. It is oriented on a southwest-northeast axis parallel to Broad Street SW with its façade facing southwest toward Mitchell Street SW. The building features ornamental brick detailing on both its Mitchell Street SW façade and its Broad Street SW elevation. The building's first floor storefront features a recessed, chamfered corner entry behind a coffered square column that supports the building's overhanging second story. The main entrance to the building consists of a pair of modern glass and metal panel doors surmounted by a wood paneled transom. The doors are flanked by a rectangular fixed-pane window on the angled wall on each side of the doorway. East and west of the corner entry, along Mitchell Street SW and Broad Street SW, are single-pane storefront windows featuring paneled bulkheads and transoms framed by wood pilasters. Beneath the storefront windows is a decorative wrought iron grille. The entire first-story storefront is sheltered by a projecting wooden cornice.

A single door that presumably provides entry the upper floors of the building is located at the northern end of the building's Broad Street elevation. The door is accented by an arch formed from five rows of brick headers. A narrow masonry keystone is located at the top of the arch above a dome-shaped fabric canopy. Above, brick string courses extend across both the Mitchell Street SW façade and Broad Street SW elevation above each building story; only the Mitchell Street SW façade lacks a decorative stringcourse over the storefront perhaps indicating that an awning once hung below it.

The building's second and third stories feature regularly placed two-over-two, double-hung sash windows surmounted by segmental brick arch hoods with keystones. Each of the hoods is connected to its neighbors to form unified belt courses spanning the full width of the building's second and third floors. The building at 185 Mitchell Street SW is covered by a flat roof accented by a parapet. A decorative pattern consisting of evenly spaced projecting brick squares accents the base of the parapet while irregularly spaced crenellations along its upper edge may represent flue locations.

When originally constructed, the building housed retail store space on the first floor and apartment spaces on the two floors above. During the early 20th-century, the retail space was occupied by a "Rogers Pure Food Store." It was later, during the 1930's and 1940's, occupied by Benjamin's Drugstore.

National Register Recommendation: Not Eligible

185 Mitchell Street SW is not eligible for listing in the National Register of Historic Places. The resource 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.

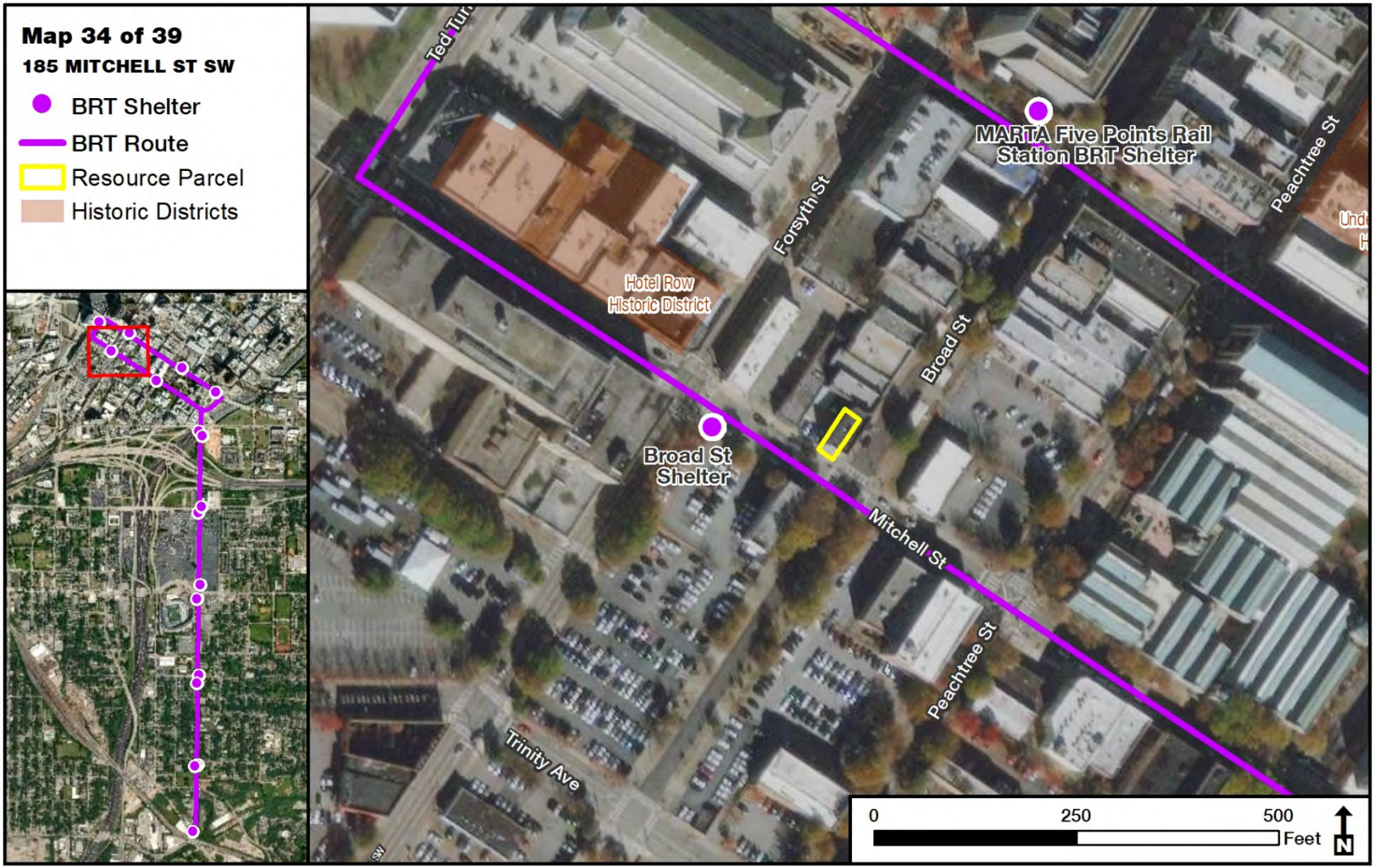
185 Mitchell Street SW does not appear to have been significantly associated with events important within the broad patterns of history nor has any evidence been developed to suggest that it was associated with the lives of persons significant in our past and is therefore not eligible under Criterion A. The building represents a relatively common example of an early 20th-century commercial building type that featured residential apartments above a corner storefront. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical example of commercial architecture and does not possess high artistic value or represent the work of a master. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741415.04 m E, 3737658.73 m N

References: "Now Then for Xmas Dinners." *Atlanta Constitution*, December 18, 1904.

"Fulton County Polling Places." *Atlanta Constitution*, November 3, 1942.

Figure 51. Resource 34 Parcel Map



Resource 35: 186 Mitchell Street SW

Property Identification: Resource 35 is identified on the location map. The property is not in a historic district.

Location: The property is located at 186 Mitchell Street SW at the western corner of Broad Street SW and Mitchell Street SW. The southbound Broad Street shelter is on the same side of Mitchell Street SW and is northwest of Resource 35.

Date(s) of Development: according to the Fulton County tax assessor's record, Resource 35 was constructed in 1890. The building is used for retail and has historically been used as retail.

Description: The building at 186 Mitchell Street SW is an altered two-story, brick commercial building with a rectangular footprint and a flat roof. It is oriented on a southwest-northeast axis parallel to Broad Street SW with its façade facing northeast toward Mitchell Street SW. The building appears to have undergone exterior modifications that include an applied stucco treatment on the façade and northwest, side elevation. The building façade features a first-story recessed entry with flanking canted storefront windows over bulkheads covered with modern wainscot paneling material. A modern fabric awning shades the entire first floor of the Mitchell Street SW façade.

Above, the second story features two sets of nine-over-nine, double-hung sash windows hung in a pair. One window includes a nonoriginal replacement sash featuring a single, large pane of glass. These slightly recessed window openings are located off center and feature surrounds formed by narrow string courses that extend across the full width of the façade. Each of these window pairs is topped by a blind arch that appears to be formed by a single course of brick. Each arch is topped by a diminutive, masonry keystone. A simple, corbelled brick cornice with decorative brick end brackets defines the upper edge of the roof parapet.

The fenestration of the southeast (Broad Street SW) elevation of the building suggests that a single-story, narrow building formally stood on the corner lot and was attached to the northern part of the extant building's sidewall. The first story of the southeastern elevation features a row of three narrow windows at the building's southern end. An additional small door or window is located at a slightly lower level adjacent to the southeast corner of the building. All of the openings on the first story are covered with metal security grates which obscure views of sash configurations. Above, the second floor features an irregularly spaced row of twelve-pane industrial metal windows with floating vents. The height of the parapet on this elevation is stepped and gradually decreases in height from north to south. A narrow brick flue is located at the southern edge of each of these parapet steps which are coped with copper flashing. The northwestern and southwestern elevations do not contain openings.

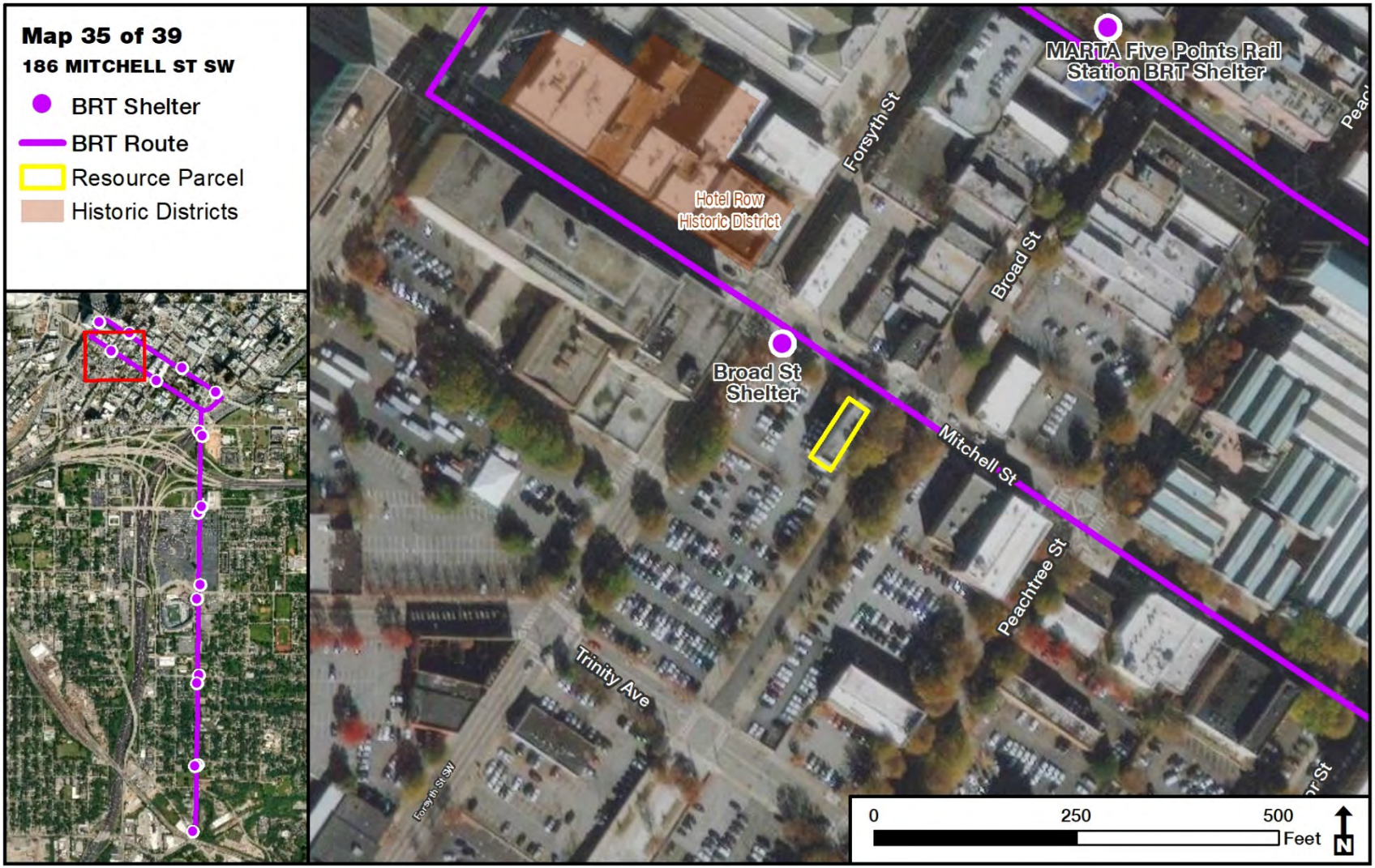
National Register Recommendation: <u>Not Eligible</u>

186 Mitchell Street SW is not eligible for listing in the National Register of Historic Places. The resource 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.

The building at 186 Mitchell Street SW appears to be a relatively unremarkable example of an early 20th-century, two-story commercial building with a first-floor retail space It does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. The altered commercial building does not possess significance as an important example of its type, period or method of construction. It does not possess high artistic value and does not represent the work of a master It is a typical but altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741386.72 m E, 3737623.40 m N

Figure 52. Resource 35 Parcel Map



Resource 36: 171 Mitchell Street SW

Property Identification: Resource 36 is identified on the location map. The property is not in a historic district.

Location: The property is located at 171 Mitchell Street SW on the northeast side of the street between Broad Street SW and Peachtree Street SW. The southbound Broad Street shelter is on the opposite side of Mitchell Street SW and across Broad Street from Resource 36. The shelter is northwest of the property.

Date(s) of Development: According to the SHPO CRGIS, Resource 36 was constructed in 1946. The building is used for retail and was has been historically used as retail.

Description: 171 Mitchell Street SW is a substantially altered, single-story, brick commercial building with a rectangular footprint built c. 1946 to house the Security Jewelry and Loan Co. It is oriented on a southwest-northeast axis with a façade facing southwest toward Mitchell Street NW. An inward angled storefront with a recessed, central door formerly occupied the lower part of the store's street façade; however, this entry has been modified in order to divide the building into two commercial spaces with separate entrances. An original pair of glass and wood commercial doors is located in a recessed position at the center of the façade. The doors are surmounted by a single pane transom. An original stepped and angled storefront display window survives to the right (east) of the original main entrance. To the west, a second recessed entry features a modern glazed, metal-framed door and adjacent fixed, single-pane window. West of the modified entry, plywood paneling extends from the sidewalk to the full height of the storefront. Directly above the storefront, the brick façade appears to indicate that an original cornice or hood was removed. The upper portions of the façade and parapet are blind and lack ornamentation. An iron pipe has been inserted into the wall above one storefront to hang a sign. Both of the building's side elevations lack openings. Along both elevations, the parapet is stepped and increases in height from the façade to the building's rear. The building's rear elevation contains no openings and is presently covered by a mural.

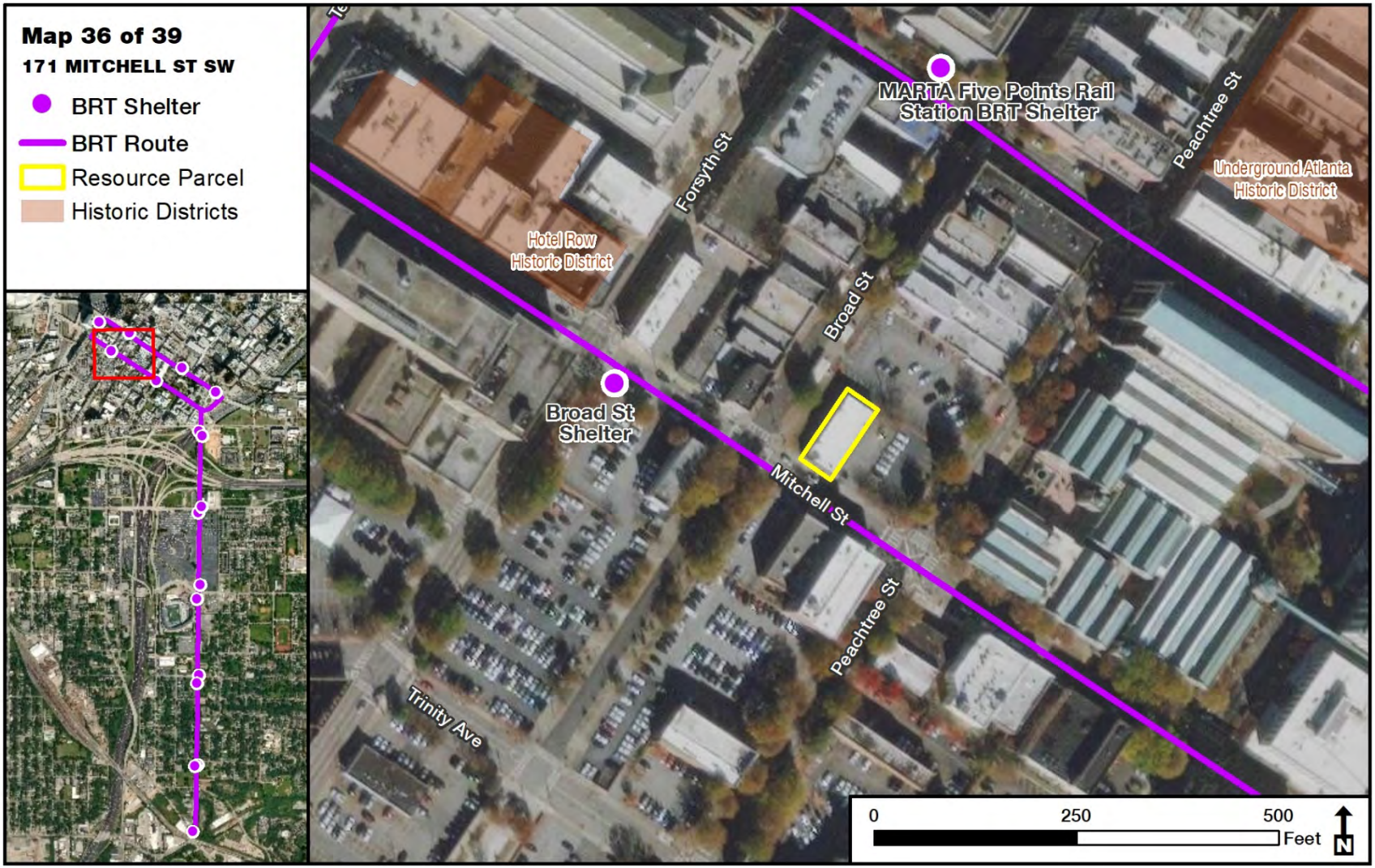
National Register Recommendation: <u>Not Eligible</u>

171 Mitchell Street SW is not eligible for inclusion in the National Register of Historic Places. The resource 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.

171 Mitchell Street SW does not have any known associations with events important in history and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. The building is a substantially altered commercial building and is not eligible under Criterion C. It is a typical but altered example of commercial architecture. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741448.20 m E, 3737639.17 m N

Figure 53. Resource 36 Parcel Map



Resource 37: 166 Pryor Street SW

Property Identification: Resource 37 is identified on the location map. The property is not in a historic district.

Location: The property is located at 166 Pryor Street SW on the southwest corner of Pryor Street SW and Mitchell Street SW. The southbound City Hall shelter is on the same side of Mitchell Street SW and to the southeast of the property.

Date(s) of Development: According to the Fulton County tax assessor's records, Resource 37 was constructed in 1950. The current use is as a hotel. Historically, the building has been used as a hotel.

Description: 6-story masonry commercial building featuring brick exterior walls on upper 4 stories, with patterned concrete and blocks of glass storefront windows on two lowest stories. Plain brick pilasters vertically divide the elevations, while evenly-spaced two-over-two metal sash windows compose the fenestration pattern. An upper corner of the building is formed from glass and metal, contrasting with the brick walls. The main entrance is recessed at the corner, sheltered under the building's concrete structural member.

National Register Recommendation: Not Eligible

This commercial building does not possess the outstanding architectural or historical significance needed for consideration for eligibility to the NRHP. Furthermore, it has undergone many significant alterations that greatly impact its integrity.

UTM Coordinates: 741603.34 m E, 3737490.48 m N

Figure 54. Resource 37 Parcel Map

Resource 38: 178 Pryor Street SW

Property Identification: Resource 38 is identified on the location map. The property is not in a historic district.

Location: The property is located at 178 Pryor Street SW and is the majority of the block bounded by Pryor Street SW, Trinity Avenue SW, Central Avenue SW, and Mitchell Street SW. The southbound City Hall shelter is adjacent to the property on Mitchell Street SW.

Date(s) of Development: According to historic aerial imagery, the brick building parking deck was constructed between 1960 and 1968. According to the Fulton County tax assessor's record, this building was built for commercial use and is still in commercial use. Although the garage remains, the rest of the parcel was redeveloped for residential use in the mid-1990s.

Description: The four-level concrete garage attached to the Capitol Center Hotel is a standard parking structure with open roof-top parking at its top level. The garage is well-maintained and recently refaced, giving it a new appearance. The ground level contains double glass pedestrian doors. Remaining levels have incised panel designs on the low concrete walls; the area above the walls is open to the elements at each level. Vehicular entrance to the garage is through a rolling metal gate at the south end. The

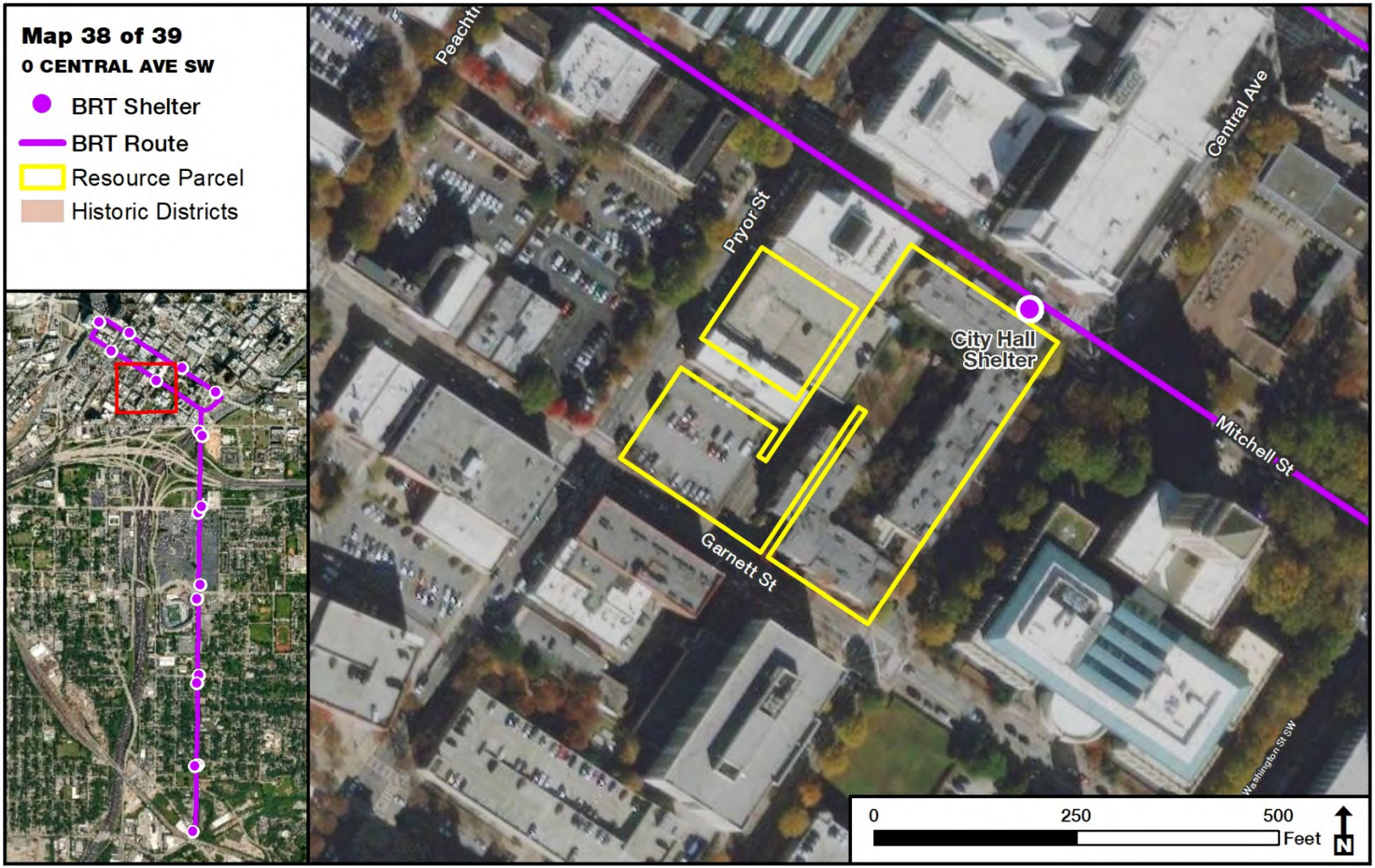
garage's north elevation is attached to the adjacent hotel; a series of stairs at that connection point provides pedestrian access to the garage's upper floors.

National Register Recommendation: Not Eligible

The Capitol Center Hotel Garage at Central Avenue/Pryor Street is not eligible for listing in the National Register of Historic Places. It does not have any known associations with events important in history and is not an early or influential example of the type and is not eligible under Criterion A. Research did not indicate associations with important people in history and it therefore is not eligible under Criterion B. It is not eligible under Criterion C. It is a typical but altered example of a modern parking structure. There is no indication it will yield information important in history and is not eligible under Criterion D.

UTM Coordinates: 741598.33 m E, 3737425.30 m N

Figure 55. Resource 38 Parcel Map



Atlanta City Hall – Resource 39: 68 Mitchell Street SW

Property Identification: Resource 39 is identified on the location map and is Atlanta City Hall identified in the National Register of Historic Places. The property is not in a historic district.

Location: The property is located at 68 Mitchell Street SW. The property is bounded by Mitchell Street SW to the northeast, Central Avenue SW to the northwest, Trinity Avenue SW to the southwest, and Washington Street SW to the southeast. The southbound City Hall shelter is on the across Central Avenue SW and on the same side of Mitchell Street SW as the property and is to the northwest of Resource 39.

Date(s) of Development: According to the NRHP registration form, Resource 39 was constructed in 1930. The building is a government building. Historically, the building was used as a government building.

Description: The NRHP nomination form lists the property as significant in the areas of architecture and politics/government. According to the NRHP registration form, "The Atlanta City Hall is an eleven story office tower set above a four story rectangular base. It is of Gothic design with pointed arches and uninterrupted piers with inset spandrels of olive green ornamented terra cotta. The reinforced concrete structure has a cream colored terra cotta veneer covering the entire building. There are white marble balustrades and steps, and original lighting fixtures, at the Mitchell Street entrance. The original first floor interior remains intact and includes ornate brass fixtures and highly polished marble floors and walls. There are oak beamed ceilings in the mayor's office and council chambers. Bronze banking fixtures adorn the first-floor fee-collecting departments. The lobby and other public spaces have decorative marble wainscoting, walls, and pillars, and ornamented plaster cornices. The entrance and elevator doors are heavy bronze. Twin staircases leading to the second floor are also marble. Original lighting fixtures also remain in the entrance lobby. Throughout the building many of the original mechanical systems remain including the original water tank on the roof, restroom plumbing, water fountains, and elevator doors. The building sits on a four acre city block that slopes downhill from east to west with parking on the south and west sides. The grounds have a minimum of landscaping with grass, small shrubs, and some trees. There are no outbuildings. The city hall is directly across the street from several state office buildings and diagonally across from the State Capitol and the Fulton County Courthouse. Changes to the building include modernization of offices above the first floor, fireproofing adding air conditioning, and the repair of the terra cotta veneer.

The Atlanta City Hall is significant in terms of architecture and government. Architecturally, it is significant as a fine example of the use of the Gothic Revival style for a governmental structure. It exhibits important details of the style including vertical emphasis, pinnacles, and pointed arches. It is significant too in the use of two types of terra cotta for the entire exterior covering and ornamentation. Its grand entrance lobby, wherein bronze and marble are used to create an important public space, adds to the effect of the public nature of the building. All principal materials for the building – granite, marble, terra cotta, and brick – were Georgia products, a significant feature for the Depression-era, when this magnificent structure was constructed. The building is architecturally significant also as a work of G. Lloyd Preacher (1882-1972), noted for many civic and private buildings throughout the southeast. After locating his main office in Atlanta in 1922 her became known for important buildings in the city including the Briarcliff Hotel and the Heinz Mansion on Ponce de Leon Avenue. The largest surviving concentration of his known works is in Augusta, Georgia. The governmental significance of the city hall rests with its being built as a city hall and its continued use for that purpose. The site itself is only a block from Atlanta's antebellum and wartime city hall. This particular site was a private home and then a girl's high school until being purchased for the city hall site in the late 1920s. Within this building have continued the usual city government functions. The office of the mayor is here and city council meetings are held here. Citizens have come here to visit officials, attend meetings, and pay bills since its opening on February 22, 1930."

National Register Recommendation: Listed

Assessment of Effects: A Finding of No Adverse Effect is anticipated for this adjacent resource. Project implementation in this portion of the corridor would consist of repurposing the existing adjacent curbside parking lane on Mitchell Street SW (southern most lane, southeastern travel direction) into a dedicated BRT vehicle travel lane. To the northwest of the property, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW, west of the intersection with Central Ave SW. The structure sits approximately 70 feet away from the edge of pavement, and will be separated from the dedicated BRT travel lane by this distance. The edge of the structure will also be greater than 200 feet from the BRT shelter. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the property's use. The proposed project would not change the character of the physical features that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the building. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The proposed project would not directly or indirectly affect the resource.

UTM Coordinates: 741723.81 m E, 3737356.76 m N

Reference: National Register of Historic Places, Atlanta City Hall, City of Atlanta, Fulton County, Georgia, National Register #83000227

Figure 56. Resource 39 Parcel Map

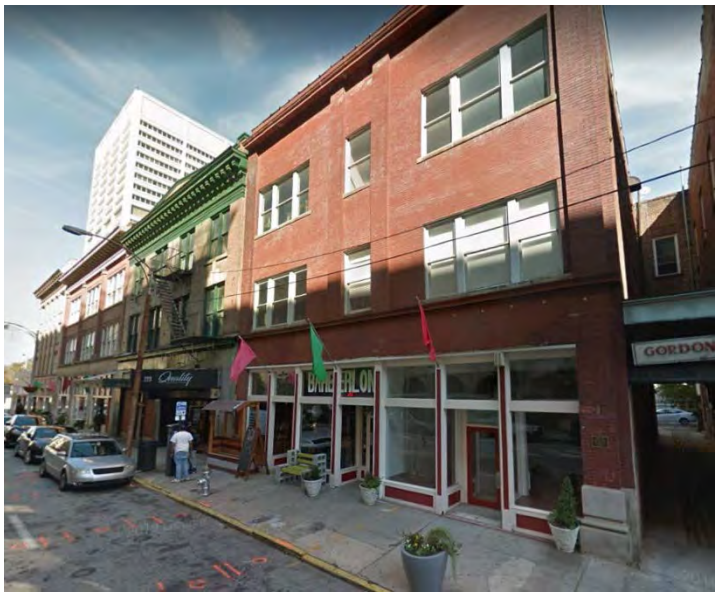
District 1: Hotel Row Historic District

Property Identification: District 1 is identified on the location map and is the Hotel Row Historic District, identified in the National Register of Historic Places.

Location: The district includes the properties that make up the north side of the block along Mitchell Street between Forsyth and Spring Street and include 205-235 Mitchell Street (odd numbers).

Date(s) of Development: According to the NRHP registration form, the dates of development for the district are: 1892 and 1908.

Description: The NRHP nomination form lists the district as significant in the areas of architecture, commerce, and transportation. According to the NRHP registration form: "Hotel Row is a single block of historic commercial buildings, mostly hotels, originally built within the shadow of Atlanta's main railroad station (now gone). The majority of buildings within the block are typical early 20th century commercial buildings with vary from three to five stories. They are brick with varying degrees of detailing. At the street level they have storefronts, some with plate glass, and mostly symmetrical facades. Several buildings were built specifically as hotels and have upstairs space accordingly. An exception is Concordia Hall, at the southeastern edge, built in 1892 as a Jewish community center. It also is the most severely altered of the buildings, having lost a turret and its original roof but retaining an elaborately decorated terra-cotta and brick Forsyth Street entrance doorway. The buildings are on a flat surface directly across the street from the former rail yards.



The lots are all perpendicular to Mitchell Street. Because there is no space between the buildings themselves nor between them and the street, there is no landscaping. The C&S Bank building, constructed in 1947, fronts the entire south side of Mitchell Street opposite of Hotel Row.

Hotel Row consists of a row of 3-4 story early 20th century hotel and commercial buildings which once formed part of Atlanta's original business district. The Concordia Hall built in 1892, is the oldest building within Hotel Row and survived the fire on May 8, 1908, which destroyed the rest of the commercial structures along this block. Consequently, the buildings that create 'Hotel Row,' the Gordon Hotel, the Scoville, the Sylvan and two three-story commercial buildings, have construction dates of post-May 1908."

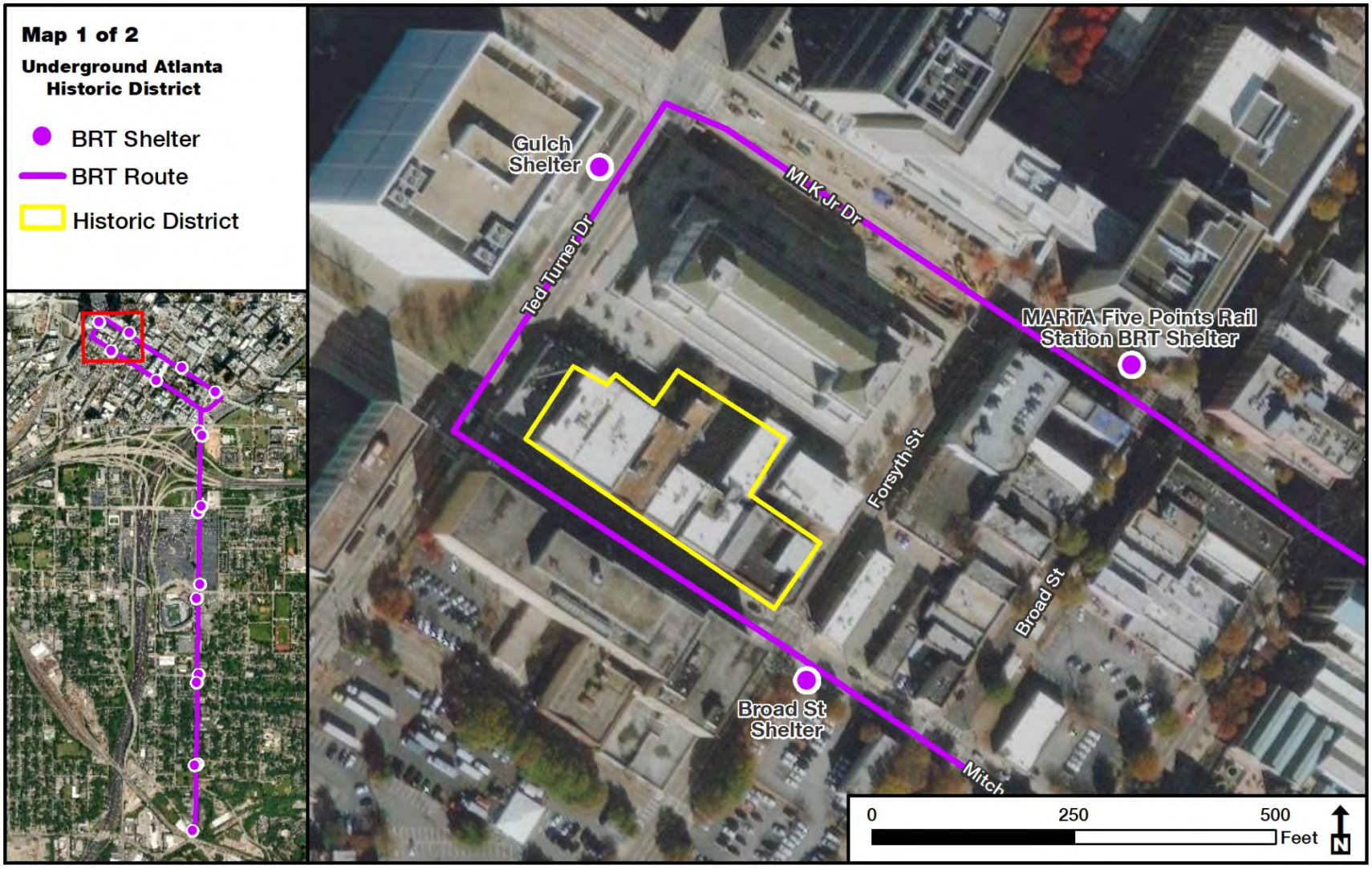
National Register of Historic Places Determination of Eligibility: Listed

Assessment of Effects: A Finding of No Adverse Effect is anticipated for the Hotel Row Historic District within the APE of the proposed project. Project implementation in this portion of the corridor would consist only of repurposing the existing far curbside parking lane on Mitchell Street SW (southern most lane, southeastern travel direction) into a dedicated BRT vehicle travel lane. To the southeast, but outside of the district, a BRT shelter will be constructed in existing ROW on the south side of Mitchell Street SW, east of the intersection with Forsyth Street SW. There will be no right-of-way acquisition and all improvements will take place within existing pavement.

The proposed project would not result in a change in character of the district. The proposed project would not change the character of the physical features within the setting of the district that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the district. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The project consists of transit within an existing roadway and would not introduce obtrusive physical or visual elements to the district. The proposed project would not directly or indirectly affect the resource.

Reference: National Register of Historic Places, Hotel Row, City of Atlanta, Fulton County, Georgia, National Register #93208224.

Figure 57. District 1 Location Map



District 2: Underground Atlanta Historic District

Property Identification: District 2 is identified on the location map and is the Underground Atlanta Historic District, identified in the National Register of Historic Places.

Location: The district is made up of all buildings fronting on or having access to an area defined by a viaduct system situated between Wall Street on the north, Peachtree Street on the west, Central Avenue on the east, and property lines just north of Martin Luther King, Jr. Drive on the south. The district also includes the viaducts, the Zero Mile Post, and the Georgia Railway Freight Depot.

Date(s) of Development: According to the NRHP registration form, the dates of significance for the district are: 1892 and 1908.

Description: The NRHP nomination form lists the district as significant in the areas of architecture, commerce, community planning, engineering, transportation, and local history. According to the NRHP registration form: "The Underground Atlanta Historic District consists of several components: an approximately two-block area of buildings bounded by Alabama Street, Central Avenue, Peachtree Street, and the rear lot lines of properties along the north side of Martin Luther King, Jr. Drive; viaducts on Central, Pryor, Alabama and Wall Streets; store fronts along the north side of Alabama Street below the

viaduct; the Georgia Railroad Freight Depot at the east end of Alabama Street; and the Zero Mile Post under the Central Avenue viaduct. The buildings within the district are several stories high and built of brick with stone, iron, sheet metal, and terra cotta details. Built during the late-nineteenth and early-twentieth centuries, they are generally Victorian in style, with some examples of Neoclassical and Functional design. These buildings form continuous business blocks in the area. The viaducts are constructed of reinforced concrete, featuring Neoclassical detailing, and date from the late 1920s. They effectively raise the real street level one story, leaving the original ground floors 'underground' in the district. The store fronts along the north side of Alabama Street under the viaduct are the surviving lower portions of buildings demolished to make way for the MARTA rapid-rail line. The Georgia Railroad Freight Depot is the remaining part of an Italianate railroad facility. The Zero Mile Post is a small stone marker post. Excluded from the district are the rights-of-way for the Georgia Railroad tracks and the MARTA rapid-rail line, the contemporary parking lots and decks between Alabama Street and Wall Street, and Plaza Park to the west of the intersection of Pryor and Wall Streets.

Originally, the two-and-a-half block area of the Underground district was a part of the larger gateway to the city. The history of this gateway to Atlanta mirrors the dynamic growth of the city as it expanded from a railroad and pedestrian town of the mid-nineteenth century into a regional automobile and air metropolis of the late-twentieth century. The phases of growth and development may be divided into the following time periods: (1) 1850 to 1864 – antebellum patterning, (2) 1865 to 1900 – post war growth and rebuilding, (3) 1900 to 1927 – early-twentieth-century advances, (4) 1928 to 1968 – bridging the railroad gulch, (5) 1968 to 1972 – Underground Atlanta redevelopment, and (6) 1972 to the present – Metropolitan Atlanta Rapid Transit Authority (MARTA) rapid-rail destruction and reconstruction. Each of these phases has brought profound changes to Atlanta and each may be witnessed in the Underground district."

National Register Recommendation: Listed

Assessment of Effects: A Finding of No Adverse Effect is anticipated for the Underground Atlanta Historic District. Project implementation in this portion of the corridor would consist of repurposing the existing north curbside travel lane on Martin Luther King Jr Drive SW (northern most lane, northwestern travel direction) into a dedicated BRT vehicle travel lane. On the northern side of MLK Jr Drive and approximately midblock between the intersections with Washington Street SW and Central Avenue SW, a BRT shelter will be

constructed in existing ROW. The district is north of the project implementation area and neither the repurposed lane nor the shelter fall within the district's boundary. Additionally, existing structures and parking lots separate the project implementation area and the district. All project construction will occur within the right-of-way and all improvements will be within existing pavement.

The proposed project would not result in a change in character of the district. The proposed project would not change the character of the physical features within the setting of the district that contribute to its historic significance and would not result in the introduction of visual elements that diminish the integrity of the district. Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features and project implementation would not audibly affect the property. The project consists of transit within an existing roadway and would not introduce obtrusive physical or visual elements to the district. The proposed project would not directly or indirectly affect the resource.

Reference: National Register of Historic Places, Underground Atlanta, City of Atlanta, Fulton County, Georgia, National Register #80001077

Figure 58. District 2 Location Map

Conclusion

This effects assessment accounts for anticipated effects to those historic resources based on conceptual design of the project. The anticipated effects discussed in this report are based on current known information regarding the various construction activities and needs associated with this project in relation to each of the eligible historic resources along the corridor.

Based on this information, it is anticipated that a finding of No Adverse Effect will be determined for the following historic resources:

1. Emmaus House
2. Capitol Avenue Apartments
3. Georgia State Capitol
4. Central Presbyterian Church
5. Georgia Railroad Freight Depot
6. Shrine of the Immaculate Conception
7. Fulton County Courthouse
8. Sam Nunn Federal Center
9. United States Post Office
10. Citizens and Southern Operations Complex
11. Sig Samuels Building
12. Atlanta City Hall
13. Hotel Row Historic District
14. Underground Atlanta Historic District

This finding is based on the assumption that all construction and ground-disturbing activity associated with the project is anticipated to occur within existing right-of-way and would not require the displacement or alteration of any structures or other contributing features located within the eligible historic boundaries of these properties.

Attachment 1 – NRHP Nomination Forms

Resource 13: Georgia State Capitol

(NATIONAL HISTORIC LANDMARKS)

P 4000 2909

Fifth Congressional District

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE:	
Georgia	
COUNTY:	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
10.5.10.0012	5/13/76

1. NAME

COMMON:
Georgia State Capitol ~~Building~~

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Capitol Square

CITY OR TOWN:
Atlanta

STATE	CODE	COUNTY:	CODE
Georgia	13	Fulton	121

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building	☒ Public	Public Acquisition:	☒ Occupied	Yes:
☐ Site ☐ Structure	☐ Private	☐ In Process	☐ Unoccupied	☒ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☐ Unrestricted
				☐ No

PRESENT USE *(Check One or More as Appropriate)*

☐ Agricultural	☒ Government	☐ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☒ Other *(Specify)*	
☒ Educational	☐ Military	☐ Religious	State Capitol	
☐ Entertainment	☒ Museum	☐ Scientific		

SEE INSTRUCTIONS

4. OWNER OF PROPERTY

OWNER'S NAME:
State of Georgia

STREET AND NUMBER:

CITY OR TOWN:	STATE:	CODE
Atlanta	Georgia	13

STATE: Georgia

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Fulton County Courthouse

STREET AND NUMBER:
165 Central Ave, S.W.

CITY OR TOWN:	STATE	CODE
Atlanta	Georgia	13

COUNTY: Fulton

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
None

DATE OF SURVEY: ☐ Federal ☐ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:	STATE:	CODE

RECEIVED MAY 3 1971 NATIONAL REGISTER

FOR NPS USE ONLY

ENTRY NUMBER: 10.5.10.0012

DATE: 5/13/76

7. DESCRIPTION

CONDITION	(Check One)					
	☒ Excellent	☐ Good	☐ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☐ Altered	☒ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

Capitol Square is five acres bounded on the west by Washington Street, on the north by Hunter Street, on the east by Capitol Avenue, and on the south by Mitchell Street. The Capitol may be entered from each side of the square but the main entrance, approached on a wide concrete plaza, is on the west facing downtown Atlanta. Dominating this façade is a four story heroic portico, the pediment being supported by six columns in the composite order. Six rusticated piers support the columns and one enters the second but main floor of the building by passing between these massive squares of stone. Above this pedimented portico a dome and lantern covered with gold leaf rise, topped by a female statue of Freedom holding a sword to her side and a lantern aloft. This main entrance block has two wings connected by wide hyphens. The rear façade essentially duplicates the front.

15 feet

The greatest length of the building, north and south, is 347 feet and nine inches and the greatest depth through the center is 272 feet, 4 1/2 inches. The open rotunda extends from the second floor through the upper stories to a height of 237 feet and four inches, exclusive of the statue adorning the top of the dome, which is fifteen feet tall. The dome itself is 75 feet in diameter. Indiana oolithic limestone is the chief facing material. The cornerstone is Georgia marble.

Inside, Georgia marble has been used for floors, steps, and as a facing for walls to a height of several feet.

On the west side of the open rotunda above the entrance way and defined by the portico is the House Chamber, and on the east side is the Senate Chamber. Oak paneling in both chambers is a massive exercise in Florentine Renaissance motifs with an Eastlake Victorian flavor.

Off the north and south sides of the rotunda in the hyphen connecting the two office wings are two-story galleried lobbies with grand marble staircases, the whole lighted at the top by bands of round-arched clerestory windows. The galleries are supported by 42 columns in the Composite Order. Shades of blue are used throughout with architectural details highlighted by gold leaf. Statues, marble busts, portraits, markers, Confederate and other war flags and banners are displayed on every floor. Under the rotunda is a Hall of Fame with marble busts of the Georgia "Signers" and other illustrious citizens from the past. The fourth floor corridors have displays which comprise the Georgia State Museum of Science and Industry. Outside on the beautifully manicured Capitol grounds, under elms, oaks, and 10 magnolia trees, are numerous bronze statues and historical markers with here and there a veritable botanical garden of native flora in beds of flowers changed with the seasons.

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SEE INSTRUCTIONS

(Number all entries)

NATIONAL LANDMARKS STATEMENT OF ARCHITECTURAL SIGNIFICANCE

GEORGIA STATE CAPITOL

Begun in 1884 and completed in 1889, the Georgia State Capitol is a landmark in the history of 19th century American architecture because in style, form and plan it is a perfect expression and symbol of the idea of a Capitol building for the Capital of the New South, as Atlanta was called after Reconstruction. Reminiscent of the U. S. Capitol, it directly expressed Atlanta's new nationalism, when city leaders of the Georgia capital city were rebuilding and building-up the destroyed Confederate railroad center in a new image. They wanted to create an architectural symbol as Atlanta and the South began to join the mainstream of American life. High Victorian styles were rejected for a U. S. Capitol-like form of neo-classicism which would serve as a symbol of Georgia's rejoining the Union. This architectural nationalism, however, was forward-looking not only in terms of New South philosophy but also in prefiguring the "American Renaissance" style which culminated in the World's Columbian Exposition of 1893 - itself said to be an expression of the nationalistic spirit of late 19th century America.

Atlanta became the official permanent State Capital in 1877. At that time, the city offered the state, "The Square in the heart of the city known as City Hall lot, containing five acres of land, bounded by a street on every side on which to locate and build a Capitol for the State."

This offer was accepted in 1879 and, in 1883, the State Legislature appropriated one million dollars for the erection of a Capitol under the supervision of a Board of five Commissioners, exclusive of the Governor who was designated as Ex-officio Chairman of the Board. The Commissioners with George Price Post of New York as final judge selected by competition the design submitted by the architectural firm of Edbrooke (Willoughby J.) and Burnham (Franklin P.), of Chicago. September 24, 1884, a construction bid from Miles and Horne, Toledo, Ohio, for $862,756.75 was accepted. Indiana oolithic limestone was the chief material specified in the bid and Georgia marble for the interior finish of walls, floors, and steps. (The Commissioners considered substituting Georgia marble or granite for the limestone, but deemed it "too expensive.") Begun October 26, 1884 and first occupied June 15, 1889, it cost $999,881.57 leaving from the appropriated million dollars, $118.43.

In continuous use as a state capitol, housing the legislature and state government offices, it is today a prominent feature both historically, as one of the oldest major structures in Atlanta, and architecturally in Atlanta's ever-changing skyline.

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☒ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)* 1889

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☐ Agriculture
- ☒ Architecture
- ☐ Art
- ☐ Commerce
- ☐ Communications
- ☐ Conservation
- ☒ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☒ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☒ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☒ Other *(Specify)* History, State Capitol

STATEMENT OF SIGNIFICANCE

Georgia has had five authorized Capitals, owned four Capitol buildings of which three were built by the State, one in the 18th century at Louisville and the other two during the 19th century, first at Milledgeville in 1807, and then the present one in Atlanta completed in 1889.

In 1887 when Atlanta became the official permanent State Capital, the city offered the state:

> The square in the heart of the city known as City Hall Lot, containing five acres of land, bounded by a street on every side on which to locate and build a Capitol for the State.

This offer was accepted in 1879 and, in 1883, the State Legislature appropriated one million dollars for the erection of a Capitol under the supervision of a Board of five Commissioners, exclusive of the Governor who was designated as Ex-officio Chairman of the Board.

The Capitol Act specified that "all materials used in the construction of said building shall be those found and procured within the State of Georgia; provided that same can be procured in said state as cheaply as other materials of like quality in other states." The Commissioners selected by competition the design submitted by the architectural firm of Edbrooke (Willoughby J.) and Burnham (Franklin P.), of Chicago. September 24, 1884, a construction bid from Miles and Horne, Toledo, Ohio, for $862,756.75 was accepted. Indiana oolithic limestone was the chief material specified in the bid and Georgia marble for the interior finish of walls, floors, and steps. (The Commissioners considered substituting Georgia marble or granite for the limestone, but deemed it "too expensive.") Begun October 26, 1884 and first occupied June 15, 1889, it cost $999,881.57 leaving from the appropriated million dollars, $118.43!

Although designed and completed during the era of High Victorian styles when stylistic mixing was fashionable, it is a monumentally classical domed and columned structure with a convincing atmosphere of architectural purity and design integrity. Several renovations have not altered the original design which could be called a stylistic exercise in the United States Capitol, Neo-Classical-Renaissance Revival manner. — cladded in Monel (1959) metal and gold leafed (1960)

The building's monumentality was enhanced in 1960 when 43 ounces of Georgia gold leaf were applied to the dome and lantern, adding an almost Baroque note to the otherwise classical sobriety of modern Atlanta's reminder of Republican Rome. As the Capitol from 1889 until the present moment, it continues to be the prime architectural symbol of the best aspects of the State's past, present, and future. (It and its landscape setting of lawns, walks, native flora, statues, monuments, and Georgia history markers are superbly maintained and at night dramatically lighted.)

SEE INSTRUCTIONS

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

Fortson, Ben W., Secretary of State, The State of Georgia and its Capitol. (Atlanta, 1970).

Garrett, Franklin M., Atlanta and Environs. (New York: Lewis Historical Publishing Company, Inc., 1954).

Miller, Paul W., ed., Atlanta: Capital of the South. (New York: Olver Durrell, Inc., 1949).

Mitchell, William R., Jr., Personal Inspection, April 1971.

Sparks, Andrew, "Under the Capitol Dome," Atlanta Journal and Constitution Magazine, January 12, 1964.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE Degrees	Minutes	Seconds	LONGITUDE Degrees	Minutes	Seconds
NW	°	'	"	°	'	"
NE	°	'	"	°	'	"
SE	°	'	"	°	'	"
SW	°	'	"	°	'	"

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE Degrees	Minutes	Seconds	LONGITUDE Degrees	Minutes	Seconds
33 °	44 '	53 "	84 °	23 '	20 "

UTM 16/741950/3737190 CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 5

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

RECEIVED MAY 3 1971 NATIONAL REGISTER

11. FORM PREPARED BY

NAME AND TITLE:
William R. Mitchell, Jr., Director, Georgia Historic Sites Survey

ORGANIZATION
Georgia Historical Commission

DATE
April 23, 1971

STREET AND NUMBER:
116 Mitchell Street, S.W.

CITY OR TOWN:
Atlanta

STATE: Georgia

CODE: 13

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National ☑ State ☐ Local ☐

Name Mary Gregory Hewitt

Title State Liaison Officer

Date April 27, 1971

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Ernest A Connally

Chief, Office of Archeology and Historic Preservation

DEC 9 1971

Date

ATTEST:

William J Dentzer

Keeper of The National Register

NOV 22 1971

Date

SEE INSTRUCTIONS

PLEASE RETURN THIS FORM WHEN THE PROPERTY IS RESUBMITTED. DATE July 12, 1971

NAME OF PROPERTY State Capitol Building

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below.

____ Insufficient locational information.
Comments: _____

____ Geographical location codes missing or incorrect.

____ Classification (Item#3) incomplete.
Comments: _____

____ Owner of property/location of legal description necessary.
Comments: _____

____ No bibliography.

____ Acreage of nomination not provided.
Comments: _____

Lon 84° 23' 30"
Lat 33° 44' 53"

XXX Longitude and latitude coordinates.
Comments: Please recompute coordinates. 58" looks a little high for latitude, and longitude is off by thousands of feet. 24' 25" would lie to the west nearly to the axis of Spellman College.

____ Form is not signed by the State Liaison Officer (Item #12).

____ Photograph/map forms (Form 10-301) required for each photograph/map.

____ Insufficient map coverage of property.
Comments: _____

____ Description (Item #7).
Comments: _____

____ Statement of Significance (Item #8).
Comments: _____

____ Xerox forms unacceptable.

____ Other.
Comments: _____

Clarification or correction of the items noted above must be made prior to the initiation of our professional review. Correction of these technical errors or deficiencies does not necessarily insure that the nomination will then satisfy National Register criteria in full.

SIGNED for Wm. L. Murtagh

advance nomination

State capital Building

PROPERTY STATE GA.

5/3/71 YES NO NUMBER 6 70.5.10.0012

11/24/71 ✓ 5/13/70

✓

✓ 1

7/20/71 5/4/71

REVIEW Kentuck for coords - OK on recommendation PH 7/29/71

OK S Marmaduke 7/1/71

HISTORIAN Okay. Sadler 11/2/71.

ARCHEOLOGIST

ARCHITECT The archtype capitol bldg! Ok Chambers 8-5-71

ASST. KEEPER OK Mullen 11/8/71

KEEPER Ok 11/22/71

ENTRY

CHIEF, OAHP EHC 12-9

EDITORIAL PROCESSING, EDITOR ok CD 8/6/71

Date

Federal Register Entry

Annual Edition Entry

Logged 12-9-71

Card 12-9-71

WORKING NUMBER 1.21.70.13

COMMENTS

RECEIVED MAY 3 1971 NATIONAL REGISTER

Return 7/12/71 PH
- coords wrong
5th

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Georgia	
COUNTY	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
10,5,10,0012	5/13/70

SEE INSTRUCTIONS

1. NAME

COMMON: State Capitol Building

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Capitol Square

CITY OR TOWN:
Atlanta

STATE:	CODE	COUNTY:	CODE
Georgia	13	Fulton	121

3. PHOTO REFERENCE

PHOTO CREDIT: Jet Lowe

DATE OF PHOTO: April 1971

NEGATIVE FILED AT: Georgia Historical Commission
116 Mitchell St., S.W., Atlanta, Georgia 30303

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Rotunda, looking down.

350
342
341

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Georgia	
COUNTY	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
10.5.10.0012	5/13/70

SEE INSTRUCTIONS

1. NAME

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STREET AND NUMBER: Capitol Square

CITY OR TOWN: Atlanta

STATE:	CODE	COUNTY:	CODE
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3. PHOTO REFERENCE

PHOTO CREDIT: Jet Lowe

DATE OF PHOTO: April 1971

NEGATIVE FILED AT: Georgia Historical Commission
116 Mitchell St., S.W., Atlanta, Georgia 30303

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Grand Staircase, south side of Rotunda.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Georgia	
COUNTY	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
10.5.10.0012	5/13/70

SEE INSTRUCTIONS

1. NAME

COMMON: State Capitol Building

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2. LOCATION

STREET AND NUMBER:
Capitol Square

CITY OR TOWN:
Atlanta

STATE:	CODE	COUNTY:	CODE
Georgia	13	Fulton	121

3. PHOTO REFERENCE

PHOTO CREDIT: Jet Lowe

DATE OF PHOTO: April 1971

NEGATIVE FILED AT: Georgia Historical Commission
116 Mitchell St., S.W., Atlanta, Georgia 30303

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Galleries, south side of Rotunda.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Georgia	
COUNTY	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
10.5.10.0012	5/13/76

SEE INSTRUCTIONS

1. NAME

COMMON: State Capitol Building

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Capitol Square

CITY OR TOWN:
Atlanta

STATE:	CODE	COUNTY:	CODE
Georgia	13	Fulton	121

3. PHOTO REFERENCE

PHOTO CREDIT: Jet Lowe

DATE OF PHOTO: April 1971

NEGATIVE FILED AT: Georgia Historical Commission
116 Mitchell St., S.W., Atlanta, Georgia 30303

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Rotunda, looking up.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Georgia	
COUNTY	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
70.5.10.0012	5/13/70

SEE INSTRUCTIONS

1. NAME

COMMON: State Capitol Building

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Capitol Square

CITY OR TOWN: Atlanta

STATE:	CODE	COUNTY:	CODE
Georgia	13	Fulton	121

3. PHOTO REFERENCE

PHOTO CREDIT: Jet Lowe

DATE OF PHOTO: April 1971

NEGATIVE FILED AT: Georgia Historical Commission
116 Mitchell St., S.W., Atlanta, Georgia 30303

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Front facade, looking east, City Hall at right.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Georgia	
COUNTY	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
10.5.10.0012	5/13/70

SEE INSTRUCTIONS

1. NAME

COMMON: State Capitol Building

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: Capitol Square

CITY OR TOWN: Atlanta

STATE:	CODE	COUNTY:	CODE
Georgia	13	Fulton	121

3. PHOTO REFERENCE

PHOTO CREDIT: Jet Lowe

DATE OF PHOTO: April 1971

NEGATIVE FILED AT: Georgia Historical Commission
116 Mitchell St., S.W., Atlanta, Georgia 30303

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Front Facade, looking east.

Form 10-301
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

STATE	
Georgia	
COUNTY	
Fulton	
FOR NPS USE ONLY	
ENTRY NUMBER	DAT
70.5.10.0012	5/13/70

SEE INSTRUCTIONS

1. NAME

COMMON: State Capitol Building

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Capitol Square

CITY OR TOWN:
Atlanta

STATE:	CODE	COUNTY:	CO
Georgia	13	Fulton	121

3. MAP REFERENCE

SOURCE: Department of Interior
U.S. Geological Survey

SCALE: 1/24,000

DATE: 1968

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property broundaries where required.
2. North arrow.
3. Latitude and longitude reference.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

SOUTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

STATE CAPITOL BUILDING
NORTH LATITUDE 33° 44' 53"
WEST LONGITUDE 84° 23' 20"

UTM
16/741950
3737190
CD

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, Georgia Geodetic Survey, and City of Atlanta

Topography from aerial photographs by stereoplanigraph
Aerial photographs taken 1952. Field check 1954

Polyconic projection. 1927 North American datum
10,000-foot grid based on Georgia coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Land lines from information supplied by
Atlanta–Fulton County Joint Planning Board

Revisions shown in purple compiled from aerial photographs taken 1968. This information not field checked

Purple tint indicates extension of urban areas

UTM GRID AND 1968 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route · U. S. Route · State Route

SOUTHWEST ATLANTA, GA.
(FORMERLY EAST POINT)
N3337.5—W8422.5/7.5

1954
PHOTOREVISED 1968
AMS 4151 III NW—SERIES V845

INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C. 1969

34

GEORGIA HISTORICAL COMMISSION

A DIVISION OF THE OFFICE OF SECRETARY OF STATE BEN W. FORTSON, JR.
116 MITCHELL STREET, S.W.
ATLANTA, GEORGIA 30303

March 17, 1970

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AUGUSTA, GA.

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DAHLONEGA COURTHOUSE GOLD MUSEUM
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WAYNESBORO, GA.

MONUMENTS
CHEHAW
NEW HOPE CHURCH
TROUP TOMB

HISTORICAL MARKERS

EXECUTIVE SECRETARY
MARY GREGORY JEWETT

Mr. Robert S. Gamble, Historian
National Register
U.S. Dept. of the Interior
801 19th Street, N.W.
Washington, D.C. 20006

Dear Bob:

Enclosed is the advance nomination list with Mrs. Jewett's signiture. You will note that we have added several more University of Georgia items which were inadvertently left off the original list. As I mentioned to you over the telephone, our Board empowered us to make additions to the advance list which obviously qualified. Mrs. Jewett is writing President Davidson today to inform him that University buildings have been placed on the Register because of their state ownership.

I trust that this will be all that is necessary, that is until we begin submitting nomination forms for the structures on this advanced list.

Sincerely,

Bill Mitchell

William R. Mitchell, Jr.
Director, Georgia
Historic Sites Survey

WRM: nr
enclosure

LIST OF STATE OWNED PROPERTIES NOMINATED FOR THE NATIONAL REGISTER

I. Georgia Historical Commission Sites and Objects

~~1-21-70-3~~ A. ~~Confederate Naval Museum:~~ the remains of the Gunboats Muscogee and 70.5.10.0003 Chattahoochee, and associated artifacts. 4th Street, west of US.27, Columbus, Muscogee County, Georgia.

~~1-21-70-4~~ B. Dahlonega Courthouse ~~Gold Museum~~: US.19 at Dahlonega, Lumpkin County, Georgia. 70.5.10.0004 1836 Courthouse, Federal style.

~~1-21-70-5~~ C. Eagle Tavern: US.129, US.441, at Watkinsville, Oconee County, Georgia. 70.5.10.0005 Late 18th C. tavern.

70.5.10.0006 D. Fort King George: East of US.17 at Darien, McIntosh County, Georgia.

*E. ~~Fort Jackson Maritime Museum: Three miles east of Savannah on river, Chatham County, Georgia.~~

70.5.10.0007 F. Fort McAllister: Ten miles east of US.17 at Richmond Hill, Bryan County, Georgia. 10 miles east of ~~Ga. 144~~ state owned tidelands area Ga. 38 Sunbury near old town of

70.5.10.0008 G. Fort Morris: Near Midway, Liberty County, Georgia. off Ga. 38

70.5.10.0009 H. Crawford W. Long Medical Museum: US.129 at Jefferson, Jackson County, Georgia. (19th C. building)

~~I. Midway Museum: US.17 at Midway, Liberty County, Georgia. (reconstructed 1848 house)~~

70.5.10.0010 J. New Echota: Ga.225, two miles east of US.41, North of Calhoun, Gordon County, Georgia. Cherokee town.

70.5.10.0011 K. Washington-Wilkes Historical Museum: US.78, US.378 at Washington, Wilkes County, Georgia.

II. State Governmental Buildings

.10.0012 A. State Capitol Building: Atlanta, Fulton County, Georgia.

B. Old Governor's Mansion: South Clark Street, Milledgeville, Baldwin County, 70.5.10.0013 Georgia.

C. Old State Capitol: West Hancock & Jefferson Street, Milledgeville, Baldwin 70.5.10.0014 County, Georgia.

III. State Parks

A. Liberty Hall: Alexander Stephens Memorial Park, US.278, Crawfordville, 70.5.10.0015 Taliaferro County, Georgia. (Stephens Home)

B. Fort Yargo (restored original blockhouse): Fort Yargo State Park, Ga.81, 70.5.10.0016 Winder, Barrow County, Georgia.

C. Fort Mountain (stones in the form of an enclosure at the northern crest of the 70.5.10.0017 summit; of unknown origin): Fort Mountain State Park, US.76, Chatsworth, Murray County, Georgia. (archeological, Pre-Columbian site)

* Inventory-Nomination form enclosed.

IV. University of Georgia Buildings

A. President's Home: Benjamin H. Hill House
70.5.10.0018
570 Prince Avenue, Athens, Clarke County, Georgia.

70.5.10.0021
B. Old College: University of Georgia Campus (Old Campus), Athens, Clarke County, Georgia.

70.5.10.0022
C. The Chapel: " " " " (Old Campus) " " "

70.5.10.0023
D. Academic Building: " " " " (Old Campus) " " "

70.5.10.0024
E. Phi Kappa Hall: " " " " (Old Campus) " " "

70.5.10.0025
F. Demosthenian Hall: " " " " (Old Campus) " " "

70.5.10.0026
G. Lustrat House: " " " " " " " "

70.5.10.0027
H. Old Lucy Cobb Institute Dormitory: North Milledge Avenue, Athens, Clarke County, Georgia.

70.5.10.0028
I. Bishop House: Jackson Street, University of Georgia Campus (South Campus), Athens, Clarke County, Georgia.

70.5.10.0029
J. Wilson Lumpkin-Hall House: " " " " (Old Campus) " " "

70.5.10.0030
K. Waddel Hall: " " " " (Old Campus) " " "

70.5.10.0031
L. Moore Hall: " " " " " " "

V. Other State College Properties

70.5.10.0019
A. Atkinson Hall: Georgia College Campus, Milledgeville, Baldwin County, Georgia.

70.5.10.0020
B. Bonner-Sharp-Gunn House: West Georgia College Campus, Carrollton, Carroll County, Georgia.

RECEIVED
APR 2 1970
NATIONAL REGISTER

STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National ☑ State ☐ Local ☐

Name Mary Gregory Burnett

Title Director, Ga Historical Commn

Date March 17, 1970

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date

IN-HR

MAY 22 1970

Hon. Fletcher Thompson
House of Representatives
Washington, D. C.

Dear Mr. Thompson:

We are pleased to inform you that the State Capitol Building in Fulton County, Georgia, has been nominated by the officer appointed by the Governor for the implementation of the National Historic Preservation Program in Georgia and has been entered into the National Register of Historic Places. Senators Herman Eugene Talmadge and Richard Brevard Russell have also been provided with this information. A leaflet explaining the National Register is enclosed.

Sincerely yours,

(SGD) GEORGE B. HARTZOG, JR.

Director

Enclosure

Entered in the National Register MAY 13 1970

cc:
Mrs. Mary Gregory Jewett, Executive Secretary, Georgia Historical Commission, 116 Mitchell Street, S. W., Atlanta, Georgia 30303

Director, Southeast Region

LL-Mr. Melvin
T-Mr. Butterfield
HR

RGamble:mm 4/23/70 BASIC FILE RETAINED IN HR

Georgia State Capitol
(Resource Name)

~~*[illegible]~~ 3 71001099
(Reference Number[s])

June 27 1986
(Date form completed)

Fulton
(County)

Georgia
(State)

Sproat G.
(Completed by)

STATUS:
1. MISSING ___ 2. REMOVED/ DEMOLISHED ___ 3. NHL X 4. TR ___ 5. MRA ___ 6. OVER-SIZED ___ 7. NPS - UNDOCUMENTED ___ 8. DOE - OWNER OBJECTION ___ 9. RESTRICTED ___

EXPLANATION:

1. Missing Status: Entire Folder ( ); Nomination ( ); Map(s) ( ); Photos ( )
   Available on: Microfiche (X); Optical Disk ( )

2. _____ / /
   (Cause for removal) (Date Removed)

3. State Capitol Nov 17 1973
   (NHL Name, if different than NRHP Name) (Date Designated)

4. _____
   (If multi-state/county TR, state/county where filed and location)

   _____
   (TR or MRA Name)

5. _____
   (If multi-state/county MRA, state/county where filed and location)

6. _____
   (Location of oversize file)

7. _____ / /
   (Current source of partial documentation) (Target Date)

COMMENTS: _____ / /
(Where found, or source of replacement) (Date Found/Replaced)

_____

_____

_____

_____

_____

NATIONAL PARK SERVICE

National Register of Historic Places
Locator Card

WASO 21
JAN. 1986

Resource 14: Central Presbyterian Church

NPS Form 10-900
(3-82)

OMB No. 1024-0018
Expires 10-31-87

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received FEB 10 1986
date entered

MA 13

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Central Presbyterian Church

and/or common same

2. Location

street & number 201 Washington Street S.W. n/a not for publication

city, town Atlanta n/a vicinity of

state Georgia code 013 county Fulton code 121

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
X building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	X religious
___ object	n/a in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Central Presbyterian Church, V.J. Yarbrough, Clerk of the Session

street & number 201 Washington Street

city, town Atlanta n/a vicinity of state Georgia 30303

5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Fulton County Courthouse

city, town Atlanta state GA

6. Representation in Existing Surveys

title See continuation sheet has this property been determined eligible? ___ yes X no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
_X_ excellent	___ deteriorated	___ unaltered	_X_ original site
___ good	___ ruins	_X_ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Central Presbyterian Church complex consists of four attached buildings: The main church (1885), the Rand Chapel (1950), the Campbell-Eagan Educational Building (1925) and the Oglesby Building (1968). The main church and the Rand Chapel are in the English Gothic style and have rough limestone on the main facades and plain brick on the others. The main church has a high bell tower with a pyramidal roof and truncated tower. An entrance foyer at street level has stairs leading to the sanctuary which is one level above the street; it retains its original stained-glass windows, stairs, wainscoting, plaster walls, and altar area. It seats 850. The Campbell-Eagan Building has a brick exterior, a slate roof and contains three floors and a basement. Its first floor contains small classrooms (now used as a day care center) with a second floor balcony with classrooms above which is a gymnasium with a balcony on two walls and a stage. The non-historic Rand Chapel is one story and seats 100 with pews, altar furnishings and stained glass windows. Outdoor spaces in the complex are the children's playground between the chapel and educational building and the entrance plaza to the Oglesby Building. The entire property is enclosed by an iron fence. The church sits directly west of the Georgia State Capitol and abuts the Shrine of the Immaculate Conception on the East and the Georgia Plaza Park on the south. Changes to the main church have mostly been in the basement, front doors, some re-working of the choir and altar area, and a new roof. The Campbell-Eagan Building has had minor alterations for its use as a day care center. The site once contained a fire station and a 1905 Sunday school building replaced in 1968 by the Oglesby Building. There are no outbuildings.

A. Historic Structures Field Survey: Fulton County , Georgia

1976 x-state

Historic Preservation Section, Georgia Department of Natural Resources

Atlanta, Georgia

B. Atlanta Historic Resources Workbook

1981 x-city

Atlanta Urban Design Commission

Atlanta, Georgia

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8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	X religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	X architecture	___ education	___ military	X social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1885,1925 **Builder/Architect** Edmund G. Lind, Architect (main church)
Dougherty and Gardner (Campbell-Eagan Building

Statement of Significance (in one paragraph)

Central Presbyterian Church is significant in architecture as a fine example of the use of the English Gothic style with a limestone facade for a late 19th-century church. It is also significant as a work of Edmund G. Lind (1829-1909), an English born architect who spent about a decade in Atlanta. When he designed this church he was already a Fellow of the A.I.A. Few of his works remain in Georgia, but many do in Baltimore. The church and the Campbell-Eagan Education Building constitute the historic components of the complex and reflect the church's historic religious and social mission. The two newer components of the complex, the Rand Chapel and the Oglesby Building, although not yet old enough to be considered historic, express the continuation of the church's dual role as a religious and social institution. The church is significant in religion as a Presbyterian church, one of the few in early Atlanta, which has always played a significant role in the city's religious makeup. It is important in its social/humanitarian role, for it established a public health clinic for babies in 1922 and thus has had a central role in assisting the underpriviledged. It continues this role today with a day care center, full-fledged health clinic, and during the winters, a shelter for the homeless. These areas of significance support the property's eligibility under National Register Criteria A and C and Special Criteria A. It meets Special Criteria A, concerning churches, because it is an outstanding work of architecture, which retains its integrity, and was designed by one of the foremost architects in the nation at the time.

Historical Narrative

Central Presbyterian Church was organized in 1858 with thirty-nine members who split from Atlanta's original Presbyterian congregation. The church purchased a lot from Michael Bloomfield on South Collins Street (soon renamed Washington Street) across from the Atlanta City Hall/Fulton County Courthouse. The congregation met in City Hall until their church, a Greek Revival structure, was completed in 1860. The church survived the burning of most of Atlanta in September, 1864, during the Civil War. It was damaged as a result of the occupation of the building by Union troops who used the basement as a slaughter house, and a cannon shell had hit one of the columns. The church building continued to be used by the congregation, which continued to grow until the building became too small. As a result, it was torn down and the present building erected and completed in 1885. The present church was dedicated on October 4, 1885.

The architect for this edifice, Edmund G. Lind (1829-1909) London born and trained, had been in Atlanta only a short while, but was distinquished enough to have been made a "fellow" of the American Institute of Architects, a very high honor. His only other known surviving work from his time in Georgia is the Gwinnett County Courthouse in Lawrenceville. Mr. Lind returned to Baltimore, from whence he came. He left many fine works, including many churches, in that city.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property one acre

Quadrangle name Southwest Atlanta, GA **Quadrangle scale** 1:24,000

UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
A	16	741860	3737270	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

The nominated property is all the land owned by the church at this location. It is all that has ever been associated with the church. It is marked on the enclosed property map.

List all states and counties for properties overlapping state or county boundaries

state	n/a	**code**	**county**	**code**
state		**code**	**county**	**code**

11. Form Prepared By

name/title Kenneth H. Thomas, Jr., Historian

organization Historic Preservation Section, Georgia Dept. of Natural Resources **date** January 3, 1986

street & number 270 Washington Street S.W. **telephone** (404) 656-2840

city or town Atlanta **state** GA 30334

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

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 Elizabeth A. Lyon

Elizabeth A. Lyon

title Deputy State Historic Preservation Officer **date** 1/22/86

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the National Register

for **Keeper of the National Register** **date** 3-13-86

Attest: **date**

Chief of Registration

GPO 911-399

At the time this church building was under construction, the combined Atlanta City Hall/Fulton County Courthouse to the east was replaced by the Georgia State Capitol, whose cornerstone was laid in September, 1885, only a month before the new church was dedicated. The capitol was finished in 1889. With the removal of other churches that once faced the city hall square (the last one in the 1960s), Central Presbyterian remains the only local institution to face Atlanta's original town square.

The pastor in 1885, Rev. G.B. Strickler, established outreach programs to all areas of the city by launching a dozen mission Sunday Schools and five new churches by 1890. In 1907, the Brotherhood Class founded the Atlanta Union Mission to provide safe lodging and meals to transient men. The church established the Baby Clinic in 1922 to provide free medical services to children of needy families.

The church remained confined by the size of its original lot with dwellings and a store (later a fire station) on the north, and dwellings between it and the Second Baptist Church to the south until after 1900. Then the church acquired a lot to the South and erected a Sunday School Building (now gone), completed in 1906, and designed by the Atlanta firm of Butt and Morris. It was built to accomodate the expanding membership and the church's social committment to the community. After later purchasing the lot to the north, they built the Campbell-Eagan Building in 1925 to provide additional Sunday School space and to house many of the urban ministries provided by the church. It was designed by the firm of Dougherty and Gardner of Nashville. Edward E. Dougherty (1876-1943) an Atlanta native, studied at the Ecole des Beaux Arts in Paris and was noted for his church buildings, including the Druid Hills Baptist Church in Atlanta.

During the 1920s and 1930s, the flight to the suburbs began to affect the church membership, but in 1937 they made a committment to stay in the downtown area and continue to serve the community. From this committment came the title for the church's history, The Church That Stayed (1979).

On the northeast corner the Rand Chapel was erected in 1950, a gift of Fred L. Rand. It was designed by the Philadelphia firm of Thomas and Wagoner. The Chapel, which replaced the store/fire station, is open to the public all day, every day, to provide a place to meditate or accomodate meetings from nearby government offices.

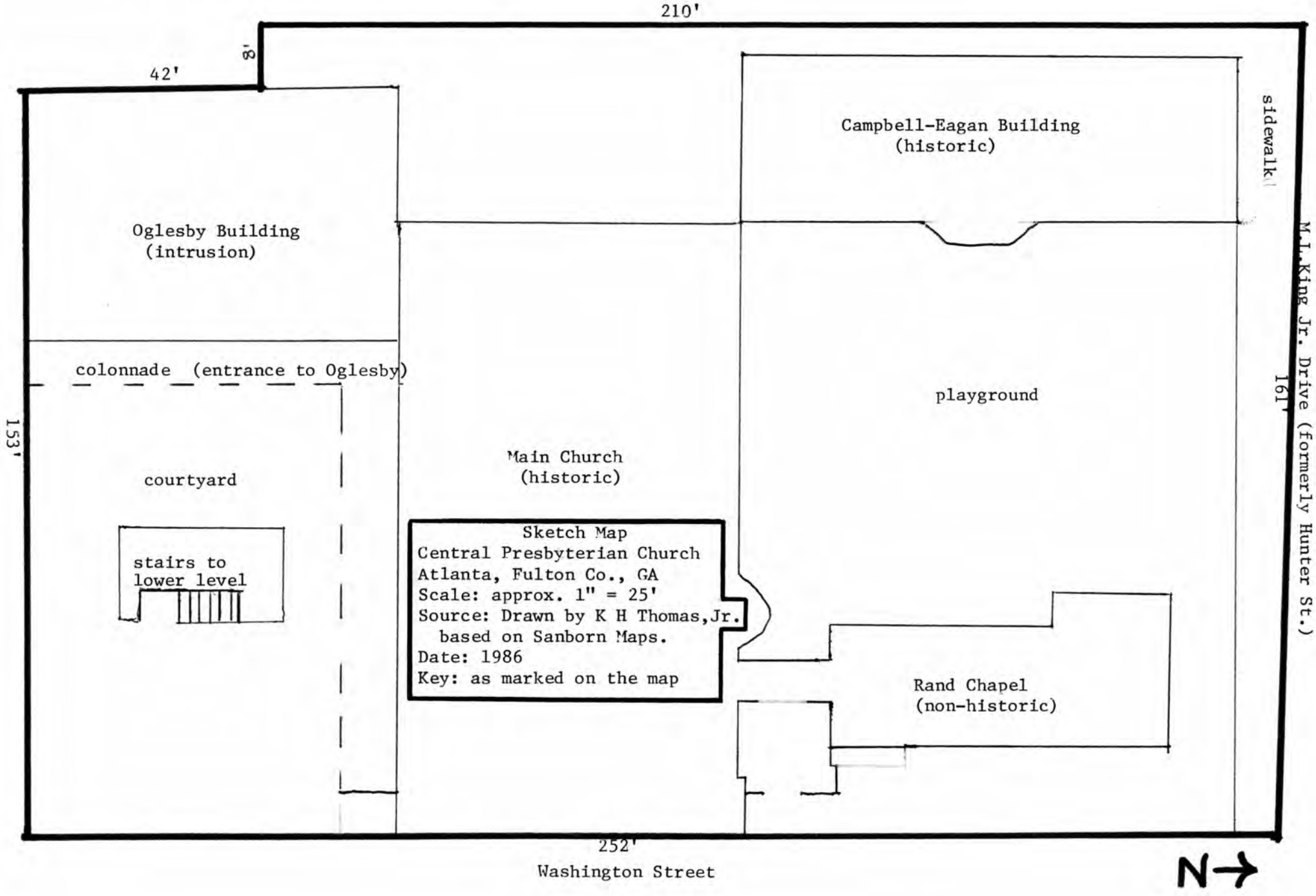
The last building to be erected at this location is the Oglesby Building, a combination clinic/administration building, finished in 1968. It houses the church's administrative offices, and the Family Clinic, which continues to provide health care, health education, preventive treatment, and pastoral counseling to anyone seeking help. It was named for Dr. Stuart R. Oglesby, pastor from 1930-1958.

During the 1960's the church provided shelter and food to civil rights workers, people from all over the country attending the funeral of Dr. Martin Luther King, Jr, the memorial for Dr. King a year after his death, and farmers who came to Atlanta on their way to Washington D.C. to present their grievances.

Central Presbyterian Church, as it enters the second century in its present edifice, continues its role of community committment and service established nearly a century ago.

Daniels, Irma. "Central Presbyterian Church." Historic Property Information Form, May 29, 1984. On file at the Historic Preservation Section, Department of Natural Resources, Atlanta, Georgia.

Smith, John Robert. The Church That Stayed. Atlanta, The Atlanta Historical Society, 1979.


210'
8'
42'
Campbell-Eagan Building
(historic)
sidewalk
M.L.King Jr. Drive (formerly Hunter St.)
Oglesby Building
(intrusion)
colonnade (entrance to Oglesby)
playground
161'
153'
courtyard
Main Church
(historic)
stairs to
lower level
Sketch Map
Central Presbyterian Church
Atlanta, Fulton Co., GA
Scale: approx. 1" = 25'
Source: Drawn by K H Thomas, Jr.
based on Sanborn Maps.
Date: 1986
Key: as marked on the map
Rand Chapel
(non-historic)
252'
Washington Street
N

WASO Form - 177
("R" June 1984)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Ref #86000366

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Central Presbyterian CHURCH
Fulton County
GEORGIA

Working No. FEB 10 1986
Fed. Reg. Date: 2/3/87
Date Due: 3/13/86 – 3/27/86
Action: ___ ACCEPT 3-13-86
___ RETURN
___ REJECT
Federal Agency: _____

Entered in the National Register

☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition
☐ excellent ☐ deteriorated
☐ good ☐ ruins
☐ fair ☐ unexposed

Check one
☐ unaltered
☐ altered

Check one
☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance *(in one paragraph)*

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

GPO 918-450

Comments for any item may be continued on an attached sheet

EQUITABLE

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (1 of 9). Front view.
Photographer facing northwest.

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (2 of 9). Front view.
Photographer facing northwest.

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (3 of 9). North side.
Photographer facing southwest.

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (4 of 9). Campbell-Eagan Education Building. Photographer facing southwest.

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (5 of 9). Sanctuary, altar.
Photographer facing west.

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (6 of 9). Sanctuary, Rear and balcony. Photographer facing southeast.

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (7 of 9). Vestibule, entrance to sanctuary. Photographer facing south.

NTING

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985.
Description (8 of 9). Interior, Campbell-Eagan Education Building. Photographer facing northeast.

CENTRAL PRESBYTERIAN CHURCH
ATLANTA, FULTON COUNTY, GEORGIA

Photographer: James R. Lockhart
Negative filed: Georgia Dept. of Natural Resources
Date: November, 1985. Campbell-Eagan Building
Description (9 of 9). Gymnasium. Photographer facing south.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

SOUTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Central Presbyterian Church
Atlanta, Fulton County, Georgia

Southwest Atlanta, Georgia Quadrangle

Scale: 1:24,000

Mapped, edited, and published by the Geological Survey

Control by USGS, NOS/NOAA, Georgia Geodetic Survey, and City of Atlanta

Topography by photogrammetric methods from aerial photographs taken 1952. Field checked 1954

Polyconic projection. 10,000-foot grid ticks based on Georgia coordinate system, west zone. 1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 11 meters south and 8 meters west as shown by dashed corner ticks

Red tint indicates areas in which only landmark buildings are shown

Land lines from information supplied by Atlanta-Fulton County Joint Planning Board

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple and woodland compiled from aerial photographs taken 1981 and other sources. This information not field checked. Map edited 1983

Purple tint indicates extension of urban areas

UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U. S. Route — State Route

SOUTHWEST ATLANTA, GA.
(FORMERLY EAST POINT)
33084-F4-TF-024

1954
PHOTOREVISED 1983
DMA 4151 III NW—SERIES V845

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1983

Department of Transportation
State of Georgia
Office of Environment/Location
3993 Aviation Circle
Atlanta, Georgia 30336-1593

RECEIVED
OCT 15 1985

October 8, 1985

Dr. Elizabeth A. Lyon, Chief
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S.W.
Atlanta, Georgia 30334

Subject: Central Presbyterian Church, Fulton County

Dear Dr. Lyon:

In reference to your Notice of September 11, 1985, we have reviewed the information on the subject nomination to the National Register of Historic Places.

We find no approved transportation plan or proposed project which would have an affect on the site. However, it is requested that, wherever possible, highway rights-of-way not be included in the nomination.

Very truly yours,

Alton L. Dowd, Jr.
Director of Preconstruction

ALD/SSP/tl

Department of Natural Resources

PARKS AND HISTORIC SITES DIVISION
HISTORIC PRESERVATION SECTION
270 WASHINGTON STREET, S.W.
ATLANTA, GEORGIA 30334
(404) 656-2840

J. Leonard Ledbetter
COMMISSIONER
O. R. Cocthran, III
DIRECTOR

February 5, 1986

FEB 10 1986

Ms. Carol D. Shull, Chief
Registration Branch
National Register Division
National Park Service
U. S. Department of the Interior
P. O. Box 37127
Washington, D. C. 20013-7127

Dear Carol:

Enclosed is the following National Register nomination for your consideration:

Central Presbyterian Church, Fulton County, Georgia.

Sincerely,

Richard Cloues

Richard Cloues
National Register Coordinator
Historic Preservation Section

RC:je

Enclosure

Resource 16: Shrine of the Immaculate Conception

Form No. 10-300 (Rev. 10-74) PH#363871

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

DATA SHEET

FOR NPS USE ONLY
RECEIVED SEP 8 1976
DATE ENTERED DEC 12 1976

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

1 NAME

HISTORIC ~~The~? Shrine of the Immaculate Conception

AND/OR COMMON

2 LOCATION

STREET & NUMBER 48 Hunter Street, S. W.

__NOT FOR PUBLICATION

CITY, TOWN Atlanta __ VICINITY OF

CONGRESSIONAL DISTRICT 5th - Andrew Young

STATE Georgia CODE 13 COUNTY Fulton CODE 121

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	X RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME Archdiocese of Atlanta

STREET & NUMBER 756 West Peachtree, N. W.

CITY, TOWN Atlanta __ VICINITY OF STATE Georgia

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Fulton County Courthouse

STREET & NUMBER Pryor Street

CITY, TOWN Atlanta STATE Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Survey of Historic Structures, Sites and Districts: Atlanta Urban Design Commission

DATE November, 1972 __FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS Atlanta Urban Design Commission

CITY, TOWN Atlanta STATE Georgia

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Shrine of the Immaculate Conception (1869-73), in its finished state in 1873, did not appear exactly as it does today because of slight alterations which were done in the interior in 1923, 1954, and again in 1969. The exterior has remained the same over the years except that in 1923 it lost a parapet balustrade with large trefoil crosses that connected the four pinnacles of its northern tower. Rising from a base of heavy granite blocks, the mass of the Immaculate Conception is positioned about six feet above street level. This granite base encloses the basement area which was and continues to be used for offices and Sunday school rooms. The church super-structure, built of red brick, has a modified cruciform plan defined on the exterior by a pitched roof over the long nave, intersected by shorter transept roofs adjacent to the apse and its side chapels. However, the transepts are not apparent when viewing the nave interior because the main arcades continue uninterrupted from the vestibule to the apse, thereby concealing the enlarged final bays of the flanking side aisles. The whole of the interior is composed of a vestibule opening onto a wide nave and side aisles which terminate at the apse and side chapels.

The most striking feature of the Immaculate Conception's exterior is the pair of square towers flanking the central gable over a tripartite entrance. The southern tower is seventeen feet square and eighty feet high, whereas the larger, northern tower is twenty-two feet square and one hundred twenty-five feet high. This northern tower consequently projects farther beyond the plane of the side aisle and facade. Though different in size, these towers are complementary in proportion and style. Both towers are framed at each corner by large buttresses that project at right angles to the wall planes and are comprised of three equal stories surmounted by a taller fourth story. Heavy and massive on the first floor, the buttresses graduate inward, becoming smaller and lighter as one's eye moves upward to the second, third, and fourth floors. This effect, countered by pilasters attached to the buttresses near the top of the taller north tower, is carried above the cornice by turrets or pinnacles surmounted by conical spires.

Recessed behind the planes of the flanking towers is a central bay comprised of a tripartite portal below and an upper story crowned by a triangular gable with a raking cornice. This triple portal is located at the top of a staircase that rises two flights from the street to the level of the granite base. The center door is larger than its two flanking doors and contains stained glass in its modified tympanum. Above the entrance is a large Gothic window, subdivided by tracery into narrow lancets framing a central panel and surmounted by three oculi. The gable carries a large cross.

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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RECEIVED SEP 8 1976
DATE ENTERED DEC 12 1976

The composition of the nave and transept walls of the northern and southern elevations are identical except that the larger, northern tower projects outward farther. The four bays of the side aisle are separated by three buttresses slightly smaller than the tower buttresses. Above the buttresses are small pinnacles which seem to thrust through the pitched roof. A Gothic tracery window opens in each side aisle bay above windows with segmented arches in the basement level. Rising above the roof of the side aisles, a clerestory is also divided into four bays by strip buttresses. Each contains two small lancet windows. Much taller pinnacles, surmounted by granite spires and framed by gables like those atop the lower pinnacles, ascend above the eaves and are actually continuations of the buttresses.

The transepts are divided into two zones by a stringcourse slightly higher than the side aisle eaves. The lower zone contains a large, four part, intersecting tracery window. Above it and under the transept gable is a rose window composed of a large central circle surrounded by eight smaller ones. Both transepts have two large buttresses above which project octagonal pinnacles with conical spires like the facade towers.

A view of the apsidal end of the Immaculate Conception shows that the pitched roof of the apse is lower than that of the nave. Correspondingly, the roofs of the side chapels are lower and steeper than those of the side aisles. Buttresses frame the apse contained in the apsidal bay. The lateral chapel walls contain a small lancet window with stained glass.

The plan of the interior has not been altered since it was designed by Mr. Parkins. Its interior dimensions are as follows: nave width, thirty-two feet; side aisles, nineteen feet; nave length, one hundred forty feet. The entrance vestibule communicates with the nave by three arched doorways which correspond to the entrance doors. The first story of the towers, which open from the vestibule, communicate, in turn, with the two side aisles through large depressed arched doorways. Over the doors leading from the vestibule to the nave is a rounded balcony projection denoting the organ loft. Separating the nave from the side aisles is a nave arcade composed of six pointed arches ornamented with toric moulding and held on five cast iron cluster columns. Above the arcade clerestory, windows are arranged in pairs over each arch

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DATE ENTERED DEC 13 1976

and are separated by engaged cluster columns on consoles set in the spandrels. The consoles carry the wooden brackets of the wooden ceiling beams. The clerestory windows that correspond to the transept bay are blind windows and serve only to extend the pattern of the lancet shape the full length of the nave.

The transept bays which can be clearly seen on the exterior are almost completely disguised on the interior because of the continuous nave arcade. These transept bays are covered by pitched ceilings perpendicular to the pitched ceilings of the central nave and side aisles. Set in the bays, the large tracery windows and the rose windows above them are accommodated by the increased ceiling height.

A large, pointed arch separates the apse from the nave, and two similar arches separate the side chapels from the side aisles. Around these arches are mouldings that spring from tall, clustered columns which have Gothic, cabbage leaf capitals. Two arched openings, connecting each side chapel with the apse, are also framed by these mouldings. Today the back walls of both side chapels and apse are flat, and their ceilings are tunnel vaulted. It is documented that originally the apse was composed of a solid wall with a blind arcade which stretched behind the alter. The arcade was removed at some point between 1900 and 1954. According to Atlanta newspaper accounts, in 1880 there was above the altar a painting of the Immaculate Conception copied from one by Murrillo. By 1900 the painting had been replaced by the installment of a stained glass window. The present window depicting the Immaculate Conception was placed in the wall in 1921.

Originally, under the direction of the architect, W. H. Parkins, the length of the nave ceiling was frescoed with twelve large pictures of the apostles by McGriff and Sheridan of Atlanta. Directly over the pointed arch of the apsidal opening was another fresco representing the Crucifixion. The present pitched ceiling of painted pressed tin, supported by wooden brackets and beams, apparently was superimposed over the original plaster ceiling, but it is not recorded when or how this was done.

In 1880 the wainscoting along the aisle and nave walls was added and remains today. In 1923 the present stained glass windows were installed. By 1954 the plaster walls were cracking. They were covered over with a cloth which concealed damages and prevented further cracking. The wall behind the high altar was stuccoed

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and scored, as were the walls in the side chapels. In 1969 the church was repainted as it appears today. The walls are a light grey and the arches are lined with gold paint.

In 1880, a rectory was built on to the east end of the church. Constructed of brick and designed to blend easily with the church structure, the rectory forms a homogeneous composition with the church of mid to late nineteenth century architecture.

8. SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	X RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	X OTHER (SPECIFY) History
		__INVENTION		

SPECIFIC DATES 1869-1873 BUILDER/ARCHITECT William H. Parkins

STATEMENT OF SIGNIFICANCE

The Shrine of the Immaculate Conception (1869-1873), the first Catholic church and Mother Parish of Atlanta, is one of the oldest standing structures in the city. Designed by William H. Parkins, one of the first practicing Atlanta architects, this church is a highly imaginative Early Victorian Gothic Revival building. Drawing upon English and European church architecture, Parkins built what was in 1869 the most magnificent structure in the city. It was the harbinger of the new, post-Civil War Atlanta and has remained standing in the central city. Now surrounded by the skyscrapers of 20th century Atlanta, Immaculate Conception is one of the few vestiges of the old city and of the work of William Parkins.

The first Catholic church in the city was a square-framed, weatherboarded structure built in 1848. It was dedicated to the Virgin Mary and named the Immaculate Conception in her honor.

In 1861, Father Thomas O'Reilly was appointed Pastor of the church, and it was because of his influence with General Slocumb of Sherman's army that many of the original buildings of Atlanta were saved from burning in 1864. During the seige, however, the Immaculate Conception was severely damaged by the shells which had exploded about it and at the end of the war stood worn and unstable above the ruins of Atlanta. The parishioners, though few in number, decided in 1869 to build a new church to the Virgin. The architect, W. H. Parkins began designing the structure which was to be built on the site of the former church, situated on what was the corner of Hunter and Loyd Streets (Loyd Street is now Central Avenue). The estimated cost was between $75,000 and $80,000. The cornerstone was laid on September 1, 1869 by the Right Reverend Bishop Verot of Savannah, but it was not until 1873 that the huge structure was finally completed and dedication ceremonies held.

Not all of the parishes in the metro-Atlanta area grew out of the Immaculate Conception, but the church is considered by Atlantans to be the Mother Parish of them all. In 1954, the Church of the Immaculate Conception was rededicated as a shrine. After renovation of the church, Bishop Hyland, Auxiliary Bishop of

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Colley, Van Buren, History of the Diocesan Shrine of the Immaculate Conception. Atlanta, Ga.: The Diocesan Shrine of the Immaculate Conception, 1955.

King, Maria, "Two Atlanta Churches: An Analysis of Nineteenth Century Revival Architecture," Thesis, Emory University, 1975.

Consultation with Elizabeth A. Lyon, Chairman Advisory Committee on Historic Structures, Atlanta Urban Design Commission

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one acre

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	16	741820	3733720
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE Maria King, Research Assistant for Atlanta Urban Design Commission

ORGANIZATION Dept. of Natural Resources, Historic Preservation Section and Atlanta Urban Design Commission

DATE March 8, 1976

STREET & NUMBER 270 Washington Street, S.W., Room 703-C

TELEPHONE (404) 656-2840

CITY OR TOWN Atlanta

STATE Georgia

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE X LOCAL ___

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 [signature] 8-26-76

TITLE Chief, Historic Preservation Section DAVID M. SHERMAN DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Acting DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION DATE 12/12/76

ATTEST: KEEPER OF THE NATIONAL REGISTER DATE 12/6/76

GPO 888-445

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED DEC 12 1976

Savannah-Atlanta, on June 2, 1954, offered Solemn Pontifical Mass of thanksgiving. During the sermon he referred to the Mother Church as a "Shrine to the Blessed Mother." From that point on this Catholic church has been known as the Shrine of the Immaculate Conception and was in 1954 officially designated a shrine by decree of Archbishop Gerald P. O'Hara.

Equally as significant as its role, in the religious history of Atlanta, is the quality of the church's architecture. The architect, William H. Parkins, came to the city from New York in 1868 when he was thirty-two years old and from the years 1869 until 1882, he was responsible for the designing of many outstanding structures there. More recent research has begun to locate his buildings over a large radius outside of Atlanta.

As a beautiful example of Gothic Revival church architecture, the Immaculate Conception reflects a concept of style that nineteenth century theoreticians of architecture emmulated. It is necessarily eclectic, manifesting an American version of religious architecture in which such eclecticism is a product of both foreign and local influences. The overall structure of the church comprised of flat brick walls, square towers with corner pinnacles, and rigid, mechanical proportions, suggests a "Commissioners' Gothic" style which grew up in England in the very early 1800's. But then Parkins combines with these characteristics, picturesque qualities, the most obvious of which is the towered facade. One might think of the uneven towers of Chartres Cathedral. The tripartite portal and the three rose windows, again, reflect Chartres and France rather than medieval England. In the interior, the cabbage leaf capitals on the engaged columns around the apse and the side aisles are also characteristic of French Gothic. The nave, because it lacks vertical articulation, is characteristic not of the French or English Gothic, but is found in provincial adaptations of Gothic architecture in Italy. The rounded organ loft balcony is also very Italianate in feeling. The architect seems to have taken qualities he felt were appropriate to the religion and attached one quality to another, resulting in a church of revival architecture different from any other.

Because, in 1869, Atlanta's people had little money, he made use of the most readily available materials such as the sturdy cast iron columns. With Parkins' sensitive use of brick, his technical skill, and his knowledge of northern United States and

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English architecture, along with his obvious love for the romantic picturesque, he designed the Immaculate Conception. It is, in its Gothic simplicity, austere, and at the same time representative of a most devoutly Catholic ideology.

Property The Shrine of the Immaculate Conception

Fulton
Ref. 76000630

State Georgia Working Number 9.8.76.4069

TECHNICAL

Photos 6
Maps 1

CONTROL

pl
OK - 9.9.76

HISTORIAN

Accept
W. R. Luce
11/3/76

ARCHITECTURAL HISTORIAN

Good #8, #7

Accept
Lebovich
11.17.76

ARCHEOLOGIST

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

BRANCH CHIEF

Accept
OK
11-22-76

KEEPER

12/6/76

National Register Write-up _____ Send-back _____ Entered DEC 12 1976
Federal Register Entry 2-1-77 Re-submit _____

INT:2106-74

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY
RECIEVED SEP 8 1976
DEC 12 1976
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC The Shrine of the Immaculate Conception

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO March, 1975

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 1 of 6

West facade

GPO 892-454

parking

#2

SEP 8 1976

PROPERTY OF THE NATIONAL REGISTER

NPS Number 12/12/76

Title: Shrine of the Immaculate Conception

Fulton Co. Ga.

Loc. South facade

GA 4

5

2 of 6

credit:
Historic Preservation Section,
Georgia Department of
Natural Resources

ONE WAY
30

Form No. 10-301a
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UNITED STATES DEPARTMENT OF THE INTERIOR
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2 LOCATION

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4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 3 of 6

Three-quarter view, looking southwest

GPO 892-454

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PHOTO CREDIT David Kaminsky DATE OF PHOTO March, 1975

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Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 4 of 6

Interior-nave looking east

GPO 892-454

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO March, 1975

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 5 of 6

Interior-nave looking west

GPO 892-454

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 6

Interior-view looking northeast

GPO 892-454

Form No. 10-301
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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY MAP FORM

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1 NAME

HISTORIC The Shrine of the Immaculate Conception

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF COUNTY Fulton STATE Gergia

3 MAP REFERENCE

SOURCE U. S. Geological Survey

SCALE 1: 24,000 DATE 1954, Photo Revised 1968 and 1973

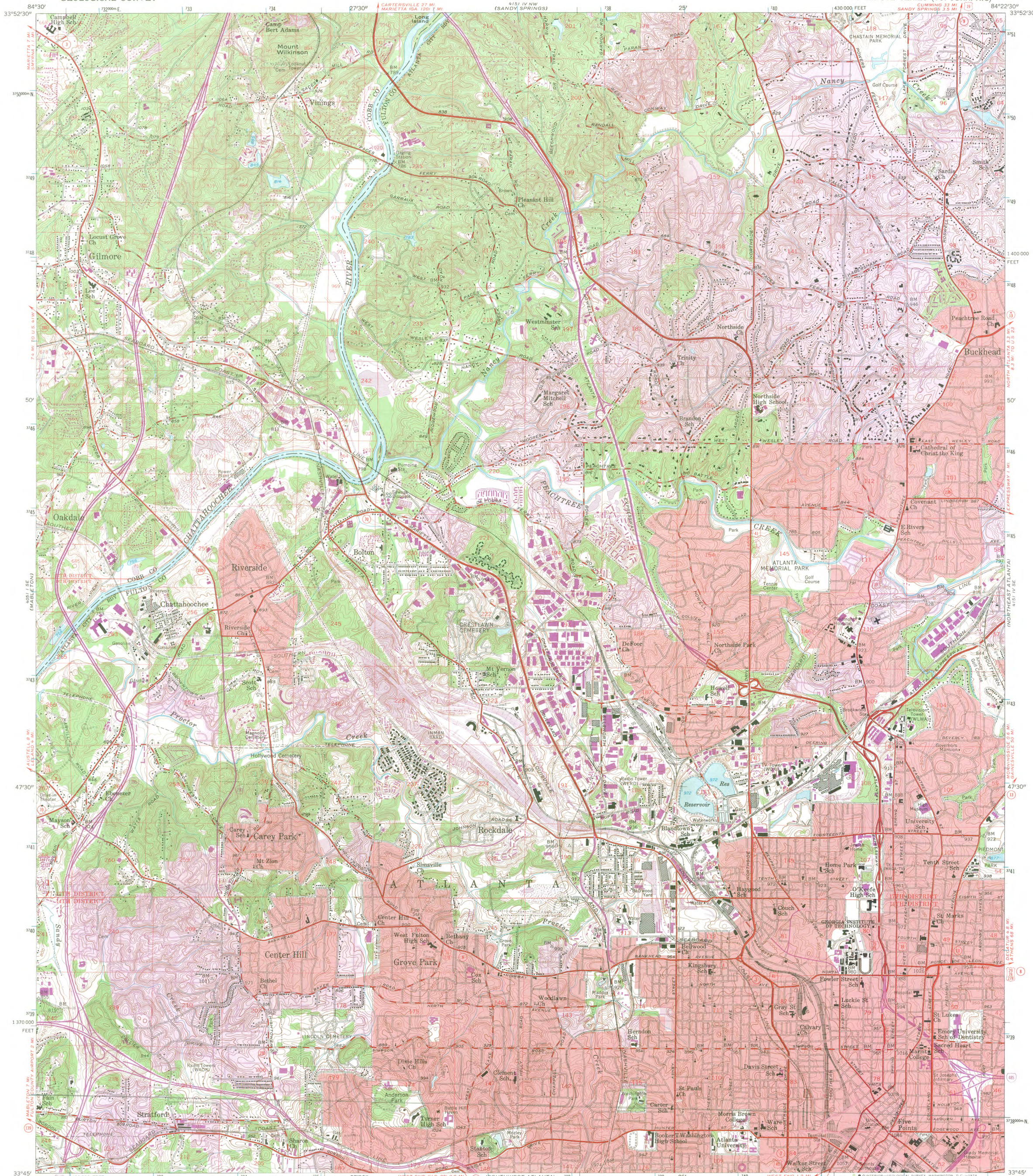
4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

NORTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, Georgia Geodetic Survey, and City of Atlanta

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1952. Field check 1954

Polyconic projection. 1927 North American datum
10,000-foot grid based on Georgia coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Land lines from information supplied by
Cobb County Roads and Revenues Commission and
Atlanta–Fulton County Joint Planning Board

Revisions shown in purple compiled from aerial photographs taken 1968 and 1973. This information not field checked

Purple tint indicates extension of urban areas

UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000

1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

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Heavy-duty — Light-duty
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Interstate Route — U.S. Route — State Route

RECEIVED
SEP 8 1976
NATIONAL REGISTER

GEORGIA
QUADRANGLE LOCATION

NORTHWEST ATLANTA, GA.
(FORMERLY BOLTON)
N3345—W8422.5/7.5

1954
PHOTOREVISED 1968 AND 1973
AMS 4151 IV SW—SERIES V845

● ⊙ INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D.C.—1974

Immaculate
Conception NW

4-30

Department of
Staff Services

marta

1300 Equitable Building
100 Peachtree Street, N.W.
Atlanta, Georgia 30303

April 29, 1976

Mr. David Sherman
State Historic Preservation Officer
Department of Natural Resources
703-C Trinity-Washington Building
270 Washington Street
Atlanta, Georgia 30334

Subject: National Register Nomination - Shrine of the Immaculate Conception - SD272

Dear David:

We have reviewed the proposed nomination of the Shrine of the Immaculate Conception to the National Register of Historic Places.

We have evaluated the MARTA Rapid Rail Line plans in the area and find that the property is located approximately 590 feet south of the MARTA East Line and that the MARTA System will have no impact on this property.

Sincerely,

E. W. Castellani
Manager of Urban Planning

EWC/mlk

RECEIVED
APR 30 1976
HISTORIC PRESERVATION

Department of Transportation
State of Georgia
No. 2 Capitol Square
Atlanta, Georgia 30334

THOMAS D. MORELAND
COMMISSIONER
STATE HIGHWAY ENGINEER
EMORY C. PARRISH
DEPUTY COMMISSIONER

HAL RIVES
ASST. STATE HIGHWAY ENGINEER
DANIEL O. KELLY
TREASURER

May 7, 1976

RECEIVED
SEP 8 1976
NATIONAL REGISTER

Mr. David M. Sherman, Chief
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Mr. Sherman:

In reference to your Notice of April 20, 1976, we have reviewed the information on the proposed nomination of the Shrine of the Immaculate Conception, Atlanta, Fulton County, to the National Register of Historic Places.

We find no approved transportation plan or proposed projects which would have an affect on the site. However, it is requested that the highway rights of way not be included in the nomination.

Yours very truly,

Russell L. Chapman, Jr.

Russell L. Chapman, Jr., P. E.
Director of Preconstruction

RLC/bl

cc: Floyd Hardy

RECEIVED
MAY 10 1976
HISTORIC PRESERVATION

TO: Ray Siewert
Comprehensive Review Coordinator
Department of Natural Resources
270 Washington Street, S.W., Room 703-C
Atlanta, Georgia 30334 (404)-656-4810

RECEIVED MAY 17 1976

FROM: Name: Claude Hastings

Division: Game and Fish Division

RE: Results of Project Review

Author: Historic Preservation Section

Project: The Shrine of the Immaculate Conception, Atlanta, Fulton

Control Number: I-76-04-20-07

Date: May 13, 1976

This proposal does not fall within the scope of interest of this division. _____

This proposal is considered to be consistent with those State goals, policies, objectives, plans, programs and fiscal resources with which this division is concerned. _____

The following comments are repectfully offered concerning this proposal: (Please type)

We have no objections to this nomination to the National Register of Historic Places.

RECEIVED
SEP 8 1976
NATIONAL REGISTER

May 28, 1976

Mr. David M. Sherman, Chief
Historic Preservation Section
Department of Natural Resources
Office of Planning and Research
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Mr. Sherman:

Recently one of our church, The Shrine of the Immaculate Conception, was nominated to the National Register of Historic Places. I am writing to inquire about what this means, practically, for the owner. Perhaps you could reply to the following:

1. Does the nomination accomplish the inclusion or is it merely a nomination to which the owner might respectfully take exception?
2. What restrictions of any sort are put on the owner relative to modification, sale, or demolition of the building?
3. What financial obligations are incurred by the owner in the event the nomination is completed?

I would appreciate hearing from you at your convenience.

Sincerely,

Reverend Jerry E. Hardy
Chancellor

JEH:ms
cc: Rev. Rayner A. Dray, O. F. M.
Pastor, Shrine of the Immaculate Conception

RECEIVED
JUN 1 1976
HISTORIC PRESERVATION

The Chancery
756 West Peachtree Street NW Telephone 404/881-6708
Atlanta, Georgia 30308

4-70

Reverend Jerry E. Hardy
June 17, 1976
Page 2

I have enclosed a brochure on the National Register for more information. If the information fails to answer questions, please do not hesitate to contact me.

Sincerely,

RECEIVED
SEP 8 1976
NATIONAL REGISTER

June 17, 1976

Reverend Jerry E. Hardy, Chancellor
Archdiocese of Atlanta
The Chancery
756 West Peachtree Street, N. W.
Atlanta, Georgia 30308

Dear Reverend Hardy:

As you requested I am writing to further clarify the National Register program. We respect your need for this additional information and trust it will assist you in arriving at an opinion on this office's proposal to nominate the Shrine of the Immaculate Conception to the National Register of Historic Places.

The National Register is a listing of districts, sites, structures, buildings and objects significant in American history, architecture, archaeology and culture. In Georgia it is administered by this office, the Historic Preservation Section within the Department of Natural Resources. Prior to nominating a property, this office submits an abstract, similar to the one you received, to property owners and concerned state and local agencies. These responses are evaluated and nomination of the property proceeds accordingly. If it is decided to proceed, nominations are then forwarded to the National Park Service, the federal agency responsible for the program. The nomination form itself is primarily a narrative description of the historical significance and physical description of the nominated property and is reviewed at both state and federal levels for eligibility for listing on the Register. Once a property has been actually listed on the Register, it is provided three major benefits. First, the property is recognized throughout the country as historically significant and worthy of preservation; secondly, it is offered a degree of protection from any federally funded, licensed or sponsored project which may adversely affect its historical integrity; and thirdly, the property becomes eligible for application for matching federal grants for authentic restoration purposes.

The owner of the property is in no way restricted in his control or use of property listed on the Register. During the nomination process and afterwards, there is no conveyance of interest or title between the owner and the National Park Service or the Department of Natural Resources. (Only if the owner accepts a matching grant are any restrictions placed on the structure). Otherwide, the owner could drastically alter the historical integrity of the property or even demolish it; our only recourse would be to request that the National Park Service remove the property from the Register.

I have enclosed a brochure on the National Register for your information. If this information fails to answer all of your questions, please do not hesitate to contact me.

Sincerely,

David M. Sherman, Chief
Historic Preservation Section

DMS:llk

Enclosures

Telephone 404/881-6708

4-20

June 23, 1976

Mr. David M. Sherman, Chief
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Mr. Sherman:

Thank you very much for your June 17th letter replying to my request for further clarification of the National Register Nomination Program. I appreciate very much your detailed explanation and have forwarded it to our priests, both at Sacred Heart Church and Immaculate Conception Church here in Atlanta.

Sincerely,

Jerry E. Hardy

Reverend Jerry E. Hardy
Chancellor

JEH:ms
cc: Reverend R. A. Dray, O.F.M.
Reverend Michael A. Morris

RECEIVED

JUN 24 1976

HISTORIC PRESERVATION

Archdiocese of Atlanta
The Chancery
756 West Peachtree Street NW
Atlanta, Georgia 30308
Telephone 404/881-6708

ENTRIES IN THE NATIONAL REGISTER

STATE GEORGIA

Date Entered DEC 12 1976

Name	Location
Shrine of the Immaculate Conception	Atlanta Fulton County
Millpond Plantation	Thomasville vicinity Thomas County
Callahan, J. W., House	Bainbridge Decatur County
Schaefer-Marks House	Toccoa Stephens County
Strickland	La Grange vicinity Troup County
Lane House	Walker County
Tompkins, Henry B., House	Atlanta Fulton County

Regional Director, Southeast Region

12/16/76

Mott

880

Also Notified

Hon. Herman E. Talmadge

Hon. Sam Nunn
Hon. Andrew Young
Hon. Dawson Mathis
Hon. Phil M. Landrum
Hon. Jack Brinkley
Hon. Lawrence P. McDonald

State Historic Preservation Officer
Mr. David M. Sherman
Acting Chief, Historic Preservation Section
Department of Natural Resources
270 Washington Street SW., Room 703 C
Atlanta, Georgia 30334

INT: 2950-75

NR Data Sheet

DATE: 11/3/76
Reviewer INITIALS: WRL
NR
DOE

NAME AS IT APPEARS IN FEDERAL REGISTER: Shrine of the Immaculate Conception

OTHER NAMES:

LOCATION:

STREET & NUMBER 48 Hunter St., SW

CITY, TOWN Atlanta

CONGRESSIONAL DISTRICT 5th

STATE Georgia 13

VICINITY OF

COUNTY Fulton code 121

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR(underline) FEDERAL(AGENCY NAME):

NPS REGION: (CIRCLE) N.ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST

SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:

INTERIOR	EXTERIOR	ENVIRONS
Substantially intact-1	Substantially intact-2	Substantially intact-3
unknown - 4	unknown -5	unknown -6
not applicable - 7	not applicable - 8	Not applicable-9

changed — Interior, exterior, environs not intact-0

CONDITION – EXCELLENT GOOD FAIR DETERIORATED RUINS UNEXPOSED Unexcavated UNALTERED ALTERED Reconstructed Excavated ORIGINAL SITE MOVED Unknown

ACCESS – Yes-restricted Yes-unrestricted No access Unknown

historic district? YES NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO
IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK? YES NO
IF YES, NAME:

ADAPTIVE USE: YES NO **Saved?** YES NO

FUNCTION(S): (use vocabulary words)

then- Church

now- Church

SIGNIFICANCE:

4

_ARCHEOLOGY-PREHISTORIC		_LANDSCAPE ARCHITECTURE	_RELIGION	_entertainment
_ARCHEOLOGY-HISTORIC	_CONSERVATION	_LAW/Gov't/politics	_SCIENCE	_health
_AGRICULTURE	_ECONOMICS	_LITERATURE		_recreation
ARCHITECTURE	_EDUCATION	_MILITARY	_SOCIAL/HUMANITARIAN	_settlement
_ART	_ENGINEERING	_MUSIC		_socio/cultural
_COMMERCE	_EXPLORATION	_PHILOSOPHY	_TRANSPORTATION	_urban & commun planning
_COMMUNICATIONS	_INDUSTRY	_POLITICS/GOVERNMENT	_OTHER (SPECIFY)	
	_INVENTION			

Claims

"first" YES NO "oldest" YES NO "only" YES NO

ARCHITECTURAL STYLE: GOTHIC

architect/m.builder: William H. Parkins engineer:

landscape/garden designer: artist/artisan:

interior decorator: builder/contractor:

ETHNIC GROUP: CATHOLIC

NAMES: (label role & appropriate date)

personal

events

institutional

DATES: DATE OF CONSTRUCTION (Specific date or 1/4 of century): 1869-1873

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE: (OF NOMINATION) PRIVATE STATE LOCAL GOV"T MUNICIPAL COUNTY

OTHER FEDERAL AGENCY:

ACREAGE: (to nearest tenth of an acre) 1

COMMENTS: (include architectural information here)

BRICK CHURCH AND RECTORY, ~~RECTANGULAR~~, RECTORY PERPENDICULAR AND JOINED BY SECTION, CHURCH IS LATIN CROSS WITH SIDE AISLES, 2 TOWERS OF DIFFERENT HEIGHTS ~~TO EITHER SIDE~~ FLANK GABLED BAY WITH 3 BAY ARCADE ENTRANCE SLIGHT ~~BUTTRESSES~~, SOME CORNER PINNACLES.

Brick, 1-story, modified rectangle, intersecting gabled roof sections, 3 pointed-arched front entrances flanked on one side by 3-story cross-gabled tower and on the other by a 4-stage tower with belfry, pointed-arched windows, buttresses, pinnacles; 20th C. exterior alterations; attached 2½-story rectory with jerkinhead roof added 1880. Gothic Revival. ~~First Catholic church and mother Parish in Atlanta;~~ ~~Built~~ Replaced 1st Catholic Church in Atlanta; serves the city's Mother Parish.

SIGNIFICANCE: (maximum two sentences)

The Shrine of the Immaculate Conception is one of the oldest standing structures in the city. It is an important Gothic Revival structure designed by atlanta architect, William H. Parkins.

Resource 18: Fulton County Courthouse

THEMATIC NATIONAL REGISTER NOMINATION - GEORGIA COURTHOUSES

CC 121

RECEIVED
FEB 29 1980
NATIONAL REGISTER

ARCHITECTURAL SURVEY FORM

Name of Structure: Fulton County Courthouse

Location: 160 Pryor St. S. W., Atlanta, Ga. 30303

Cost: Unknown (projected at $1 million) Date of Construction: 1914

Architect/builder: A. Ten Eyck Brown Contractor:

Morgan & Dillon, Asso. Architects

Subsequent architects:

Acreage: 4 acres

TAX MAP/PARCEL NUMBERS
See attached tax map:
Dist.14 Land Lot 77 Sq.7 Unit 1

DESCRIPTION:

UTM NO.

Zone 16 E741700 N3737400

Style: Beaux Arts: Classical

Facade Material: Concrete/Granite facade

Condition: [x] Excellent [ ] Good [ ] Fair

Boundary: The entire block upon which it sits only on the NW corner. The other connecting structures are non-historic additions, all part of county government. see addendum

This nine story, Beaux Arts inspired courthouse is rectangular in plan and of smooth faced ashlar. The facade has center Corinthian hexastyle-in-antis-columns from the fourth to the eighth floor levels. The side elevation has a full height pedimented pavilion. The building has a denticulated cornice and an attic story adorned with terra cotta. 7/21/80 for new VBD

The interior features twelve courtrooms, double hung metal windows, aluminum and glass doors. Ceilings are of acoustical tile and plaster; the walls have some wood paneling. Floors are of tile and terrazzo with some carpeting in offices.

RECEIVED
FEB 29 1980
NATIONAL REGISTER

SIGNIFICANCE:

The tallest courthouse in Georgia, the Fulton county courthouse at Pryor and Hunter is nine stories high. It is part of a government building complex that includes city, county and state office buildings. It is an excellent example of the Beaux Arts style which was so popular in Atlanta in the early 20th century.

The Atlanta Constitution of April 6, 1911 devoted the top of page one to the new courthouse plans. The estimated cost was $1,000,000. Apparently it was intended to be centered on the block.

SEP 18 1980

Photographer: Martin Stupich
Negative filed: Altanta Urban Design Commission, Atlanta
Date: Sept., 1979
Facing East/South East

FULTON COUNTY COURTHOUSE

MAILING ADDRESS:

Chairman
Board of County Commissioners
Fulton County Courthouse
160 Pryor St., S.W.
Atlanta, Georgia 30303

Property Georgia County Courthouse Thematic Resources — See attached for reference numbers

State Ga. — Working Number 2-29-80 833

TECHNICAL

Photos 145
Maps 125

CONTROL

HISTORIAN

96 nominated courthouses. 43 ready to be listed; 52 other need some info — from minor points to more description of other bldgs, clarification of boundaries, etc. — called Ken Thomas 4/8 to discuss attached sheet + sent him a copy. HOLD for info, then list those which can be clarified w/in time period.

DUBIE 4/8/80

ARCHITECTURAL HISTORIAN

State wants listed for preservation week. Additional info received + reviewed, questions discussed with Ray, Sally + Carol — state asked for info on several properties as a result (see notes). Should not list until after Sept 3, 1980 as per State request.

Grady Co. Courthouse to be returned to State —

ARCHEOLOGIST

HOLD for info
ACCEPT
DUBIE
8/22/80

OTHER

Questions resolved as to size + impact of additions + other bldgs on parcels; new photos received, etc. (see various phone slips); info entered on survey sheets. Wilkes Co. discussed w/ Carol Shull, we will accept; Grady to be returned. Based on discussion with Ken Thomas + regional planner 9/12/80, Wilkes Co. Courthouse will be listed (assuming photos to be sent verify info obtained) based on a) continuing historical use b) continued existence of interior finish floor materials + features like cast spiral stair c) supporting strength of historic jail built at the time of courthouse + designed by Frank Milburn. Final photos received — strengthens eligibility of courthouse complex.

ACCEPT DUBIE 9/8/80

HAER

Inventory _____

Review _____

DUBIE ACCEPT 9/12/80 9/18/80

REVIEW UNIT CHIEF

BRANCH CHIEF

KEEPER

National Register Write-up _____ Send-back _____ Entered ~~SEP 18 1980~~

Federal Register Entry 2381 Re-submit _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

NORTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

COUNTY COURTHOUSES IN GEORGIA

FULTON COUNTY COURTHOUSE
Atlanta, Fulton County, Georgia
USGS Quadrangle: Northwest Atlanta, Georgia
UTM REFERENCE:
A Zone 16 E741700 N3737400

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, Georgia Geodetic Survey, and City of Atlanta

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1952. Field check 1954

Polyconic projection. 1927 North American datum
10,000-foot grid based on Georgia coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Land lines from information supplied by Cobb County Roads and Revenues Commission and Atlanta–Fulton County Joint Planning Board

Revisions shown in purple compiled from aerial photographs taken 1968 and 1973. This information not field checked

Purple tint indicates extension of urban areas

UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U.S. Route — State Route

NORTHWEST ATLANTA, GA.
(FORMERLY BOLTON)
N3345—W8422.5/7.5

1954
PHOTOREVISED 1968 AND 1973
AMS 4151 IV SW—SERIES V845

RECEIVED
FEB 29 1980
NATIONAL REGISTER

Resource 24: United States Post Office

RECEIVED 2280
JAN 13
NAT REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

RECEIVED 2280
SEP 28

1217

NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name United States Post Office, Federal Annex

other names/site number Federal Annex
Martin Luther King Jr. Federal Building

2. Location

street & number 77 Forsyth Street
city, town Atlanta **vicinity of** central business district / northwest Atlanta - between Spring St. and Forsyth St. at Martin Luther King Jr. Drive (formerly Hunter St.)
county Fulton **code** 121
state Georgia **code GA** **zip code** 30303

( ) **not for publication**

3. Classification

Ownership of Property:

( ) **private**
( ) **public-local**
( ) **public-state**
(X) **public-federal**

Category of Property:

(X) **building(s)**
( ) **district**
( ) **site**
( ) **structure**
( ) **object**

Number of Resources within Property:	**Contributing**	**Noncontributing**
buildings	1	
sites		
structures		
objects		
total		

Contributing resources previously listed in the National Register: (X) **N/A**
Name of previous listing: (X) **N/A**
Name of related multiple property listing: (X) **N/A**

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. ( ) See continuation sheet.

Signature of certifying official — Date: 9.20.04

Federal

~~State Historic~~ Preservation Officer

In my opinion, the property (Y) meets ( ) does not meet the National Register criteria. ( ) See continuation sheet.

Signature of commenting or other official — Date: 7.7.04

HISTORIC PRESERVATION DIVISION, GA. DEPT. NATURAL RESOURCES

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

(X) entered in the National Register — Daniel J. Vivian 2/10/06

( ) determined eligible for the National Register

( ) determined not eligible for the National Register

( ) removed from the National Register

( ) other, explain:

( ) see continuation sheet

for Keeper of the National Register — Date

6. Function or Use

Historic Functions: GOVERNMENT / post office
GOVERNMENT / government office

Current Functions: GOVERNMENT / government office

7. Description

Architectural Classification: MODERN MOVEMENT / Modern Classic
MODERN MOVEMENT / Art Deco

Materials:

foundation	STONE / granite; CONCRETE
walls	STONE / granite; STONE / marble
roof	OTHER / terracotta shingle; elastomeric rubber membrane and asphalt roll roofing
other	TERRACOTTA; METAL / nickel

Description of present and historic physical appearance:

The United States Post Office, Federal Annex was designed by Atlanta Architect Albert Ten Eyck Brown and constructed in Atlanta's central business district between 1931 and 1933. This ten-story 292,000 square foot reinforced concrete structure is a product of the Public Works Administration and was built to serve the growing postal needs of the city in the early 1930s. It was constructed as an annex to the existing postal facility and Federal building and was designed to house the main mail handling and distribution operations of the postal service while also serving the general public with their day-to-day postal needs. Related government offices were also housed in this building.

The building site is located adjacent to Atlanta's former Terminal Station (now the Richard B. Russell Federal Building to the west) and occupies almost two and one half acres of land. It is bound on three sides by Spring Street to the west, Forsyth Street to the east and Martin Luther King Jr. Drive (formerly Hunter Street) to the north . To the south are commercial buildings that fill the remaining portion of the block to Mitchell Street. The United States Postal Service occupied the building until 1980. In 1981, the General Services Administration (GSA) acquired the building in order to expand government office space currently housed in the adjacent Richard B. Russell Federal Building. The annex was subsequently renovated and occupied by GSA and other Federal agencies.

The blocky rectilinear form of the building is characteristic of Modern Classic federal architecture of the 1930s. Through a series of progressively stepped setbacks of the exterior walls, the handsome building form is carefully revealed. Walls project and recess, forming volumes of different heights and lengths that contribute to the overall massing and characteristic form. Two symmetrical facades anchor each end of the building to the east and west.

Smooth planar wall surfaces, low-relief detailing and modest decoration further emphasize the austere beauty of the building form in and of itself. This massive marble and granite-clad building and surrounding site features occupy the entire 2.4 acre site on which they sit. The base of the building is set back approximately fifty feet from the street-scape and surrounded by granite terraces and low walls forming planters outside the

main entries. The primary entries to the building are oriented to the east and west along Forsyth Street and Spring Street. Nickel-alloy ornament in stylized Art Deco designs is utilized to embellish these facades and highlight the pedestrian points of entry. An asphalt drive at the east end of the site ramps down to a parking area designated for service and deliveries along the north side of the building at the ground floor level. This area was originally active in serving the mail distribution functions of the Postal Service including the loading and unloading of mail trucks. A covered loading dock extended the length of ten open bays. Seven of these bays were protected by a narrow metal marquee. These features have since been significantly altered and all but one of the ten original bays remains open and active. A small section of the marquee remains above this opening as well. The other bays have been filled in with granite blocks and modern aluminum doors and windows have been added within these walls. A new entrance was also constructed at the eastern most bay and includes stairs, a ramp and planters as part of the design. A small section of the original marquee also remains at this location. These exterior changes, though significant, are all below grade and do not substantially impact the visual integrity of the main body of the building.

Granite ashlar veneer covers the exterior walls at the lowest three floors of the building and forms a solid base from which the upper floors rise. The walls at the upper levels (first through seventh) are clad with smooth light grey to white marble veneer except on the south elevation where painted yellow brick is used on the walls of the recessed facades of the third through seventh floors. Art Deco inspired detailing in simplified designs subtly enriches the otherwise planar wall surfaces in the form of fluted pilasters, chevrons and other stylized designs in the stringcourses and cornice work. These austere walls rise to form parapets surrounding the flat roof areas formed by the building setbacks. Elastomeric rubber membrane covers all flat roof areas except at the second floor on the south side. Here, asphalt roll roofing with a gravel ballast is utilized. A hip roof of green-glazed terra-cotta shingle tiles, which was replaced in the early 1990s, crowns the building above the seventh floor.

Two penthouses rise above the hip roof line at both the east and west ends of the building, affording a closer view of the gold-plated eagles that adorn the building's two flagpoles. These flagpoles are centered above the Forsyth and Spring Street entrances respectively and rise from the seventh floor roof nearly fifty feet in the air. The two penthouses differ in massing, in that the Forsyth Street penthouse is larger and more prominent, thus distinguishing the otherwise symmetrical facades. Its walls rise directly from the seventh floor and extend the length of the three middle bays on this elevation. In contrast, the penthouse on the Spring Street side of the building extends the length of just one bay. It is also set back from the seventh floor wall plane, making it appear even less prominent. Despite these subtle volumetric variations, a symmetrical balance in the building's overall form is achieved.

The original steel windows remain in most locations, though most of them are in fair to poor condition and need extensive maintenance and repair work. All of the window openings are slightly recessed and aligned vertically within the wall plane. A variety of window types are represented and include double-hung, hopper, and casement sash. Most are arranged in pairs, though single units are utilized at all floor levels - typically marking the end bays of each elevation. Steel double-hung sash in a variety of light configurations is the most common window type utilized. Those at the first floor level also have multi-light transoms. Hopper sash are typically found at the second and ground floor mezzanine levels on the north and south elevations. Some of these have been replaced with fixed windows. Casement sash are the smallest of the window types utilized and are found on the east and west elevations in three different light configurations. Narrow one-light wide

casements flank the center bay of the east and west elevations at the third, fourth and fifth floors. Two-light wide casements are paired at the second floor level. Original windows are single-glazed with clear glass, though some frosted glazing and glass block have been introduced in various locations - particularly at the fourth and fifth floor levels on the south elevation.

Molded aluminum spandrel panels decorate the wall area below the forth and fifth floor windows of the middle bays on all elevations. Fifth floor windows on the north and south projecting bays are slightly distinguished in that the recessed spandrel panels below these windows are detailed in stone. The windows at the projecting bays are also flanked by simplified fluted pilasters formed out of the adjacent stonework. Similar fluted detailing of the wall surface accentuates the east and west elevations in the form of pilasters that extend between the third and fifth floors. All other window openings are simply stated and accentuated mainly by the combined effects of the repetitious rhythm of their placement and the subtle voids created by their recess within the wall plane.

The smooth ashlar walls of this building are modestly but handsomely detailed with a combination of stone and terra cotta decoration in the form of pilasters, freizes, stringcourses, cornices and other relief work. Decorative stone friezes in stylized art deco designs articulate the wall surfaces above the first, second and fifth floor windows of the projecting bays on the north and south elevations. A combination of chevrons, inverted and stylized sunburst patterns and bands of vertical lines are utilized for these details. Similar designs also highlight the wall area above the first floor windows of the projecting bays flanking the east and west entries. In addition, the walls of the east penthouse are articulated with fluted pilasters and low-relief stringcourses above the seventh floor windows and along the parapet. Narrow bands of terra cotta ornament form stringcourses above the fifth and sixth floor windows. Each is detailed with different geometric designs - the lower of the two exhibiting an arrow-like pattern and the upper using vertical lines in a repetitious pattern of triplets. A continuous denticulated cornice highlights the roofline above the seventh floor. Other relief ornament includes a decorative eagle on the east elevation of the east penthouse and a stylized disk design above each first floor window at the projecting bays that flank the east and west entries.

The main entrances to the building at the east and west ends of the site are accentuated with highly decorative nickel-alloy ornament. Two sets of double doors are centered on the Forsyth and Spring Street elevations providing access to the building's public lobbies. The nickel-alloy doors themselves are not embellished with ornament or etched designs, but are rather plain with each containing a single panel of glass. The area above the doors, however, is highly decorated with nickel-alloy ornamental panels depicting two stylized eagles grasping a shield of stars and stripes. The detailing at each entry is identical except that the east entrance is further enhanced by an additional ornamental panel between the doors and the eagles, making the east entry roughly three feet higher than the west entry. This additional panel is detailed in a stylized sunburst pattern. A narrow band of trim in a high-relief chevron pattern highlights the edges of both entry ways. Highly ornamental octagonal light fixtures are mounted to the walls and flank each entry. These are also nickel-alloy and are intricately detailed with art deco designs and leaded glass.

Portions of the building exterior are undergoing repair and rehabilitation work which began in the early 1990s but was abruptly halted due to contractor negligence. Consequently, the work remains in an unfinished state. Marble blocks from the cornices and parapets have been removed and are stacked in areas around the site awaiting repair and reinstallation when work resumes. Large sections of the granite terraces around the

building perimeter have also been dismantled and work in these areas remains incomplete. This exterior work is scheduled to resume some time in 2002 in conjunction with other renovation work being undertaken. The steel windows are also scheduled for rehabilitation, and a memorandum of agreement for this work has been established between the GSA and the State Historic Preservation Office.

In addition to the changes mentioned earlier on the north side of the building at the ground floor level, several other modern features have been introduced. A single-story greenhouse was added at the southwest corner of the building at the first floor level to provide additional seating for the building's cafeteria. Brown tinted glazing within an aluminum framing system sits on a two foot painted brick base. Though the materials and design of the greenhouse are out of character with the original building, this addition is relatively small and set back from the west elevation so that it's visual impact is somewhat diminished. Other changes include the addition of concrete pavers along the south side of the building and a series of planting beds at the northwest corner of the site. Low brick masonry walls enclose these beds and benches are scattered throughout for public use. In spite of these changes, the building's architectural integrity remains strongly conveyed through its defining Modern Classic features and Art Deco details described above.

The interior of the building is organized around a long, central hallway that horizontally connects the east and west ends of the building, which are anchored by the main public lobbies at the first floor level. Stairways connect the floors vertically and can be accessed from both the Forsyth Street (east) and Spring Street (west) lobbies. Like the first floor, a central hallway connects the east and west elevator and stair lobbies at each of the upper floors. Office areas are arranged around these horizontal axes. Originally, postal work spaces - two stories in height - occupied most of the floor area between the two lobbies at the first and second levels. Most of the Federal offices were located on the upper levels. The most distinguishing spaces remaining in this building are the public lobbies on the first floor, the east and west stairs, and the elevator lobbies on the second, third and fourth floors at the east end of the building. Most of the character defining features remain in these areas, though some changes have taken place.

The lobby at the east end of the building was the original postal lobby, which served the general public in their day-to-day postal needs. Art Deco ornamentation and nickel-alloy detailing characterized this area, distinguishing it from all other significant spaces in the building. Nickel-alloy materials were utilized for the original postal service windows, post office boxes, office doors, elevator doors, and radiator grilles. Most of the trimwork around these features is decorated with etched Art Deco designs in a combination of chevron and arrow-like patterns. The elevator doors are further distinguished with etched designs that cover the full surface area of the doors. Two framed stylized eagles are depicted above panels of vertical lines and geometric shapes. The original post office boxes have been removed from their original location, and these areas are now filled in and covered with a vinyl wall covering. However, the original framework and transoms above remain intact. The original ornamental writing tables have also been removed from this space.

This long rectangular space is visually divided into seven bays through the use of alternating materials on the wall and ceiling surfaces. The walls and floor of the lobby are covered with McMullen Gray Tennessee marble. The east and west walls of the space are highlighted with sections of fluted green marble (possibly Vermont Verde Antique) that create a color and texture variation across the wall surfaces and produce a distinct visual rhythm of bays. This same green marble also highlights the base of the walls continuously around the perimeter of the space. York Fossil marble (black in color) forms a border around the floor,

contrasting the light Gray Tennessee marble covering the main floor surface areas. A continuous band of chevrons, carved in the McMullen Gray Tennessee marble, articulates the wall surface just above the height of the green marble sections. A suspended plaster ceiling of shallow recessed panels is divided into a series of alternating narrow and wide bays across the length of the space. A band of mutules borders the ceilings of the wider bays. The ceilings of the narrower bays are bordered with McMullen Gray Tennessee marble and correspond with the placement of the fluted green marble detailing on the walls. These distinctions in the ceiling materials further reinforce the seven-bay rhythm of the space.

Two stair entrances are located on the east wall of the original postal lobby and flank the main entry vestibule. This McMullen Gray Tennessee marble used in the main lobby extends into the two stair entries and covers the walls up to the second floor, where the two separate stairwells join at a shared landing. Here, a widened intermediate landing is created and a shift in materials occurs. At this level, the walls are covered with a lighter Alabama Cream A marble from floor to ceiling with some fluting for accent. These materials and detailing extend throughout the split stair design to a central lobby at the third floor level. At this level and upward, the Alabama Cream A marble is utilized on the walls of the elevator lobbies and the stairwell, which now rises from the third floor level along a single shaft. Beyond the third floor lobby, the marble wall area is reduced to a wainscot with a York Fossil marble base. The plaster ceilings of the elevator lobbies at the third and fourth floors are handsomely detailed with stepped shallow recessed panels. This detailing also highlights the ceilings of the second and third floor stair lobbies. McMullen Gray Tennessee marble is used at the stair treads and landings between floors, but it changes to terrazzo with a York Fossil marble border at the main floor landings and in the original elevator lobbies remaining at the third and fourth floors. York Fossil marble is also used for the stair treads. Nickel-alloy handrails are featured throughout the stairwell. Partitions have been added to enclose the stairs for fire egress.

The west lobby also retains significant original features, though this space has been altered from the original plans. The south wall of the space was moved further south and other modern finishes have been introduced, including a suspended acoustical tile ceiling and composition tile flooring that covers the original terrazzo. Some original features, however, do remain that distinguish this public area. Alabama Cream A marble covers the walls from floor to ceiling, and the walls are accentuated by fluted pilasters. A black marble base - York Fossil - highlights the otherwise light wall surfaces. The stairs ascending from this end of the building are original and similar materials to that in the east stair are utilized. Smooth plaster walls are enhanced with Alabama Cream A marble wainscot and guard rails finished with a black York Fossil marble base. The landings at the floor levels are terrazzo with a York Fossil marble border. The stair treads and landings between floors are McMullen Gray Tennessee marble with York Fossil marble risers and the handrails are wood. Though some modifications have been made to enclose these exit stairs to meet fire code regulations, these original finishes are continuous the full height of the building.

Upon the postal facility vacating the building in the early 1980s, the building was renovated for office use and substantial changes were necessary in the original postal processing areas in order to maximize the occupiable space of the building. Entirely new floors were inserted at the first and second floor mezzanine levels, thus increasing the total number of floors in the building from eight to ten. These former work spaces were generous in height, which afforded the ability to adapt the single-height spaces into two that could then be renovated for office use. Consequently, the original first floor mezzanine became the second floor, the original second floor became the third floor, the original second floor mezzanine became the fourth floor, the

original third floor became the fifth, the original fourth floor became the sixth, and the original fifth floor became the seventh.

By 1991, most of the interior office areas had been completely renovated with new finishes and features. At that time, original features remained only in the hallways on the fifth and sixth floors, the restrooms on the fifth, sixth and seventh floors, several vacant offices on the south side of the fifth floor and other ancillary spaces throughout the building. In the hallways, this included terrazzo floors with a black marble border and base, molded wood trim at original door openings and plaster walls, though much of this was covered with vinyl or paper wall covering. The restrooms on the fifth, sixth and seventh floors, were detailed with hexagonal ceramic tile flooring and high marble wainscot on plaster walls. The original marble toilet partitions also remained, complete with their original wood doors and nickel-alloy hardware. Wood baseboards, molding, cornice and doors remained in the women's lounges. Some original finishes also remained in the basement including brick wainscot along the original corridor at the east and west ends and four original bathrooms.

Nearly all of these original features, noted above and excluding the features in the entry lobbies and stairs, have since been removed in subsequent and ongoing renovations. The upper floors of the building (fifth through seventh) are currently undergoing renovation. The floors have essentially been gutted and new partitions and finishes are being added throughout to accommodate new office layouts. Currently, the terrazzo floor of the original fifth floor hallway is all that remains visible, though this will eventually be covered with carpeting when the renovation work is completed. Even the original elevator lobbies have been altered at the fifth through seventh floors. New terrazzo floors, marble wainscot and light fixtures have been installed. The floors below (ground through fourth) have also been extensively renovated with modern finishes, though this work is less recent. The ground floor is now only partially occupied, and office suites have been left vacant due to organizational changes. Original features remaining in the basement include two small sections of hallway at both the east and west ends of the building. The brick wainscot, wood doors and molding remain in these locations. An original wood block floor also remains in the carpentry room of the basement.

Several private areas of the building have not been updated with newer finishes, and original features do remain visible. However, these spaces are either utilitarian, like the east and west penthouses, or are not used at all, like the former custodian's office. Plaster on the walls and ceilings, marble wainscot along the stairs, wood chair rails, base boards and cornice molding are some of the remaining features. Several original flush wood doors remain as well in the east stairwell to the custodian's office and other janitorial spaces.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

( ) **nationally** ( ) **statewide** (X) **locally**

Applicable National Register Criteria:

(X) **A** ( ) **B** (X) **C** ( ) **D**

Criteria Considerations (Exceptions): (X) **N/A**

( ) **A** ( ) **B** ( ) **C** ( ) **D** ( ) **E** ( ) **F** ( ) **G**

Areas of Significance (enter categories from instructions):
ARCHITECTURE
COMMUNICATIONS
TRANSPORTATION

Period of Significance: 1931-1933

Significant Dates: 1933 - original construction

Significant Person(s): (X) **N/A**

Cultural Affiliation: (X) **N/A**

Architect(s)/Builder(s): Albert Ten Eyck Brown, Architect
Alfredo Barili, Jr., Associate
J. W. Humphreys, Associate
James A. Westmore, Supervising Architect

Narrative statement of significance (areas of significance)

The United States Post Office, Federal Annex is significant in American history and architecture, and possesses integrity of location, design, materials, workmanship and association. It qualifies for listing in the National Register for its significance under both Criterion A and Criterion C, as described more specifically below. It is designated locally as an Urban Conservation and Development Area (UCD) by the Atlanta Urban Design Commission.[1]

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[1] Atlanta Urban Design Commission. "Atlanta's Lasting Landmarks", p. 37.

National Register Criteria

The United States Post Office, Federal Annex is significant under National Register Criterion A in the areas of transportation and communication, as this building stands as a symbol of the importance of the United States Postal Service in facilitating the exchange of information and materials to the growing postal population in the 1930s. This building served as the central postal facility for the entire southeast region of the United States, south of Washington D.C. and east of the Mississippi. The location of the building, opposite Terminal Station (across Spring Street at that time), was a strategic choice and significant in making the broader handling and distribution of mail possible by way of railroad.[2] Tunnels under the Spring and Mitchell Street viaducts connected the mail handling areas of the Post Office with the mailing platforms of the adjacent Terminal Station (later demolished in 1970.) Mail was transferred back and forth by way of conveyor belts that ran through the tunnels.[3]

The United States Post Office, Federal Annex is also significant under National Register Criterion C in the area of architecture and serves as an excellent example of the Modern Classic style of architecture of the Modern Movement. It is considered one of Atlanta's finest examples of Federal architecture built in the late 1920s and early 1930s - "a landmark of the city's Deco-to-Modern era and one of the region's most significant public works in the Modern Classic style."[4]

A product of the Public Works Administration under President Franklin Delano Roosevelt, this building exemplifies the modern bureaucratic Federal architecture of the thirties.[5] This Modern Classic style, as it is sometimes referred to, was a widely popular style for government-sponsored buildings constructed during the thirties. This style is typically characterized by smooth planar wall surfaces, low relief detailing and minimal ornament in simplified classical forms. In conjunction with its austere form and massing, the United States Post Office, Federal Annex exhibits these and other characteristics of the Modern Classic and Art Deco style through the carefully detailed and conservative design of architect Albert Ten Eyck Brown, along with his associates Alfredo Barili, Jr. and J. W. Humphreys. The nation's Supervising Architect at that time was James A. Westmore.

A. Ten Eyck Brown was a prominent architect in Atlanta in the early 1900s. His design work is prevalent in numerous buildings throughout Atlanta and reflects the influence of the Modern Movement on the built environment during this period. The design of the United States Post Office, Federal Annex was his third major project in Atlanta during the early 1930s and Atlanta's largest construction project under way in 1931.[6]

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[2] Zeugner, "Historic Structures Report", p. 12.

[3] Ibid, p. 3.

[4] Craig, "Atlanta Architecture: Art Deco to Modern Classic, 1929-1959", p. 101.

[5] Ibid, p. 19.

[6] Ibid, p. 99.

Modern Classic and Art Deco buildings of this period attempted to synthesize the ideals and characteristics of both modern and traditional architecture. Architects drew on the forms and details from classical Beaux-Arts tradition for their designs, but manipulated these features to achieve a more simplified representation. The Art Deco expression of a classical portico, for instance, often "alluded to a traditional base, but typical of the style was the absence of a cornice or other device to provide a vertical conclusion."[7] The expression of verticality was an important characteristic of this style, so details such as a row of fluted pilasters with no cornice were not uncommon in building designs. Similar detailing in the form of fluted pilasters highlights the walls of the main east and west elevations of the this building. These features further enhance the building exterior by flanking window and door openings at selected locations.

The United States Post Office, Federal Annex conveys its Modern Classic and Art Deco influences through the combination of its blocky terraced building form and its use of restrained and simplified architectural detailing. A. Ten Eyck Brown manipulates the building's massive rectangular form through a series of symmetrical set backs that reduces its bulky appearance and produces a harmony of solid/void proportioning. This kind of sculptured terracing, inspired by ancient ziggurat forms, was a very common characteristic of Modern Classic and Art Deco architecture of the late twenties and early thirties and produced a building in which the form itself was the ornament.[8] Sometimes the use of terracing in building designs during this time was also influenced by local zoning ordinances requiring that "the upper stories of tall buildings be narrowed by terracing to 'tame' the visual effect of their bulk and mass."[9] Nonetheless, the classical ideals of solidity and mass remained very influential in the design of buildings, particularly public buildings, during this period.[10] A vertical emphasis was also typical and was often expressed in the arrangement and recessed detailing of the window openings.

"The general tendency, from the mid-1920s on into the early 1940s, was to exhibit exterior walls that expressed little depth or projection."[11] Ornamentation took the form of simplified profiles in low-relief stylized designs. Art Deco ornament of the period was either designed as an integral part of the surface material on which it decorated, or it was created as a ornamental panel and applied over the surface.[12] Brown utilized both of these types of detailing in his design of the United States Post Office, Federal Annex. The planar wall surfaces of this building are highlighted with decorative geometric designs that are integrated into the stone veneer as friezes, cornices and other low-relief ornament. In contrast, highly ornamental nickel-alloy detailing embellishes the entries. These entries are particularly enriched with decorative panels above the main entry doors that display a combination of geometric sunburst patterns, chevron designs, and two stylized eagles grasping a shield of stars and stripes.

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[7] Gebhard, "The National Trust Guide to Art Deco in America", p. 5.

[8] Striner, "Art Deco", p. 25.

[9] Ibid, p. 41.

[10] Gebhard, "The National Trust Guide to Art Deco in America", p. 4.

[11] Ibid, p. 5.

[12] Ibid, p. 7.

Criteria Considerations (if applicable): (X) **N/A**

Period of significance (justification): 1931-1933
Construction of the United States Post Office, Federal Annex was completed in 1933. The building was subsequently dedicated by President Franklin Delano Roosevelt in December of that year.

Contributing/Noncontributing Resources (explanation, if necessary): (X) **N/A**

Developmental history/historic context (if appropriate)

Located in the central business district of Atlanta, the United States Post Office, Federal Annex was gleamed at the time of its construction for its handsome profile amidst the surrounding city landscape as well as its innovative design of a tunnel connecting the mail handling areas of the building with the mailing tracks of the adjacent Terminal Station. The building was viewed as an impressive first glimpse of the city by new visitors arriving in Atlanta via the railroad.[13]

The entire site on which the building sits is fully utilized. Granite terraces and low stone walls provide broad open areas outside the entries and along the west side of the building for public gathering and circulation. Granite stairs cascade down to the street level and join with the city sidewalks. Parking and service areas are provided along the north side of the site.

The orientation of the main entries to the building was a significant component in the overall design of the building and its planned orientation to the surrounding streets that border the property. The size and scale of the building and its site features, spanning the entire distance between Spring and Forsyth Streets, afforded A. Ten Eyck Brown the opportunity to draw on the existing pedestrian and vehicular patterns of the city to direct the functional arrangement of spaces within and around the building.

The relationship to Terminal Station was a major component in the overall design of the site. The functional requirements for the handling and distribution of mail was critical in the design of vehicular access to loading areas, parking areas and general circulation to and from the site.

Functional relationships within and around the building also influenced a distinction between the primary entries serving the building. The location for the main entry to the building on Forsyth Street was chosen, in part, because accessibility from this end of the property was more conducive for the general public visiting the postal facility. This was a factor of convenience in response to observed pedestrian patterns of the city at that time. This entrance was intended to serve the public's postal needs, as evident by the presence of the postal lobby that remains just inside the doors. The entrance on Spring Street was intended for use by Federal employees working in the building at that time.

[13] "The Atlanta City Builder".

The United States Post Office, Federal Annex served as a landmark around which other Federal and commercial construction developed over the years. This includes the Richard B. Russell Federal Building (formerly Terminal Station) and the Omni-International Complex to the west, the Southern Railway complex to the south, and various commercial/retail establishments to the north and east.[14] More recently, the Sam Nunn government complex was constructed opposite the building to the north, along Martin Luther King Jr. Drive.

The General Services Administration acquired the building in 1981, after the United States Postal Service vacated the property in 1980.

[14] Zeugner, "Historic Structures Report", p. 9.

9. Major Bibliographic References

Bibliography

Architectural and Historical Inventory: U.S. Post Office Federal Annex. Atlanta: June, 1977.

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Striner, Richard. Art Deco. New York: Abbeville Press Publishers, 1994.

Weber, Eva. Art Deco in America. New York: Exeter Books, 1985.

Zeugner, John. Historic Structures Report - Martin Luther King Jr. Federal Building. General Services Administration, 1984.

Section 9--Major Bibliographic References

Previous documentation on file (NPS): (X) **N/A**

( ) **preliminary determination of individual listing (36 CFR 67) has been requested**
( ) **preliminary determination of individual listing (36 CFR 67) has been issued**
date issued:
( ) **previously listed in the National Register**
( ) **previously determined eligible by the National Register**
( ) **designated a National Historic Landmark**
( ) **recorded by Historic American Buildings Survey #**
( ) **recorded by Historic American Engineering Record #**

Primary location of additional data:

( ) **State historic preservation office**
( ) **Other State Agency**
(X) **Federal agency**
( ) **Local government**
( ) **University**
( ) **Other, Specify Repository:**

10. Geographical Data

Acreage of Property 2.4732 acres

UTM References

A)	Zone	16	Easting	074135	Northing	3737797

Verbal Boundary Description

All that tract or parcel of land lying and being in part of Land Lot 77 of the 14th District, City of Atlanta, Fulton County, Georgia and being more particularly described as follows:

Beginning at a bronze disk found at the southwesterly intersection of the right of way of Martin Luther King Drive and Forsyth Street. Said disk having co-ordinates of 1,365,079.28' North and 430,996.46' East on the Georgia State Plane Co-ordinate System, West Zone. Thence S 32° 56' 01" W along the westerly line of Forsyth Street, 234.10 feet to a bronze disk; thence N 56° 38' 17" W, along the southwesterly edge of a concrete wall, 264.17 feet to a bronze plaque found under said wall; thence S 32° 54' 05" W, 49.88 feet to a bronze plaque found at the northeast corner of an alley; thence N 56° 53' 19" W, along the northerly line of said alley, 161.35 feet to a bronze plaque found on the easterly line of Spring Street; thence N 33° 35' 27" E along the easterly line of Spring Street 275.04 feet to the point of curvature of a curve to the right; thench a curve to the right having a radius of 12.074 feet, a central angle of 90° 06' 17", along an arch of 18.99 feet to a point on the southerly line of Martin Luther King Drive. (The chord of said curve bears N 78° 38' 35" E for 17.09 feet.) Thence S 56° 18' 16" E along the southerly line of Martin Luther King Drive 410.13 feet to the place of Beginning, and containing 2.4732 acres of land.

This property is illustrated on the accompanying USGS quadrangle map. A copy of the site survey authorized on October 28, 1931 and performed by Freeman & Roberts Civil Engineers in Atlanta, Georgia is also included.

Boundary Justification

The boundaries described above define the original property on which the United States Post Office, Federal Annex was constructed.

11. Form Prepared By

State Historic Preservation Office

name/title
organization
street & number
city or town state zip code
telephone date

Consulting Services/Technical Assistance (if applicable): ( ) **N/A**

name/title Tara L. Johnson
organization Architectural Conservation Center
street and number 3318 Highway 5, #318
city or town Douglasville **state** GA **zip code** 30135
telephone 770-949-1337

(X) **consultant**
( ) **regional development center preservation planner**
( ) **other:**

(HPD form version 02-24-97)

Additional Documentation - Maps

USGS map (7.5 series) indicating the property's location.

Survey of United States Post Office Site - Freeman & Roberts Civil Engineers, Atlanta, Georgia, October, 28, 1931.

Additional Documentation - Photographs

Name of Property: United States Post Office, Federal Annex
City or Vicinity: Atlanta
County: Fulton
State: Georgia
Photographer: Robert M. Craig *(photos 1, 2, 5, 7, 8 with permissions)*;Tara Johnson *(photos 3, 4, 6, 9, 10, 11, 12)*
Negative Filed: Robert M. Craig, College of Architecture, Georgia Institute of Techology, Atlanta, GA 30332
John H. Myers, Architectural Conservation Center, 3318 Highway 5, #318, Douglasville, GA 30135
Date Photographed: January/February, 1993 *(photos 1, 2, 5, 7, 8)*; December, 2001 *(photos 3, 4, 6, 9, 10, 11, 12)*

Description of Photograph(s):
Number 1: View from Southwest
Number 2: West Elevation, Spring Street
Number 3: North Elevation
Number 4: East Elevation - Penthouse, Forsyth Street
Number 5: West Entry
Number 6: West Entry Detail
Number 7: Ornamental Light Detail at Main Entries
Number 8: Ornament Above East Entry Doors
Number 9: Wall Ornament at Parapets
Number 10: Entry to Stairwell from First Floor Lobby, East
Number 11: Door Detail in First Floor Lobby, East
Number 12: Second Floor Stair Lobby, East

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: United States Post Office, Federal Annex

MULTIPLE NAME:

STATE & COUNTY: GEORGIA, Fulton

DATE RECEIVED: 9/28/04 **DATE OF PENDING LIST:** 10/29/04
DATE OF 16TH DAY: 11/13/04 **DATE OF 45TH DAY:** 11/11/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001217

REASONS FOR REVIEW:

APPEAL:	N	**DATA PROBLEM:**	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	Y	**PDIL:**	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	**SAMPLE:**	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

Return. Please see attached comments.

RECOM./CRITERIA_____

REVIEWER Daniel Vivian DISCIPLINE Historian

TELEPHONE (202) 354-2252 DATE 11/4/04

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

RECEIVED 2280
JAN 13 2006
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

The United States Department of the Interior
National Park Service

National Register of Historic Places
Evaluation/Return Sheet

Property Name: United States Post Office, Federal Annex
Fulton County, Georgia

Reference Number: 04001217

Reason for Return:

This nomination is being returned because the photographs do not meet the National Register documentation standards. The photos submitted with the nomination have been printed on Kodak Royal and Fuji Crystal Archive photo papers, both of which are chromogenic papers designed for color prints. Because the long-term stability of black-and-white prints on chromogenic papers is uncertain, they do not meet the National Register standards. The current policy of the National Register is to require photographs made from black-and-white negatives printed on black-and-white paper using conventional processing methods. Fiber-based papers are preferred, but resin coated (RC) papers are also acceptable. We recommend that the nomination be resubmitted with black-and-white photos printed on black-and-white RC or fiber-based paper.

Please feel free to contact me if you have any questions. You may reach me at (202) 354-2252 or by email at <dan_vivian@nps.gov>. We look forward to receiving a revised nomination.

Daniel Vivian, Historian
National Register of Historic Places

November 4, 2004

NPS Form 10-900a
(Aug. 2002)

OMB Approval No. 1024—0018
(Expires Jan. 2005)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number ——— Page ———

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 04001217 Date Listed: February 10, 2006

Property Name: United States Post Office, Federal Annex

County: Fulton State: Georgia

none
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Daniel J. Vivian
Signature of the Keeper

February 10, 2006
Date of Action

Amended Items in Nomination:

Section 8. Statement of Significance
The period of significance is hereby changed to 1931-1956, to more accurately reflect the period in which the property possessed significance in the areas of architecture and communications.

Transportation is hereby removed as an area of significance.

[These changes have been made in consultation with and approved by the Federal Preservation Officer of the General Services Administration.]

The Georgia State Historic Preservation Officer and the Federal Preservation Officer for the General Services Administration were notified of this amendment.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: United States Post Office, Federal Annex

MULTIPLE NAME:

STATE & COUNTY: GEORGIA, Fulton

DATE RECEIVED: 1/13/06 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 2/26/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001217

DETAILED EVALUATION:

~~ACCEPT~~ ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

The United Sates Post Office, Federal Annex, is locally significant under Criterion A in the area of communications and under Criterion C as an example of Modern Classic-style architecture. The building was erected in 1931-33 with funds provided by the Public Works Administration and designed by Atlanta architect A. Ten Eyck Brown. At the time, it stood directly opposite Terminal Station, a major railroad facility. Tunnels connected the post office with mail platforms in the railroad terminal; conveyor belts transferred mail to and from the station. Today, the building retains integrity from its period of significance. It reflects the architectural history of Atlanta and the crucial role of the post office in communications.

RECOM./CRITERIA Accept A & C

REVIEWER Daniel Vivian DISCIPLINE Historian

TELEPHONE (202) 354-2252 DATE 2/10/06

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

UNITED STATES POST OFFICE, FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 1

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 2

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 3

- UNITED - STATES - POST - OFFICE -

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 4

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 5

MARTIN LUTHER KING
FEDERAL BUILDING
NOTICE!

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 6

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 7

UNITED STATES POST OFFICE FEDERAL ANNEX

FULTON COUNTY, GEORGIA

PHOTO # 8

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 9

INS F

UNITED STATES POST OFFICE FEDERAL ANNEX

FULTON COUNTY, GEORGIA

PHOTO # 10

101
U.S. INS
ASST DISTRICT DIRECTOR
EXAMINATIONS
COMMUNITY RELATIONS
CONGRESSIONAL LIAISON

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 11

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 12

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 13

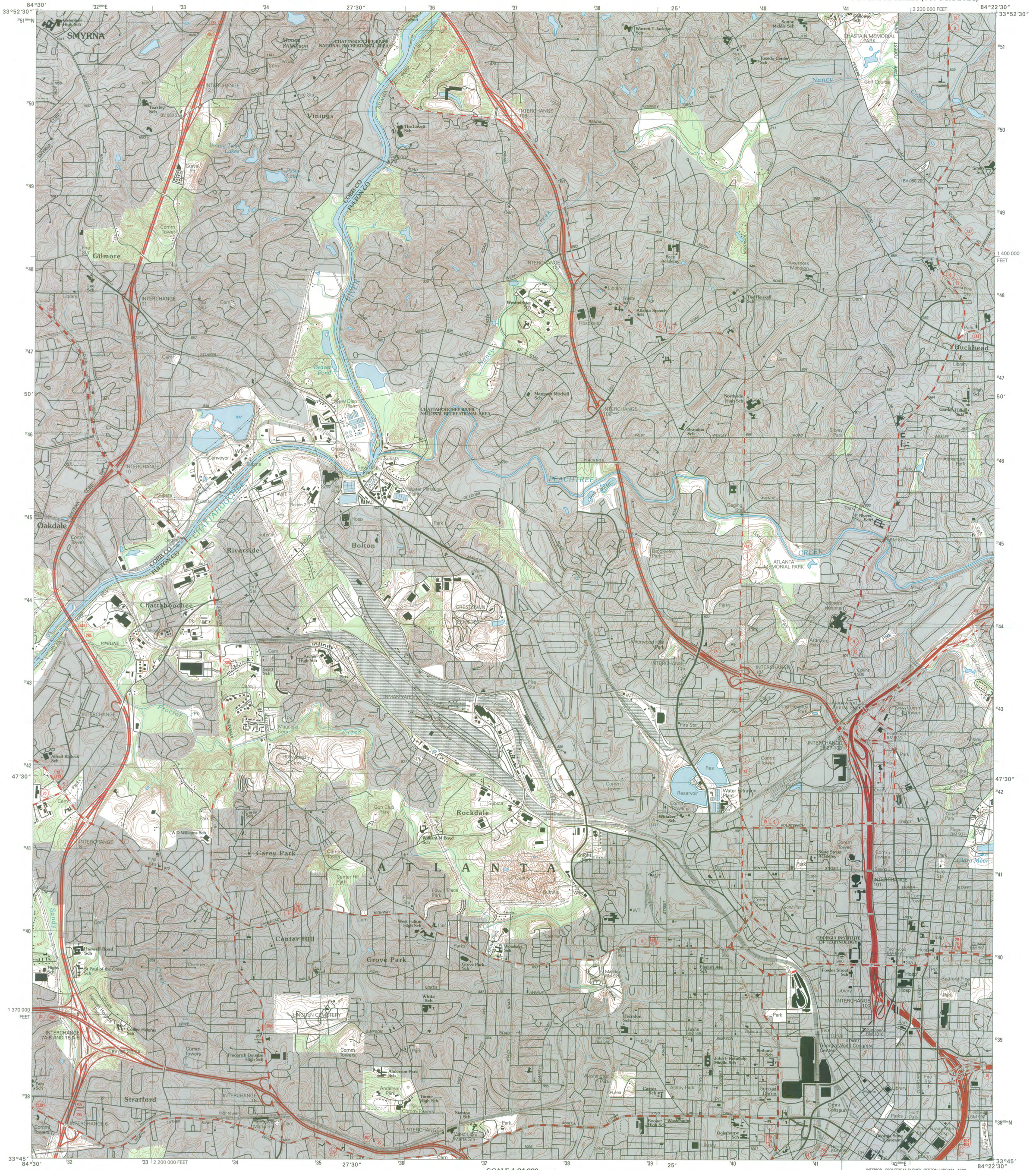
UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 19

UNITED STATES POST OFFICE FEDERAL ANNEX
FULTON COUNTY, GEORGIA
PHOTO # 15

USGS
science for a changing world

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

NORTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5-MINUTE SERIES (TOPOGRAPHIC)



Produced by the United States Geological Survey

Derived from imagery taken 1993 and other sources. Photoinspected using imagery taken 1997; no major culture or drainage changes observed. Survey control current as of 1991
Boundaries, other than corporate, verified 1999

North American Datum of 1983 (NAD 83). Projection and 1000-meter grid: 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

MN GN
3½° 62 MILS
1° 25′ 25 MILS
UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

20% TOTAL RECOVERED FIBER

SCALE 1:24 000

1 0.5 0 KILOMETERS 1 2
1000 0 METERS 1000 2000
1 0.5 0 1
MILES
1000 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

QUADRANGLE LOCATION

UTM 16/741350/3737797

1	2	3
4		5
6	7	8

1 Marietta
2 Sandy Springs
3 Chamblee
4 Mableton
5 Northeast Atlanta
6 Ben Hill
7 Southwest Atlanta
8 Southeast Atlanta

ADJOINING 7.5' QUADRANGLE NAMES

INTERIOR–GEOLOGICAL SURVEY, RESTON, VIRGINIA–1999

ROAD CLASSIFICATION

Primary highway hard surface ..... Light-duty road, hard or improved surface .....
Secondary highway hard surface ..... Unimproved road .....
Interstate Route U.S. Route State Route

MARTIN LUTHER KING, JR., FEDERAL BUILDING

NORTHWEST ATLANTA, GA

1997

NIMA 4151 IV SW-SERIES V845

ISBN 0-607-92523-4
9 780607 925364

GSA

GSA Public Buildings Service

September 20, 2004

Ms. Carol Shull
Keeper, National Register of Historic Places
National Park Service 2280
1201 Eye Street, NW
Washington, DC 20005

Dear Ms. Shull,

The U.S. General Services Administration (GSA) is pleased to nominate the United States Post Office, Federal Annex (now known as the Martin Luther King, Jr. Federal Building), 77 Forsyth Street, Atlanta, Georgia for inclusion in the National Register of Historic Places. This property, under the authority of GSA, occupies a significant place in the historic fabric of Atlanta and represents the importance of the U.S. Postal Service in transportation and communication from 1931-33.

The following documents are enclosed for your review:

- Signed original National Register of Historic Places Registration Form;
- U.S.G.S. Map; and
- Twelve original labeled black and white photographs.

Should you have any questions or concerns regarding the nomination, please contact Doug Pulak at (202) 501-0190.

Sincerely,

Rolando Rivas-Camp, AIA
Federal Preservation Officer
Director, Center for Historic Buildings

Enclosures

U.S. General Services Administration
1800 F Street, NW
Washington, DC 20405-0002
www.gsa.gov

GSA Public Buildings Service

January 12, 2006

Janet Snyder Matthews, Ph.D.
Keeper, National Register of Historic Places
National Park Service 2280
1201 Eye Street, NW
Washington, DC 20005

Dear Dr. Matthews:

The U.S. General Services Administration (GSA) is pleased to nominate the United States Post Office, Federal Annex (now known as the Martin Luther King, Jr. Federal Building), 77 Forsyth Street, Atlanta, Georgia, for inclusion in the National Register of Historic Places. In response to your request, I am resubmitting the nomination package to include photographs printed on black and white resin coated paper.

The following documents are enclosed for your review:

- Signed original National Register of Historic Places Registration Form;
- U.S.G.S. Map;
- 15 original labeled black and white photographs; and a
- Copy of the National Register of Historic Places Evaluation and Return Sheets.

Should you have any questions or concerns regarding the nomination, please contact Claire Hosker at (202) 501-1578.

Sincerely,

Caroline L Alderson

for Rolando Rivas-Camp, FAIA
Federal Preservation Officer
Director, Center for Historic Buildings

Enclosures

U.S. General Services Administration
1800 F Street, NW
Washington, DC 20405-0002
www.gsa.gov

Resource 39: Atlanta City Hall

United States Department of the Interior
Heritage Conservation and Recreation Service

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 Atlanta City Hall

and/or common Same

2. Location

street & number 68 Mitchell Street S. W. X not for publication

city, town Atlanta N/A vicinity of **congressional district** N/A

state Georgia **code** 013 **county** Fulton **code** 121

3. Classification

Category	Ownership	Status	Present Use	
___ district	X public	X occupied	___ agriculture	___ museum
X building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	N/A in process	X yes: restricted	X government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name Andrew Young, Mayor
City of Atlanta

street & number Atlanta City Hall
68 Mitchell Street, S.W.

city, town Atlanta N/A vicinity of **state** GA 30335

5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Fulton County Courthouse

city, town Atlanta **state** GA

6. Representation in Existing Surveys

title Historic Structures Field Survey: ~~Fulton County, Georgia~~ **has this property been determined elegible?** ___ yes X no

date 1976 ___ federal X state ___ county ___ local

depository for survey records Historic Preservation Section, Department of Natural Resources

city, town Atlanta **state** GA

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_x_ original site
_x_ good	___ ruins	_x_ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Atlanta City Hall is an eleven story office tower set above a four story rectangular base. It is of Gothic design with pointed arches and uninterrupted piers with inset spandrels of olive green ornamented terra cotta. The reinforced concrete structure has a cream colored terra cotta veneer covering the entire building. There are white marble balustrades and steps, and original lighting fixtures, at the Mitchell Street entrance. The original first floor interior remains intact and includes ornate brass fixtures and highly polished marble floors and walls. There are oak beamed ceilings in the mayor's office and council chambers. Bronze banking fixtures adorn the first-floor fee-collecting departments. The lobby and other public spaces have decorative marble wainscoting, walls, and pillars, and ornamented plaster cornices. The entrance and elevator doors are heavy bronze. Twin staircases leading to the second floor are also marble. Original lighting fixtures also remain in the entrance lobby. Throughout the building many of the original mechanical systems remain including the original water tank on the roof, restroom plumbing, water fountains, and elevator doors. The building sits on a four acre city block that slopes downhill from east to west with parking on the south and west sides. The grounds have a minimum of landscaping with grass, small shrubs, and some trees. There are no outbuildings. The city hall is directly across the street from several state office buildings and diagonally across from the State Capitol and the Fulton County Courthouse. Changes to the building include the modernization of offices above the first floor, fireproofing, adding of air conditioning, and the repair of the terra cotta veneer.

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	x architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
x 1900–	___ communications	___ industry	x politics/government	___ other (specify)
		___ invention		

Specific dates 1930 **Builder/Architect** G. Lloyd Preacher, Architect
National Construction Co., contractors

Statement of Significance (in one paragraph)

The Atlanta City Hall is significant in terms of architecture and government. Architecturally, it is significant as a fine example of the use of the Gothic Revival style for a governmental structure. It exhibits important details of the style including vertical emphasis, pinnacles, and pointed arches. It is significant too in the use of two types of terra cotta for the entire exterior covering and ornamentation. Its grand entrance lobby, wherein bronze and marble are used to create an important public space, adds to the effect of the public nature of the building. All principal materials for the building-granite, marble, terra cotta and brick-were Georgia products, a significant feature for the Depression-era when this magnificent structure was constructed. The building is architecturally significant also as a work of G. Lloyd Preacher (1882-1972), noted for many civic and private buildings throughout the southeast. After locating his main office in Atlanta in 1922 he became known for important buildings in the city including the Briarcliff Hotel and the Heinz Mansion on Ponce de Leon Avenue. The largest surviving concentration of his known works is in Augusta, Georgia. The governmental significance of the city hall rests with its being built as a city hall and its continued use for that purpose. The site itself is only a block from Atlanta's antebellum and wartime city hall. This particular site was a private home and then a girl's high school until being purchased for the city hall site in the late 1920s. Within this building have continued the usual city government functions. The office of the mayor is here and city council meetings are held here. Citizens have come here to visit officials, attend meetings, and pay bills since its opening on February 22, 1930.

These areas of significance support property eligibility under National Register criteria A and C.

9. Major Bibliographical References

Gwinner, Susan, of the Atlanta Urban Design Commission, Historic Property Information Form, 1982, based on research in city files, interviews, early photographs, issues of The City Builder, and Sanborn Insurance Maps.

Preacher, G. Lloyd, biographical files in the Historic Preservation Section.

10. Geographical Data

Acreage of nominated property 1 3/4 acres

Quadrangle name Southwest Atlanta **Quadrangle scale** 1:24,000

UMT References

	Zone	Easting	Northing		Zone	Easting	Northing
A	16	741740	3737180	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification The nominated property is all that land owned by the City of Atlanta that is directly associated with city hall and its landscaped grounds. It is marked on the enclosed cadastral map and consists of the northerly half of a block bounded by Mitchell and Washington Streets, and Trinity and Central Avenues.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county		code
state		code	county		code

11. Form Prepared By

name/title	Kenneth H. Homas, Jr. Historian		
organization	Historic Preservation Section, Department of Natural Resources	date	May 6, 1983
street & number	270 Washington Street S. W.	telephone	404-656-2840
city or town	Atlanta	state	GA 30334

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national X state ___ local

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Elizabeth A. Lyon

Elizabeth A. Lyon

title State Historic Preservation Officer date 5/11/83

For HCRS use only

I hereby certify that this property is included in the National Register

Patrick Andrus date 7/13/83

Keeper of the National Register

Attest: date

Chief of Registration

GPO 938 835

District 1: Hotel Row District

NPS Form 10-900

United States Department of the Interior
National Park Service

JUN 08 1989

OMB No. 1024-0018

NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Hotel Row Historic District
other names/site number

2. Location

street & number 205-235 Mitchell St. (odd numbers)
city, town Atlanta (n/a) **vicinity of**
county Fulton **code** GA121
state Georgia **code** GA **zip code** 30303

(n/a) **not for publication**

3. Classification

Ownership of Property:

(x) **private**
(x) **public-local**
( ) **public-state**
( ) **public-federal**

Category of Property

( ) **building(s)**
(x) **district**
( ) **site**
( ) **structure**
( ) **object**

Number of Resources within Property:

	Contributing	Noncontributing
buildings	6	0
sites	0	0
structures	0	0
objects	0	0
total	6	0

Contributing resources previously listed in the National Register: 0

Name of related multiple property listing: n/a

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. ( ) See continuation sheet.

Elizabeth A. Lyon — 5/31/89

Signature of certifying official — Date

Elizabeth A. Lyon
Deputy State Historic Preservation Officer,
Georgia Department of Natural Resources

In my opinion, the property ( ) meets ( ) does not meet the National Register criteria. ( ) See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

(✓) entered in the National Register — Amy Schlagel — 7/20/89

( ) determined eligible for the National Register

( ) determined not eligible for the National Register

( ) removed from the National Register

( ) other, explain:

( ) see continuation sheet

Signature, Keeper of the National Register — Date

6. Function or Use

Historic Functions:

DOMESTIC:hotel
COMMERCE:business
SOCIAL:meeting hall

Current Functions:

COMMERCE:business

7. Description

Architectural Classification:

Late 19th & early 20th century American Movements:commercial style

Materials:

foundation brick
walls brick
roof metal; asphalt
other

Description of present and historic physical appearance:

Hotel Row is a single block of historic commercial buildings, mostly hotels, originally built within the shadow of Atlanta's main railroad station (now gone). The majority of buildings within the block are typical early 20th century commercial buildings which vary from three to five stories. They are brick with varying degrees of detailing. At the street level they have storefronts, some with plate glass, and mostly symmetrical facades. Several buildings were built specifically as hotels and have upstairs space accordingly. An exception is Concordia Hall, at the southeastern edge, built in 1892 as a Jewish community center. It also is the most severely altered of the buildings, having lost a turret and its original roof but retaining an elaborately decorated terra-cotta and brick Forsyth Street entrance doorway. The buildings are on a flat surface directly across the street from the former rail yards. The lots are all perpendicular to Mitchell Street. Because there is no space between the buildings themselves nor between them and the street, there is no landscaping. The C&S Bank building, constructed in 1947, fronts the entire south side of Mitchell street opposite of Hotel Row.

Hotel Row consists of a row of 3-4 story early 20th century hotel and commercial buildings which once formed part of Atlanta's original business district. The Concordia Hall (photograph #1) built in 1892, is the oldest building within Hotel Row and survived the fire on May 8, 1908, which destroyed the rest of the commercial structures along this block. Consequently, the buildings that create "Hotel Row," the Gordon Hotel, the Scoville, the Sylvan and two three-story commercial buildings, have construction dates of post-May 1908.

The three story brick Concordia Hall is located on the northwest corner of the intersection of Mitchell and Forsyth Streets. Built in 1892, the Concordia once featured a high Victorian facade with gabled roofs, arched windows crowned with pediments, parapet cornices and a projecting onion dome turret at the southwest angled corner. Because of alteration in the early 20th century, much of the high-style detailing is gone. The Concordia has five bays along Mitchell Street with each bay recessed between partially fluted brick pilasters. Terra cotta spandrels are located above the stone lintels of the three interior second story windows. The corresponding third story windows are semi-circular arches with terra cotta detailing which continues above the foliated or conventionalized leafage keystones and into the stone capped parapet wall. The end bays, closest to the corner, features horizontal bands of filigree work above and below the smaller singular or paired windows.

The bands continue on the Forsyth St. facade. The most striking feature of this facade is the main doorway marked by a band of terra cotta detailing with a circular window encased in a short Italianate arch (photograph 2). Above is a broken pediment with a lyre as the central motif. This motif was used as the symbol of the Concordia Association. On the third story, a large Palladian window with sidelights at one time provided a central design element. However, the window arches and engaged brick columns are all that remains of this feature.

The ground level along Mitchell St. was originally designed for small shops and served as additional income for the Concordia Association. The storefronts have been architecturally altered with art deco tiles covering the ground level pilasters and large marquees concealing most of the transom windows (photograph 3).

The interior of Concordia Hall includes five separate shops which occupy the street and basement levels and correspond to the five structural bays which line the Mitchell St. facade. Access to the second and third levels was originally through the pedimented entry on Forsyth St. The entry is now located through the western-most shop on Mitchell St.

The second level is composed of a large open room which looks out over Mitchell Street. Other smaller rooms face the back alley. The third level is composed of twenty-some odd bedroom with private baths which were added during the early 20th century. Interior walls are plaster over lath. Floors are hardwood and the structure is post and lintel with exposed pilasters on the interior wall which divides the building along its major axis. All mechanical systems are exposed and hung from the ceiling.

Alterations to the Hall during the early 20th century include removal of the corner turret, roof pediments, hip roof and Italianate gables.

The Gordon Hotel (photograph 4) is a three-story, buff-colored, brick building designed by architect, W.C. Denny. The building features three bay windows on the second and third stories, recessed between Ionic pilasters. A circular patterned motif in terra cotta is used along the spandrels above and below the third story windows. The stone cornice is emphasized with small brackets. The ground level, street facade also features stone pilasters with Ionic capitals and a cornice line with dentil molding. A narrow alley runs between the Gordon and the adjacent commercial building.

The commercial building next to the Gordon Hotel (photograph 5) is a plain red brick building with three recessed window bays and a simple stone cornice. The brick is set in a running bond pattern and the ground level store fronts are emphasized by a stone cornice.

The Scoville Hotel, formerly the Marion Hotel, was designed by G. W. Laine (photograph 5). This three story buff-colored brick structure features four paired windows across the upper stories. Segmental stone lintels highlight the second level windows which also mark enlarged center voussoirs that connect to the windows above. Modillions and dentils ornament the heavy cornice line. The brick is laid in a running bond pattern with stone accents particularly along the ground level facade. The interior lobby of the hotel contains some original light fixtures and a crafted wooden front desk. The floor is a black and white checkerboard tile pattern with the name "Scoville" laid in red tile in the front foyer.

The commercial building next to the Scoville was also designed by G. W. Laine (photograph 5). This three-story, stone frame and red brick facade building features three window panels recessed between clustered brick piers. The piers support heavy stone lintels beneath a cornice with elaborate modillions of pressed metal.

The Sylvan Hotel is a four-story structure constructed of buff colored brick (photograph 5). It was built by Mr. George McCarty as a hotel and commercial building to house guests and workers of the railroad. It remained in operation until 1978, the same year Atlanta's Railroad Terminal was torn down. Five bays wide, the building houses retail establishments on the street level. The storefronts are typically commercial in treatment. Originally, three separate storefronts with plate glass windows over marble kick panels existed. At the second floor line, brick panels are recessed creating a simple frieze which "appear" to support continuous stone sills of second floor windows. Windows are one-over-one, double-hung, and set

in pairs in the east and west bays. The remaining ones are single, set between three-story brick pilasters. A parapet extends several feet above a heavy, cornice of pressed metal and dentils.

These three and four story, late 19th and early 20th century buildings which constitute "Hotel Row" were once part of Atlanta's original business district. This historic district is largely unchanged from the turn-of-the-century era, only the storefronts have been modified. Similar retail and restaurant establishments exist along the block as they did some 80 years ago.

The historic district is a very cohesive group of buildings along one side of a single block. The boundaries have been drawn to exclude any non-contributing properties. Such properties are non-contributing due either to their post-1938 age or severe changes. The district is surrounded by non-historic or non-commercial development.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

( ) **nationally** ( ) **statewide** (x) **locally**

Applicable National Register Criteria:

(x) **A** ( ) **B** (x) **C** ( ) **D**

Criteria Considerations (Exceptions): (x) **N/A**

( ) **A** ( ) **B** ( ) **C** ( ) **D** ( ) **E** ( ) **F** ( ) **G**

Areas of Significance (enter categories from instructions):

architecture
commerce
transportation

Period of Significance:

1892-1939

Significant Dates:

1892, 1908

Significant Person(s):

n/a

Cultural Affiliation:

n/a

Architect(s)/Builder(s):

Bruce & Morgan
George W. Laine
W. C. Denny

Significance of property, justification of criteria, criteria considerations, and areas and periods of significance noted above:

Narrative statement of significance (areas of significance)

Hotel Row Historic District is significant within the areas of architecture, commerce, and transportation.

ARCHITECTURE

In architecture, the district is significant because the six buildings that make up the block retain much of their original historic architectural character as early 20th century hotels and commercial buildings. They typify the early 20th-century commercial architecture once common in Atlanta but now rare because of extensive urban redevelopment. They retain important brick and terra-cotta detailing, store-fronts, original hotel room arrangement and other interior detailing. They are also significant because they were designed by some of Atlanta's finest architects, including Bruce and Morgan, George W. Laine, and W. C. Denny. The district consists of one block of early 20th century commercial buildings, 3-4 stories high, brick load-bearing construction, timber interior framework with storefronts at ground floor level. Many of their contemporaries in the surrounding area have been demolished, altered or left isolated by demolition or new construction. Hotel Row is an unaltered example of early 20th century commercial architecture in Atlanta. These buildings are significant as examples of mixed use property which supported the railroad industry, a major influence in Atlanta's history and development. As a whole, the architecture along Mitchell Street represents a group of structures cohesive in style, scale, and materials. The early 20th century commercial and hotel buildings share common features including symmetrical facades with plate glass windows above panels in either wood or stone, with fixed or operable transoms above. Windows are generally double hung, one over one sash in singles, pairs or banked. Along the top of each of these buildings are capped, pressed metal cornices. The commercial style differs among these buildings with the use of either red or buff-colored brick, storefront details and materials such as cornice lines and dentils, and placement of windows. The Concordia Hall, built in 1982, is the only structure that survived the May, 1908 fire. Consequently, its architecture is representative of the late 19th century Victorian commercial style. This three story, red brick and terra cotta building was used as the meeting hall for the Concordia Association. Built on the corner of Mitchell and Forsyth Streets, the Concordia retains some of it original high style detailing such as arched windows, foliated terra cotta key stones, and horizontal bands of

decorative filigree motifs. The Forsyth Street facade also displays a large Italianate arch with terra cotta detailing. The broken pediment also in terra cotta, sits above the arch and features a lyre pattern which was the symbol of the Concordia Association. The Concordia represents the type of commercial style that was popular in the 1890s. The entire Hotel Row is an excellent example of commercial architecture commonly found in Atlanta at the turn-of-the-century. The overall architectural integrity of the district remains fairly cohesive and intact.

COMMERCE AND TRANSPORTATION

In commerce and transportation the block is significant because most of the buildings were built for the specific purpose of serving the needs of the adjacent main railroad station in Atlanta. These buildings are a few surviving examples of what Atlanta's historic central business district was like during the early 20th century. These buildings were used as hotels, a meeting hall/social club, restaurants, offices, milliners, barbershops, and produce markets. Hotel Row is a good example of the type of buildings found in a turn-of-the-century business district. Along with hotels, and offices, retail tenants operated on the ground floor levels. These structures are also indirectly tied to Atlanta's rail transportation. The successful businesses along Mitchell Street directly paralleled the popularity and trends associated with the railway. Many of the hotels were built soon after the Terminal Station was completed in the early 1900s in order to service the rail passengers in this section of the city. This historic district also is reminiscent of the once thriving, early mixed use central business district of Atlanta during the late 19th and early 20th century.

National Register Criteria

These areas of significance support this district's eligibility under National Register Criteria A and C.

Criteria A

This district meets National Register Criteria A as it is associated with the events making a significant contribution to the broad patterns of history. This section along Mitchell Street known as Hotel Row was a specialized type of commercial district catering to the particular needs of the Terminal Station located one block away. The district also reflects the needs of a once thriving central business district during the late 19th and early 20th century. These historic buildings, once housed and continue to house to some extent

even today, retail services, restaurants, offices, and rooms for rent.

Criteria C

Hotel Row meets National Register Criteria C because of its architectural significance in commercially designed buildings. This group of three and four story brick buildings represent one of the few extant groupings of late 19th and early 20th century structures in Atlanta. The Mitchell Street location represents an area that was throughout the late 1800s and early 1900s, the commercial heart of the city. Collectively, Hotel Row forms a strong streetscape environment similar to how it would have looked in 1908. It is largely unchanged, only the storefronts having been modified. While most of the brick buildings are done in a symmetrical design, commercial style, commonly used during this time period, some have more elaborate cornice detailing and one particular building built in 1892, Concordia Hall, represents high style Victorian commercial architecture. Many of the buildings are designed with either red or buff-colored brick, and illustrate simple classical detailing. These architectural features are all characteristic of historic commercial districts which were particularly prevalent during this time period in Atlanta.

Criteria Considerations (if applicable)

Period of significance (justification, if applicable)

1892--1939
1892--design & construction of Concordia Hall.
1908--building dates of the remaining buildings in Hotel Row.
1939--50-year cut-off (continuous commercial use)

Developmental history/historic context (if applicable)

The area of Mitchell Street bordered to the east by Forsyth Street, and to the west by Spring Street, known as "Hotel Row," looks much the same today as it did following the rebuilding and redevelopment of the block in 1908.

Perhaps the most significant single event to impact the development of Mitchell Street was the construction of the Atlanta Terminal Station. When it opened in 1905, it brought with it a need for hotels and supporting retail services, which previously had existed in the northern part of the city. Atlanta businessman W. T. Inman was the first to capitalize on the Mitchell Street location. In 1905, he

built the Childs Hotel. This was located next door to the Concordia Association. That same year, Samuel Inman commissioned the Terminal Hotel to be built at the corner of Mitchell and Madison (currently Spring) Streets. One of the finest hotels in the city, it was built and opened in 1906 for $75,000.

In that same year, a building permit was issued to Mr. D.H. Scoville for the construction of a retail building. It was not until 1908, following the fire that May, that he was issued a permit for the construction of the Scoville Hotel which stands today.

It is the fire of 1908 that provided the impetus for rebuilding the block (Hotel Row) as we see it today. The only building to survive the fire was the Concordia building. According to newspaper accounts, the flames died out just before reaching the building. In June of the same year, a building permit was issued to G. McCarthy for the construction of the Terminal Hotel Annex or as it was later known as the Sylvan Hotel.

During the 20 years after the fire, Mitchell Street enjoyed prosperity. During the 1920s, the advent of automobile transportation and the construction of the Spring Street viaduct made hotels in the northern end of the city more accessible.

Another fire in 1938 threatened the buildings along Mitchell Street once again. While the Terminal Hotel was destroyed, the other buildings remained intact. A one-story building now occupies the former site of the Terminal Hotel.

The Concordia Hall was designed as a social club in 1892, for the Concordia Association, by the architectural firm of Bruce & Morgan. The Concordia Association was a prestigious organization promoting Jewish ties, but on a less formal affiliation than a synagogue. The building was designed as a recreational space with facilities for the Association on the upper floors and commercial space at street level. The Concordia Association membership included successful businessmen in their twenties and thirties who were of German or Hungarian background and who wished to foster their cultural heritage.

Concordia Hall represents the continuation of the first phase of post-Civil War building in Atlanta. This phase replaced the wooden shanties and wartime debris in the business district with substantial brick buildings. Bruce & Morgan work was exemplary of the prevailing tastes working largely in the High Victorian style. Concordia Hall is typical of this commercial Victorian style and is reflective of the type of mixed use popular during this time period. The building cost came to $40,000.

The club's activities included dramatic performances, literary and musical soirees, debates and card playing. The upper floors included a banquet room, a parlor, a library and combination ballroom/theater. One author cites Concordia Hall as the "largest, finest, best appointed clubhouse in Atlanta."

Concordia Hall was also utilized by various organization including different chapters of the Masonic Lodge from 1902-1909.

Despite the new clubhouse, the ornate decor and the good intentions of the Association, it began to experience financial difficulties. Younger, American-born Jews were not attracted to the Old World atmosphere of the Association, and with the increasing debts and declining membership, the Concordia Association passed into receivership in 1901. Concordia Hall has since been credited with representing the important role the Jewish community played in the cultural development of Atlanta.

Following the demise of the Concordia Association, the building became part of Southern Railways. Having completed their own building one block away in 1912, the railroad company converted the upper level grand ballroom into over twenty bedrooms. Railroad workers were housed in this space and continued to utilize the buildings recreational facilities. In later years the building has been sold to individual owners and used as a furniture showroom and currently as a shoe store. The upper levels remain vacant.

Two factors contributed to the decline of Mitchell Street in the late 1950s and 1960s. Most significant was the increased air travel of passengers. The second, a direct result of the first, was the demolition of Terminal Station. Vacancies in the hotels were high. The heart of the city which had been moving north along Peachtree Street, made this area undesirable. The former Sylvan Hotel and the commercial structure next to it have recently undergone renovation to office space. Since many governmental offices and the large C&S Bank building are located within the area, the renewed interest in preserving these structures for viable economic is desireable.

9. Major Bibliographic References

Massengill, Rudy. "Historic Preservation Certification Application Form-Sylvan Hotel." 1987. (On file at the Georgia Department of Natural Resources).

Thompson, Mark and Drury, Warren. "Historic District Information Form -Hotel Row." 1982. (On file at the Georgia Department of Natural Resources).

Sanford, Jan A. "Historic District Information Form-Concordia Hall." 1981. (On file at the Georgia Department of Natural Resources).

Previous documentation on file (NPS): ( ) **N/A**

(x) **preliminary determination of individual listing (36 CFR 67) has been requested**
( ) **previously listed in the National Register**
( ) **previously determined eligible by the National Register**
( ) **designated a National Historic Landmark**
( ) **recorded by Historic American Buildings Survey #**
( ) **recorded by Historic American Engineering Record #**

Primary location of additional data:

(x) **State historic preservation office**
( ) **Other State Agency**
( ) **Federal agency**
( ) **Local government**
( ) **University**
( ) **Other, Specify Repository:**

Georgia Historic Resources Survey Number (if assigned): n/a

10. Geographical Data

Acreage of Property approximately 2 acres

UTM References

A) Zone 16 Easting 741280 Northing 3737540

Verbal Boundary Description

The nominated district is marked with a heavy black line on the enclosed site plan/sketch map.

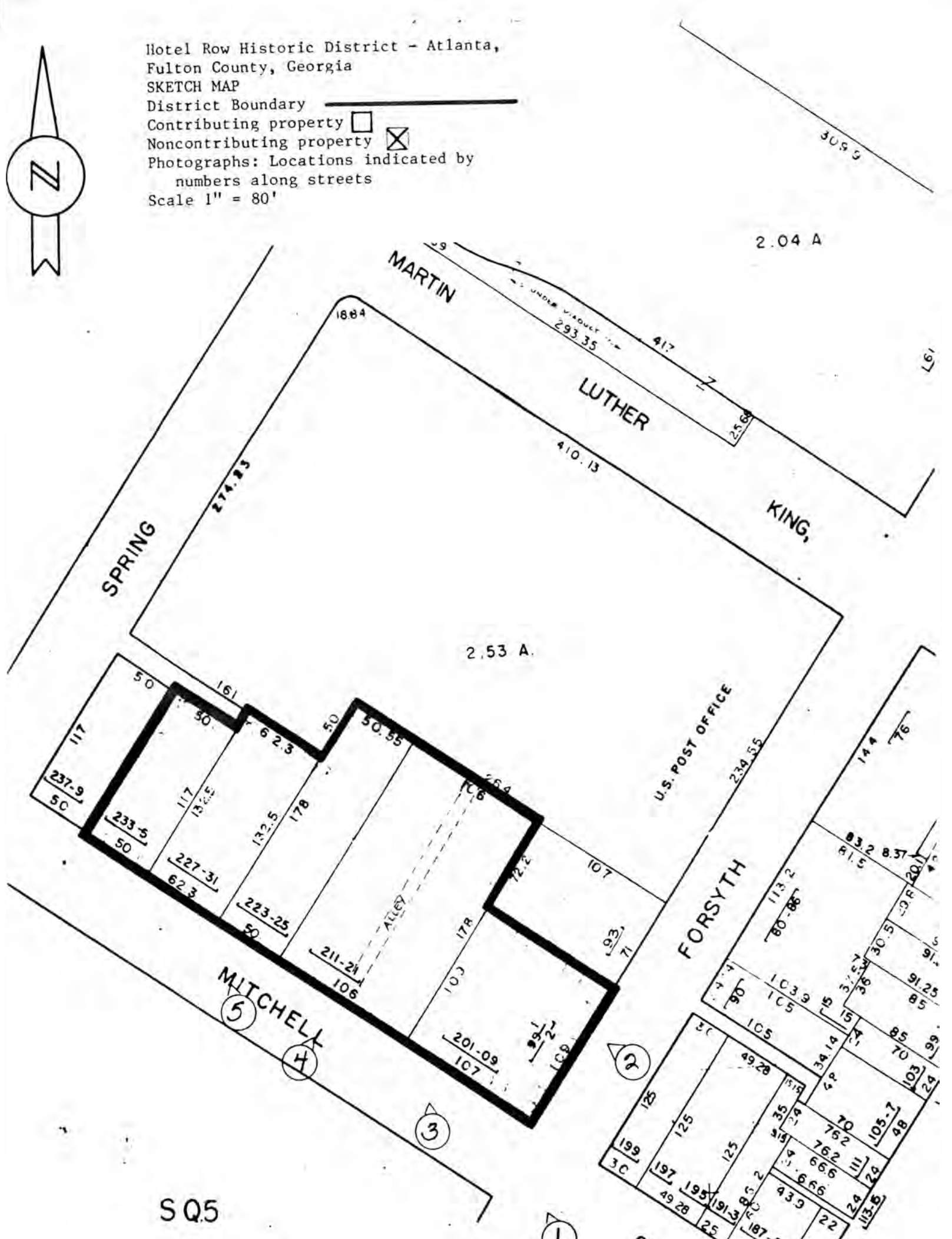
Boundary Justification

The nominated property includes those historic buildings, predominately hotels, that make up the north side of the block along Mitchell Street between Forsyth and Spring Street. The properties surrounding the district were excluded because they are nonhistoric and/or noncommercial.

11. Form Prepared By

name/title Lisa Raflo, National Register Researcher
organization Historic Preservation Section, Georgia Department of Natural Resources
street & number 205 Butler Street, S.E., Suite 1462
city or town Atlanta **state** Georgia **zip code** 30334
telephone 404-656-2840 **date** 5/24/89

Hotel Row Historic District - Atlanta,
Fulton County, Georgia
SKETCH MAP
District Boundary
Contributing property
Noncontributing property
Photographs: Locations indicated by
numbers along streets
Scale 1" = 80'



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

PHOTOGRAPHS
Section number _____ Page 1

Hotel Row Historic District
Atlanta, Fulton County, Georgia
Photographer: James R. Lockhart
Negative: Filed with the Georgia Department of Natural Resources
Date: June 1988

Description:

1 of 5: Streetscape view of Mitchell Street, SW, at the Forsyth Street intersection; photographer facing northwest.

2 of 5: Detailed view of Concordea Hall, Forsyth Street facade; photographer facing west.

3 of 5: Streetscape view of Mitchell Street, SW; photographer facing north.

4 of 5: Streetscape view of the Gordon Hotel; photographer facing northeast.

5 of 5: Streetscape view of Mitchell Street, SW, including the Scoville Hotel at 225 Mitchell Street and the Sylvan Hotel at 233-235 Mitchell Street; photographer facing north.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Hotel Row Historic District

MULTIPLE NAME:

STATE & COUNTY: GEORGIA, Fulton

DATE RECEIVED: 6/08/89 DATE OF PENDING LIST: 6/20/89
DATE OF 16TH DAY: 7/06/89 DATE OF 45TH DAY: 7/23/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89000802

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	X	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 7/20/89 DATE

ABSTRACT/SUMMARY COMMENTS:

Property is grouping of turn-of-the-century hotels & comm bldgs near to Underground Atlanta - a separate entity however (confirmed w/ J. Cook 7/20/89) SERO

RECOM./CRITERIA Accept A,C
REVIEWER A Schlagel
DISCIPLINE Arch Hist
DATE 7/20/89

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

CLASSIFICATION

___count ___resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

___historic ___current

DESCRIPTION

___architectural classification
___materials
___descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

___summary paragraph
___completeness
___clarity
___applicable criteria
___justification of areas checked
___relating significance to the resource
___context
___relationship of integrity to significance
___justification of exception
___other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

___acreage ___verbal boundary description
___UTMs ___boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

___sketch maps ___USGS maps ___photographs ___presentation

OTHER COMMENTS

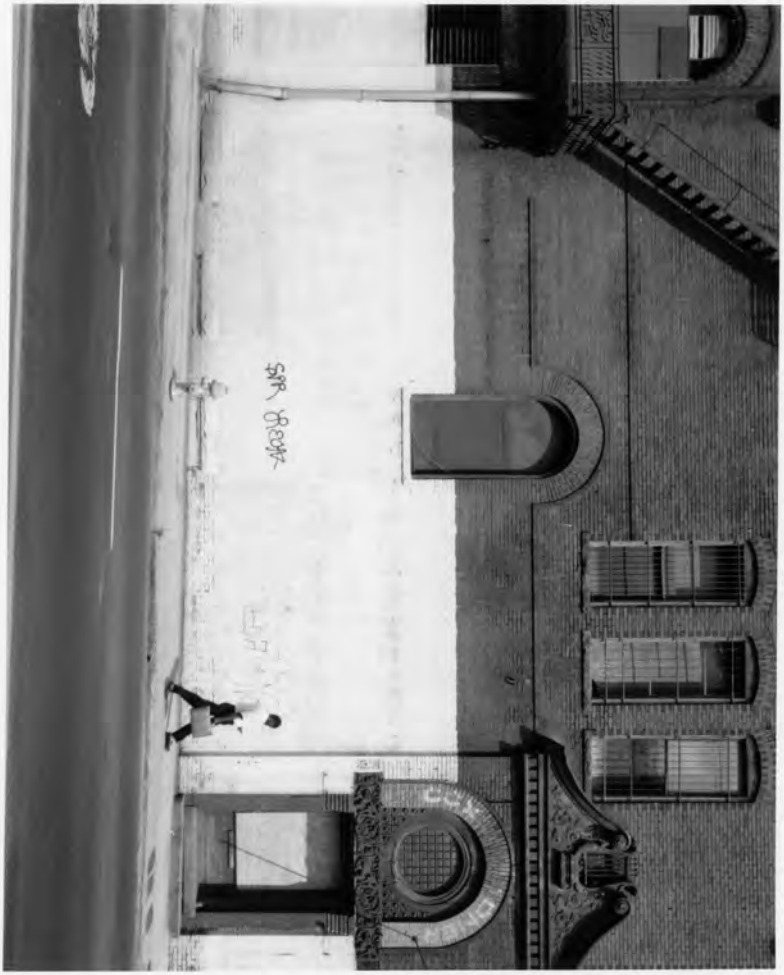
Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____

Hotel Row Historic District
Atlanta, Fulton County, Georgia
#1 of 5

Hotel Row Historic District
Atlanta, Fulton County, Georgia
#2 of 5



Hotel Row Historic District
Atlanta, Fulton County, Georgia
#3 of 5

Hotel Row Historic District
Atlanta, Fulton County, Georgia
#4 of 5

Hotel Row Historic District
Atlanta, Fulton County, Georgia
#5 of 5

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

NORTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Mapped, edited, and published by the Geological Survey

Control by USGS, NOS/NOAA, Georgia Geodetic Survey, and City of Atlanta

Topography by photogrammetric methods from aerial photographs taken 1952. Field checked 1954

Polyconic projection. 10,000-foot grid ticks based on Georgia coordinate system, west zone. 1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 10 meters south and 7 meters west as shown by dashed corner ticks

Red tint indicates areas in which only landmark buildings are shown

Land lines from information supplied by Cobb County Roads and Revenues Commission and Atlanta-Fulton County Joint Planning Board

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple and woodland compiled from aerial photographs taken 1981 and other sources. This information not field checked. Map edited 1983

Purple tint indicates extension of urban areas

UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000

1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SE 5 '66
MAP COLLECTION
GEORGIA LIBRARIES

GEORGIA
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U. S. Route — State Route

NORTHWEST ATLANTA, GA.
(FORMERLY BOLTON)
33084-G4-TF-024

1954
PHOTOREVISED 1983
DMA 4151 IV SW—SERIES V845

1954-83
GAY-2

HOTEL ROW HISTORIC DISTRICT.
ATLANTA, FULTON CO., GEORGIA
NORTHWEST ATLANTA QUAD.
UTM REFERENCES:
A ZONE 16 E741280 N3737540

Georgia Department of Natural Resources

J. Leonard Ledbetter, Commissioner

205 Butler Street, S.E., Suite 1352, Atlanta, Georgia 30334
O.R. Cothran, III, Director, Parks, Recreation and Historic Sites Division
404/656-2770

June 2, 1989

JUN 08 1989
NATIONAL
REGISTER

Ms. Carol D. Shull, Chief
National Register Division
National Park Service
Post Office Box 37127
Washington, D.C. 20013-7127

Dear Carol:

Enclosed is the following National Register nomination for your consideration:

Hotel Row Historic District
Fulton County, Georgia

Sincerely,

Richard Cloues

Richard Cloues
Survey and National Register Unit Manager
Historic Preservation Section

RC:CA

Enclosure

District 2: Underground Atlanta Historic District

FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received MAY 13 1980
date entered JUL 24 1980

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Underground Atlanta Historic District

and/or common Underground Atlanta; Underground

2. Location

Roughly bounded by Martin Luther King, Jr., Dr., Central Ave., Wall and Peachtree Sts.

street & number [see continuation sheet] ___ not for publication

city, town Atlanta ___ vicinity of congressional district 5th-Wyche Fowler

state Georgia code 013 county Fulton code 121

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	X unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	X entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	X transportation
		___ no	___ military	___ other:

4. Owner of Property

name Multiple Owners (more than 50)

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Clerk of the Superior Court, Fulton County Courthouse

street & number Pryor Street

city, town Atlanta state Georgia

6. Representation in Existing Surveys

title [see continuation sheet] has this property been determined elegible? X yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_x_ original site
___ good	___ ruins	_x_ altered	___ moved date _____
_x_ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Summary Description

The Underground Atlanta Historic District consists of several components: an approximately two-block area of buildings bounded by Alabama Street, Central Avenue, Peachtree Street, and the rear lot lines of properties along the north side of Martin Luther King, Jr. Drive; viaducts on Central, Pryor, Alabama and Wall streets; store fronts along the north side of Alabama Street below the viaduct; the Georgia Railroad Freight Depot at the east end of Alabama Street; and the Zero Mile Post under the Central Avenue viaduct. The buildings within the district are several stories high and built of brick with stone, iron, sheet metal, and terra cotta details. Built during the late-nineteenth and early-twentieth centuries, they are generally Victorian in style, with some examples of Neoclassical and Functional design. These buildings form continuous business blocks in the area. The viaducts are constructed of reinforced concrete, featuring Neoclassical detailing, and date from the late 1920s. They effectively raise the real street level one story, leaving the original ground floors "underground" in the district. The store fronts along the north side of Alabama Street under the viaduct are the surviving lower portions of buildings demolished to make way for the MARTA rapid-rail line. The Georgia Railroad freight depot is the remaining part of an Italianate railroad facility. The Zero Mile Post is a small stone marker post. Excluded from the district are the rights-of-way for the Georgia Railroad tracks and the MARTA rapid-rail line, the contemporary parking lots and decks between Alabama Street and Wall Street, and Plaza Park to the west of the intersection of Pryor and Wall streets.

Historical Development

Originally, the two-and-a-half-block area of the Underground district was a part of the larger gateway to the city. The history of this gateway to Atlanta mirrors the dynamic growth of the city as it expanded from a railroad and pedestrian town of the mid-nineteenth century into a regional automobile and air metropolis of the late-twentieth century. The phases of growth and development may be divided into the following time periods: (1) 1850 to 1864 - antebellum patterning, (2) 1865 to 1900 - post-war growth and rebuilding, (3) 1900 to 1927 - early-twentieth-century advances, (4) 1928 to 1968 - bridging the railroad gulch, (5) 1968 to 1972 - Underground Atlanta redevelopment, and (6) 1972 to the present - Metropolitan Atlanta Rapid Transit Authority (MARTA) rapid-rail destruction and reconstruction. Each of these phases has brought profound changes to Atlanta and each may be witnessed in the Underground district.

[continued]

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

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date entered
JUL 24 1980

(2) Location

All of those properties in the City of Atlanta, Georgia, fronting on or having access to an area defined by a viaduct system situated between Wall Street on the north, Peachtree Street on the west, Central Avenue on the east, and property lines just north of Martin Luther King, Jr. Drive on the south; also included are the viaducts, the Zero Mile Post, and the Georgia Railway Freight Depot.

(6) Representation in Existing Surveys

Title: (a) Historic Structures Field Survey: Atlanta, Fulton County
(b) Category One List of Historic Sites, Structures, and Districts

Date: (a) 1976 (a) State
(b) 1978 (b) Local

Depository: (a) Historic Preservation Section, Georgia Department of Natural Resources
(b) Atlanta Urban Design Commission

Address: (a) 270 Washington Street, S.W., Atlanta, Georgia
(b) 10 Pryor Street, Atlanta, Georgia

Underground Atlanta was designated a "Historic Atlanta District" by the City of Atlanta on December 16, 1968.

Underground Atlanta was determined eligible for listing in the National Register on July 19, 1976. This determination of eligibility was requested by the Urban Mass Transportation Administration under the name "Downtown Atlanta Historic District."

The Western and Atlantic Zero Mile Post, located within the Underground Atlanta Historic District, was individually listed in the National Register on September 9, 1977.

The Georgia Railroad Freight Depot was included in the Historic American Engineering Record: Inventory of Historic Engineering and Industrial Sites in Georgia, 1976.

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1850 - 1864

The Zero Mile Post (1850, listed on the National Register on September 19, 1977) of the Western and Atlantic Railroad marked the beginning point of the State-built line which ultimately made possible the development of the city as a part of a new national transportation network. To the west of this marker, the central passenger station (1853-1864) was built athwart the railroad tracks which ran from east to west and which created a "gulch" which divided the fledgling town in half. The one- and two-story utilitarian frame-and-brick buildings which sprang up on grid street patterns which ran parallel to the railroad tracks north and south of the divide were destroyed in 1864, along with the passenger station, by Union soldiers who were attempting to keep Atlanta from being used as a supply center for the Confederate Army.

1865 - 1900

After the Civil War destruction in late 1864, Atlanta began to be rebuilt almost immediately. A new Union Station, an iron arched shed (1865-1930), was built on the site of the previous terminal. North of the railroad divide, a hotel district developed, anchored on the west by the Kimball House (1870-1883 and 1886-1959) and on the east by the Markham House (1875-1896). The first Kimball House, located on most of the block bounded by Wall, Pryor, Decatur and Peachtree streets, was destroyed by fire in 1883 and rebuilt on the same site. The six-story, High Victorian-styled Kimball House I contained 317 guest rooms, while its smaller, three-story rival, the Markham House, located on the east side of Central Avenue between the railroad tracks and Decatur Street, had only 107. To the south of the railroad divide, the Georgia Railroad Freight Depot (1869) was constructed on Central Avenue (then Loyd Street) as the eastern anchor of a prosperous mixed-use commercial, service, and industrial district which developed along Alabama, Pryor and Peachtree (then Whitehall) streets. As the economy of the city expanded, the one- and two-story brick-and-frame structures constructed in this area in the late 1860s began to be replaced by more substantial masonry-and-steel buildings of the 1880s and 1890s. The significant buildings in Underground Atlanta today date from this phase of expansion, including 50-52 Alabama (c. 1879); the five-story Block Building (c. 1886) at 66-68 Alabama; the Bentley Hotel (c. 1890) at 67-69 Alabama; 62-64, 58-60, 54-56 Alabama (all late 1890s); and 101-103, 104-106, and 102 Pryor Street (all late 19th century).

The activities in the Underground Atlanta district in the 1890s were primarily commercial, but there were also service and industrial uses of the structures. Alabama Street between Central and Peachtree contained a number of wholesalers, including meat ("Packinghouse Row" was the name for the north side of the street near Central), grain and flour, groceries, and cotton, and such retail stores as a

[continued]

candy store, a paint store, a saloon, and drugstore. Service activities included a bank, a Chinese laundry, and a barbershop, as well as two hotels. Manufacturing took place in Frank E. Block's candy factory at Alabama and Pryor.

1900 - 1927

In the first three decades of the twentieth century, the centrality of the Underground Atlanta district began to diminish. The Markham House burned in 1896 and the newer, more fashionable hotels were built further north. The Piedmont Hotel (four blocks north on Peachtree at Luckie) opened in 1903; twenty-one years later, the Biltmore, the Robert Fulton (now Georgian) and the Henry Grady opened much further north on Peachtree and West Peachtree streets. This shift in the hotel district was made possible by the introduction of the automobile (and automobile cabs) which could move visitors quickly from the train station to places of accomodation and by the building of the new Atlanta Terminal Station (1905-1974) several blocks to the west of the Underground Atlanta district.

The advent of the automobile also brought other important changes to the Underground district. As more people began to use cars, downtown congestion increased and the attractiveness of many retail activities decreased. Parking was a major problem in Atlanta, as well as other major cities, forcing such retailers as grocers to relocate outside of the downtown. But the major problem for the Underground district was its lack of accessibility to businesses on the north side of the railroad gulch. The tracks had been a hazard and an inconvenience with which residents of the small walking and street-car city of the nineteenth century could live, but the tracks were a barrier to automotive passage which twentieth-century citizens wanted removed. Between 1910 and 1930, many plans were suggested for covering over the railroad tracks which divided the city in half. Perhaps the most ambitious plan was that of Atlanta architect Haralson Bleckley, who in 1909 designed a system of viaducts to bridge the railroads with a platform of steel and concrete. No strictly utilitarian scheme, Bleckley's plan called for a series of attractive boulevards, landscaped parks and pedestrian walkways which would be bordered by retail shops, hotels, and office buildings. Problems were encountered with financing and railroad cooperation; as a result, this City Beautiful-styled plan was not realized.

Despite the failure of grand designs and pressures from the automobile, the Underground district did not atrophy in the early-twentieth century. The office tower, which was becoming increasingly important to downtown Atlanta, was constructed in the Underground district during this period. The Century Building (1902-1976), a fourteen-story steel-frame building designed by the Atlanta firm of Bruce and Morgan, was built on the northeast corner of Alabama and Peachtree streets.

[continued]

Then, in 1914-1915, the five-story Connally Building (now called the Mark Building) was constructed at the southeast corner of the same intersection. The construction of the elaborately ornamented Mark Building capped a revitalization of commercial structures which had been taking place just south on the same block of Peachtree Street. Built for Atlanta's Rich's Department Store in 1882, 84 Peachtree Street had its four-story facade remodeled in 1907 in the fashionable style of the Chicago School, a style which could also be seen in its neighboring, two-story building at 10 Peachtree Street (c. 1910). By way of contrast, the two-story building at 76 Peachtree Street (c. 1908) was built with a facade reflecting the Beaux Art Classicism popularized by Chicago's Columbian Exposition of 1893.

1928 - 1968

The pressures to provide access over the railroad tracks led in the late 1920s to the construction of the "twin viaducts," a bridging structure which raised the street levels of the north-south streets of Pryor and Central Avenue and the east-west streets of Wall and Alabama. Hardly a City Beautiful scheme, this utilitarian structure was fabricated of reinforced concrete with column-and-girder construction. The effects of the twin viaducts on the Underground Atlanta district were dramatic: first, several buildings were demolished south of Alabama along Central Avenue to build the bridge; second, all of the stores at ground level along Alabama Street became underground basements of buildings whose new entrances had to be constructed at viaduct level; third, several buildings on Pryor (south of Alabama) also had to rebuild entrances at the viaduct level (the second story) of their buildings; fourth, the Union Station was isolated and partially demolished and, in 1930, it was torn down completely, replaced by the new Union Station several blocks west; fifth, an underground network of streets and alleys (which included Alabama and Pryor streets and Ponder's and Kenney's alleys) were created with access being available from Old Loyd Street in front of the Georgia Railroad Freight Depot; sixth, the stores at the underground level had their facades boarded and bricked up to prevent burglary; and seventh, the original street level of Alabama near Peachtree and Pryor south of Alabama was lowered to provide truck access beneath the viaducts.

In the ensuing thirty-five years, the openings over the railroad between Alabama and Wall streets were filled in. Plaza Park was built south of Wall between Peachtree and Pryor streets in 1948, and a parking deck was erected south of Wall between Pryor and Central Avenue several years later. The land beneath these structures was used for parking, with access from Kimball Way. The Kimball House was torn down in 1969. Today, there are no remaining structures of historic significance on the north side of the viaducts.

[continued]

1968 - 1972

In 1968, several years of planning came to fruition when construction began to convert the old nineteenth-century stores at the underground level of Alabama Street from warehouses to retail stores and restaurants which were to be part of "Underground Atlanta." This revitalization brought renovation which was not entirely consistent with the historic facades of the structures. Despite many of the cosmetic changes, however, much still remains of the old nineteenth- and early-twentieth-century iron-column facades. Renovation began first along Alabama between Central and Pryor on both sides of the block. Commercial success spurred additional development along Pryor Street, Kenney's Alley and the first half of the block of Alabama west of Pryor Street.

A number of factors slowed the continued expansion of renovation at the underground level. A recession in the early 1970s, the building of a number of competing entertainment centers such as the Omni, Peachtree Center and Colony Square siphoned off customers, and the construction of MARTA's rapid-rail line severely strained the viability of Underground as an entertainment area.

1972 - Present

The construction of MARTA's rapid-rail line which was south of the railroad tracks along an east-west line did more than threaten the economic base of the Underground district; it destroyed two blocks of buildings along the north side of Alabama Street, including the Century Building and Packinghouse Row. MARTA rebuilt facades of buildings along Alabama between Central and Pryor at the underground level, left the facades along Alabama between Pryor and Peachtree at underground level, built a two-foot wall topped by a chain-link fence at the viaduct level, and added several new entrances to Underground, including one from a tunnel to the Five Points Station and one on the north side of Alabama Street from the viaduct level.

Present Appearance

The Underground Atlanta Historic District consists of: (1) the Zero Mile Post (1850) on the north side of the L & N Railroad tracks beneath the Central Avenue viaduct; (2) the Georgia Railroad Freight Depot (1869) south of L & N Railroad Tracks and facing Central Avenue at ground level; (3) the "twin bridges" viaduct (1928) which spans Wall Street, Alabama Street, Pryor Street, and Central Avenue; (4) the nineteenth and twentieth century buildings on the two blocks bounded by Peachtree Street, Alabama Street, Central Avenue, and Martin Luther King, Jr. Drive which

[continued]

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either face on Central, Alabama, and Pryor, or have rear entrances which are accessible from the underground level alleys (Kenny's and Ponder's); and (5) the underground level facades of buildings which once stood on the north side of Alabama Street, but which were torn down and rebuilt by MARTA.

(1) Zero Mile Post: A stone marker measuring forty-two inches in height, twelve inches on two sides, and eleven inches on two sides. One of its inscriptions -- "W & ARR 00" -- gives it the zero-mile-post designation of the Western and Atlantic Railroad. This site is already listed on the National Register.

(2) The Georgia Railroad Freight Depot (1869) is the oldest extant building in the Central Business District and the only remaining railroad building still standing in a downtown which once had over a half-dozen such structures. The front, fifty-four-foot section of the depot was originally three stories high and capped by a cupola. It was a dominant landmark as the city grew and prospered after the Civil War. It was also a significant visual feature to all who patronized the stores along Alabama Street. A fire in 1935 destroyed the top two stories and cupola which were located on the portion closest to Central Avenue. A hipped roof was then placed over the remaining one story of the front of the building; the long shed forms the rear of the building. The Italianate-style red-brick structure has a stone-arched doorway, arched windows, and corner quoins, features which were typical of the city's business and public buildings constructed between 1850 and 1870.

(3) The Twin Bridges Viaducts (1928) were made possible in July of 1925 when the Georgia General Assembly passed a joint resolution which authorized the City of Atlanta to build viaducts over the State's property (the railroad right-of-way) at Pryor Street and Central Avenue. The railroads cooperated in the undertaking by lowering the tracks between Piedmont and Broad streets, a provision which lowered by the height of the viaducts and the length of the approaches. The viaducts were designed by Walter F. Shulz, a consulting engineer from Memphis, Tennessee, and constructed by the MacDougald Construction Company between April, 1928, and March, 1929.

The viaducts were fabricated of reinforced concrete with column-and-girder construction. Steel girders and steel-truss framing were encased in granite and were, therefore, not visible once construction was completed. The structures were designed for loadings as prescribed by the American Railway Engineering Association. Although no significant changes have been made in the viaducts since 1929, the MARTA rail construction in 1977-1978 cut and rebuilt the Central Avenue and Pryor Street bridges in fifty-foot sections which passed over the rapid-rail right-of-way.

While these bridges are not of unusual significance from the perspective of bridge-engineering history, they are important to the transformation of Atlanta from a streetcar and pedestrian city to an automotive metropolis. The bridges not only

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provided better thoroughfares for automobiles, they also helped to obscure the railroad features which were so important to nineteenth-century Atlanta. Additionally, they created a two-level downtown, the lower level of the nineteenth century and the upper of the twentieth century. The renovation of Underground Atlanta in the 1960s and the construction of MARTA's rapid rail in the 1970s brought Atlantans back to the nineteenth-century ground level of the original city.

(4) The buildings south of the railroad tracks between Peachtree Street and Pryor Street constitute for Atlanta an important collection of late-nineteenth- and early-twentieth-century business structures. The incursions of time -- including remodeling, demolition, and viaduct construction -- have created a district which includes a cross section of the city's building styles.

Included with this nomination is a cross-section drawing that shows the building forms along Alabama Street from Peachtree Street to Pryor Street and indicates how the viaduct cuts off the underground from the viaduct level. An examination of the structures along Alabama (beginning at Central Avenue) reveals the following features: A two-story brick structure, 34 Alabama Street, was built in 1929 or 1930 on the narrow lot created by the viaduct construction (which took a lot and a half from the original street alignment). 36 Alabama Street is an altered, late-nineteenth-century structure, which reveals the thin cast-iron columns at underground level so typical of the city's commercial facades at the turn of the century. 44 Alabama Street is a 1960s building constructed to provide mechanical systems for several underground businesses (a small shop occupies the underground storefront). 48 Alabama Street is an 1890s two-story brick structure with granite columns at the underground level. 50-52 Alabama is a three-and-a-half-story brick building built c. 1879 (at the underground level, the Italianate iron columns remain, but remodeling has opened up a staircase behind the 52 Alabama facade, and at the viaduct level, the second story has two recessed bays with paired segmental arched windows and four semi-circular arched lights on the half-story above). 54-56 Alabama is a four-story 1890s brick building which has rounded iron columns enlivened by patterns of small diamonds (the three stories above the viaduct include a remodeled entry level and six windows with sill and lintel coursings of stone on each of the upper two floors). 58-60 Alabama is an 1890s, two-story brick structure which had new facades built at underground level in the late 1960s and at the viaduct level in 1959. 62-64 Alabama is the Old Tripod Paint Company building constructed in the early 1890s (at the underground level, there is a pattern of recessed panels and circles on the iron columns, a common feature of building-front style in Atlanta at the turn of the century, and at the viaduct level, a new facade was put on in 1959). The last structure before Pryor Street is the Block Building at 66-68 Alabama, built by Frank E. Block as a candy factory in 1882. At underground level, brick infilling has altered its appearance, but slender iron columns with wider fluted corner piers are still extant. The windows of the stories above the viaduct are segmental arched with

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terra cotta caps. A mixture of window groupings, shapes and lintels is used across both the Alabama and Pryor Street facades. A high parapet wall above the top story (replacing the original nineteenth-century cornice) is detailed with heavy cornice moldings, including modillions. Sills of light stone and terra cotta are connected along the street facades to form horizontal bands.

Continuing on Alabama from Pryor to Peachtree Street, 74-76 Alabama is the Hotel Jefferson which at viaduct level is a four-story, Neoclassical brick building built in 1930. Beneath this addition, the original base remains of the Gate City National Bank (1883); while there has been brick infilling, there remains rusticated stone pillars, patterned iron window lintels, and some original brick surfaces. 78, 80 and 82-84 Alabama Street are all 1920s two-story brick buildings, the first two with recently remodeled facades at the viaduct level, the third with its original look. 86-88 Alabama is a three-story brick building built before the turn of the century and remodeled with a more elaborate facade in 1910; thick iron columns remain at the underground level. 90 Alabama Street is an early-twentieth-century building which has been remodeled as a Burger King at viaduct level; at underground level, a semi-circular staircase has been added to provide entry. This stairway was made necessary because this end of Alabama Street was lowered four to six feet in the 1920s to provide clearance underneath the viaducts. 96 Alabama Street is a three-story brick building with a 1930s facade at viaduct level and plain brick front at underground level. The last building on this block, the Connally (now Mark) Building, was designed by W.L. Stoddard in 1915 as a five-story, stone-faced block of steel-and-frame construction with elaborately ornamented terra cotta shields bearing the initials C-B paired at the building corners beneath strongly projecting string-course moldings across the top of the second and third stories. The second story, above the viaduct, has segmental arched window openings with projecting sills on brackets. On the third story, above the shield patterns, are vertical rectangular inserts with ornamental heads. In the top two stories, the rectangular windows are grouped in pairs with ornamental terra cotta spandrels between vertical piers which extend through both stories to end with a low-profile crenellated pattern along the cornice edge. Due to the increase in the grade of lower Alabama Street, there is no underground facade. The firm of Hentz, Adler and Shutze was responsible for the 1930 remodeling of the first floor and arcade.

Peachtree Street south of the Mark Building is also part of the Underground Atlanta Historic District because the buildings here are linked visually with the Mark Building and because they have rear access to Ponder's Alley at the underground level. 64 and 66 Peachtree are two-story, 1920s buildings which had new facades built in the 1950s. 68 Peachtree is a three-story brick building (c. 1900) which retains iron columns behind its recently remodeled facade. 70 and 74 Peachtree are thoroughly remodeled two-story, late-nineteenth-century brick buildings. 76 Peachtree was constructed in 1908 and has been used as a millinary shop ever since. Built

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in a Beaux Arts style, it has three bays in its second-story facade, with the end bays crowned with ornate segmental pediments with cartouches. An ornamental entablature contains the name of the original business in the building, "The Mirror." A roofline balustrade crowns the facade with a paneled parapet on either side. 80 Peachtree is an early-twentieth-century Chicago Commercial-style two-story building. 84 Peachtree is an 1882 four-story brick building which was remodeled by the firm of Bruce and Morgan in 1904 for Rich's Department Store and was most recently known as the W.T. Grant Building. Chicago School influence can be seen in the wide window spaces located behind uninterrupted vertical piers. The original wide central entrance and great expanse of glass were innovative at the time. Although the first story has been extensively remodeled, the original features can still be seen in the upper stories.

Pryor Street south of Alabama also has structures which have entrances under the viaducts. On the west side of the street, separated from the Hotel Jefferson by Ponder's Alley, is 97 Pryor Street, a plain two-story brick structure (c. 1910) which has been remodeled at both underground and viaduct levels. 101-103 Pryor is a more substantial four-story, late-nineteenth-century brick building which had its top story added in the 1920s; it has also been recently refaced at the underground level. On the east side of the street, separated by Kenney's Alley from the Block Building, is 94-100 Pryor Street, a two-story brick structure (c. 1885) which has been extensively remodeled; the facade at underground level is a late-1960s addition, and the iron columns at viaduct level were inserted after the viaduct was built. 102 Pryor Street is a four-story brick structure (c. 1899) whose underground facade is also an addition of the late 1960s; at the viaduct level, the first floor has been remodeled as a store front, and on the central bay of the third and fourth stories, there are oriel-type wooden-framed windows in a semi-circular arched frame of ribbed terra cotta with an enlarged keystone. Next door, 104-106 Pryor Street shares elements of the Renaissance Revival style. Built c. 1899, this structure contains cast-iron columns between the rough stone piers at the base of the viaduct entrance. Central bays contain wide windows enclosed in two-story rounded arches with terra cotta spandrels. The top story has two round windows deeply recessed by the moldings in the end bays.

The last structure on the two commercial blocks is 123 Central Avenue, just south of Kenny's Alley. This is part of a turn-of-the-century building, the front portion of which was taken by the viaduct construction of 1928-1929. The 1930s street facade was covered with new brick in the late 1960s.

(5) The underground-level facades on the north side of Alabama Street were either left intact after MARTA construction or torn down and rebuilt. There is a continuous wall extending along the north side of the street from the Georgia Railroad Freight Depot to Peachtree Street. Several sections of this wall are creations

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of MARTA, especially the bricked-up portions at the end of Central Avenue and Pryor Street. From Central to Pryor Street, all of the facades except that of the Bentley Hotel at 67-69 Alabama have been rebuilt by MARTA. While attempts were made to reuse some of the original materials, most of these storefronts were rebuilt with plywood, dimensioned lumber, and other modern materials. The Bentley Hotel (c. 1890) includes the facade and foyer of the hotel. An original, diagonally placed, recessed entrance is located behind a corner column of pink granite with an elaborately carved floral capital. Heavy rusticated stone piers form doorways in the center of the street facade, while iron columns along the Alabama front frame windows. The rebuilt false facades continue for several stores on either side of Pryor Street, north of Alabama. The facades along Alabama between Pryor and Peachtree have been left intact after the buildings behind and above them were torn down. For the most part, these are plain brick facades and lack the interesting iron columns and detailing found elsewhere in the Underground district. The importance of the facades and walls along the north side of the street is primarily that they maintain the enclosure which is so important to Underground Atlanta.

Intrusions

No intrusions have been identified in the Underground Atlanta Historic District. Because of the peculiar character, appearance, and history of Underground Atlanta, the identification of intrusions is problematic and beside the point. In essence, the district as a whole can be characterized as a distinct historic urban environment which was created by a succession of developments that chronicle the postbellum history of downtown Atlanta. Within this overall environment, this history is manifested in a variety of ways, some of which survive largely intact, others of which are but fragmentary. The overall effect is one of historical and environmental integrity. Planning and development decisions and actions need to take into account this complex character, appearance, and history when dealing with either specific parts of the district or the district as a whole.

Boundaries

The historical geography of the Underground Atlanta Historic District consists of railroad facilities, the street layout, the buildings along the streets, the viaducts, and the redeveloped area known as "Underground Atlanta." The boundaries for this historic district have been determined by overlaying these various historical

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geographical components. Essentially, the district boundaries are defined by the 1920s viaduct system which, more than anything else, created the "underground" character and appearance of the district. A network of ground level alleys extends the "underground" area into the interiors of two city blocks.

To the northeast, the boundary of the historic district is the northeast edge of the Wall Street viaduct and the northeast ends of the Pryor Street and Central Avenue viaducts. To the southeast, the district boundary is the southeast edge of the Central Avenue viaduct and the Old Loyd Street retaining wall, with a southeastward extension at ground level to include the Georgia Railroad Freight Depot. To the southwest, the district boundary is the southwest end of the Pryor Street viaduct, the southwest end of the Central Avenue/Old Loyd Street retaining wall, and a property line running roughly parallel to and northeast of Martin Luther King, Jr. Drive (Hunter Street) that separates those properties having access to the "underground" streets and alleys from those to the southwest that do not. To the northwest, the district boundary is the northwest end of the Wall Street viaduct, the northwest edge of the Pryor Street viaduct, the northwest end of the Alabama Street viaduct, and the curb line along the southeast side of Peachtree (Whitehall) Street.

Exluded from the Underground Atlanta Historic District are the rights-of-way for railroad and rapid-transit tracks which run between Alabama and Wall Streets at ground level. The railroad tracks have been rebuilt and relocated slightly in the twentieth century, and represent only a portion of Atlanta's historic railroad system; furthermore, their immediate historical context has been lost since the 1930s. The rapid-transit line is an obvious non-contributing and unrelated feature. Also excluded from the district are Plaza Park, built in 1948 on an elevated platform at the viaduct level between Wall, Peachtree, and Pryor streets, and a 1950s parking deck built on an elevated platform at the viaduct level between Wall and Pryor streets and Central Avenue. Neither has a strong historical association or a direct environmental relation with Underground Atlanta.

North of the Underground Atlanta Historic District is the modern commercial center of the city. East is Georgia State University. To the south are city, county, and state government buildings and several churches. To the west are the remains of Atlanta's historic commercial center.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	_x_ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_x_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	_x_ engineering	___ music	___ theater	
_x_ 1800–1899	_x_ commerce	___ exploration/settlement	___ philosophy	_x_ transportation	
_x_ 1900–	___ communications	___ industry	___ politics/government	_x_ other (specify) local history	
		___ invention			

Specific dates **Builder/Architect**

Statement of Significance (in one paragraph)

Summary Statement of Significance

The Underground Atlanta Historic District is significant primarily as a distinct historic urban environment which was created by a succession of developments that chronicle the postbellum history of downtown Atlanta. A portion of the original gridiron street plan of the city, so typical of nineteenth-century city planning, is still evident in the area. The influence of the railroad is indicated by the Georgia Railroad Freight Depot and the Zero Mile Post. Period commercial architecture, arranged in business blocks, is well represented by the buidings fronting on Alabama, Pryor, and Peachtree streets. These buildings also represent the postbellum commercial center of the city; they constitute one of few such reminders in this largely redeveloped city. The viaducts illustrate a dramatic early-twentieth-century chapter in local transportation history devoted to alleviating downtown congestion and conflict between the automobile and the train. They were part of a largely unrealized City Beautiful plan to fashion a Beaux Arts civic center above the "railroad gulch." Almost incidentally, the viaducts sealed off the original ground floors of buildings in the area which were rediscovered and redeveloped into "Underground Atlanta" in the late 1960s and early 1970s.

Local History

Underground Atlanta is a unique place in the city which has called itself the Gate City to the South. The district was once part of the gateway to the city, and part of its historic commercial center. The history of this gateway and this commercial center mirrors the dynamic growth of the city as it expanded from a railroad and pedestrian town of the nineteenth century to an automobile metropolis of the twentieth century. The antebellum patterning of the city's latergrowth and development, postbellum rebuilding and railroad activity, turn-of-the-century commercial successes, and the early-twentieth -century automobile age are all reflected in the character and appearance of the district. More recent history, such as the shift in the city's prime commercial center toward the north, the revival (and demise) of the Underground area as an entertainment center, and the introduction of rapid-rail transit to the city, are also manifest in the district.

[continued]

9. Major Bibliographical References

[see continuation sheet]

10. Geographical Data

UTM NOT VERIFIED

ACREAGE NOT VERIFIED

Acreage of nominated property app. 12 acres

Quadrangle name Northwest Atlanta, Ga.

Quadrangle scale 1:24,000

UMT References

	Zone	Easting	Northing
A	16	741765	3737715
B	16	742055	3735250
C	16	741920	3737325
D	16	741590	3737530
E			
F			
G			
H			

Verbal boundary description and justification

The boundary of the Underground Atlanta Historic District is marked by a heavy black line on the attached "Property/Sketch Map." The boundary is described and justified in the Description (Section 7).

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title a) Timothy Crimmins, professor of history
b) Richard Cloues, architectural historian

organization a) The History Group, Inc.
b) Historic Preservation Section, Ga. DNR date April, 1979

street & number a) 300 W. Peachtree St., N.W.
b) 270 Washington St., S.W. telephone a) 404-577-6198
b) 404-656-2840

city or town a) Atlanta
b) Atlanta state Georgia

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national x state ___ local

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Elizabeth A. Lyon

Elizabeth A. Lyon

title Acting State Historic Preservation Officer date 5/1/80

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I hereby certify that this property is included in the National Register

for Keeper of the National Register Sally G Oldham date 7/24/80

Attest: Carol Dubbie date 7/7/80 ~~6/24/80~~

~~Chief of Registration~~

GPO 938 835

Commerce

Underground Atlanta was once part of Atlanta's historic commercial center, an area that stretched for several blocks along either side of the east-west railroad tracks. This area developed most strongly during the postbellum rebuilding of the city and achieved its greatest economic prominence at the turn of the century. Land development pressures plus the appearance of the automobile led to a northward shift of the city's prime commercial center in the mid-twentieth century.

Within the Underground Atlanta Historic District, the business history of Atlanta can be found in the historic mixed-use activities of the two blocks south of Alabama Street. In the late-nineteenth century, wholesalers took advantage of the rail proximity to establish meat, grain and flour, cotton and dry-goods stores. Retailers operated grocery, candy and drugstores, and there were also such services as barbershops, banks, and laundries. There were even a few small hotels which catered to the passenger traffic from Union Station; of these, only the first-floor entrance of the Bentley Hotel (c. 1890) and the viaduct-level Hotel Jefferson (1930) still remain. Along Peachtree Street as well, there was a concentration of dry-good and department stores. The most notable, the W.T. Grant Building, was originally the home of Rich's Department Store. The back of this L-shaped building which extends onto Ponder's Alley contains a rear facade on which the original store logo of "M. Rich and Bros." remains.

Community Planning

Community planning and development activities throughout the history of Atlanta have left their mark on the Underground Atlanta Historic District. These activites are intertwined with the course of local history. Evident in the Underground district are the antebellum patterning of the city's growth and development, postbellum rebuilding and railroad development, turn-of-the-century commercial development, and early-twentieth-century accommodation to the automobile. More recently, the shift in the city's prime commercial center toward the north, the revival (and demise) of the Underground area as an entertainment center, and the introduction of rapid-rail transit to the city have left their mark on the historic district.

More specific examples of historic community planning and development are also present in the Underground Atlanta Historic District. Part of the original gridiron city plan, oriented to the alignment of the railroad tracks, is included within the district. The railroad gulch itself, with the adjacent Zero Mile Post and Georgia

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Railroad Freight Depot, stand as reminders that Atlanta was founded and developed during the nineteenth century as a railroad town. The viaducts represent a mammoth public-works project on the part of city government to accommodate early-twentieth-century automobile traffic and maintain the economic viability of this part of the city. The viaducts are also significant for having been conceived originally as part of a largely unrealized comprehensive City Beautiful plan for a downtown civic plaza by Atlanta architect Haralson Bleckley in 1909.

Architecture

In general, the Underground Atlanta Historic District is significant in terms of architectural history as a distinct historic urban environment which was created by a succession of juxtaposed developments. The district includes part of the original gridiron city plan, railroad facilities including the Georgia Railroad Freight Depot and Zero Mile Post, period commercial architecture of the nineteenth and early-twentieth centuries, and early-twentieth-century automobile viaducts. These distinct historic components, so unusually combined in this district, create an overall environmental character and appearance that is virtually unique not only in Atlanta but also throughout the United States.

The Underground Atlanta Historic District is also architecturally significant in more traditional terms: the presence of examples of nineteenth- and early-twentieth-century commercial architecture. Some of these examples are virtually intact, such as the multi-story, Victorian Eclectic, Neoclassical and Chicago-style buildings along Alabama, Pryor and Peachtree streets; others survive only partially, such as the fire-damaged Georgia Railroad Freight Depot, the partly-demolished Bentley Hotel, and the storefronts along the southwest side of Alabama Street at ground level; still others are but fragmentary, such as the cast-iron columns, stone and iron doorway and window surrounds, and cut-stone details that enliven the Alabama and Pryor street facades beneath the viaducts. All of these architectural representations are vitally important in the architectural history of a city whose dynamic growth in the mid-twentieth century has obliterated much of its environmental heritage.

Engineering

The Zero Mile Post, located in the Underground Atlanta Historic District under the Central Avenue viaduct just northeast of the railroad tracks, is significant in terms of nineteenth-century railroad engineering and surveying. It marks the final

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southeast terminus of the state-owned Western and Atlantic Railroad. Its location was determined by C.F.M. Garnett and F.C. Ames in 1842, and the marker was emplaced in 1850 by Bodwell E. Wells, civil engineer for the W & A Railroad. From this point all final mileages and other measurements for the railroad survey were made.

The viaducts which define the Underground Atlanta Historic District are significant in the history of twentieth-century bridge building. While the viaducts were not innovative in terms of their engineering, they do represent a large-scale application of early-twentieth-century urban bridge design. Represented here are examples of both reinforced concrete and steel truss construction. Although essentially utilitarian, the viaducts acknowledge their origins in a largely unrealized City Beautiful civic plaza design by their Classically-derived parapet walls and railings.

Transportation

The Underground Atlanta Historic District contains elements which are important to the city's transportation history. The earliest remnants of the railroad, which brought Atlanta into existence, can be found in the district; these include the Zero Mile Post (1850) and the Georgia Railway Freight Depot (1869). Besides the railroad tracks, these are the only physical remains of railroad activity which are present in downtown Atlanta. In addition, the Georgia Railway Freight Depot is the oldest extant building in the downtown. The automobile age of the city is well represented in the "Twin Bridge" viaducts (1928-1929). Needed to facilitate the flow of twentieth-century automobile traffic over the nineteenth-century railroad gulch, these structures are utilitarian in design and function. The bridges encase the space over the railroad right-of-way for which plans were proposed but never implemented for a string of City Beautiful-style parks and civic plazas.

The construction of the MARTA rapid-rail line and Five Points Station in the late 1970s brought the newest transportation technology into the Underground district (even if it is actually an update of an early-twentieth-century mode -- the electric subway and elevated). The increase in access to the Underground district which MARTA will bring will result in additional land use changes. The open space over the railroad right-of-way which is currently vacant or used for parking is now prime real estate for development. In sum, the railroad, automobile, and rapid-rail transit have all had a dramatic influence on the character and appearance of the Underground district.

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Preservation Activity: The Historic Atlanta Local Development Corporation

The Historic Atlanta Local Development Company (HALDC) was formed in October, 1978. It is a quasi-public organization dedicated to the restoration and revitalization of the historic Underground Atlanta business neighborhood. HALDC is charged with the responsibility for carrying out programs to aid, assist and foster the planning, redevelopment and improvement of the historic Underground Atlanta district. Its activities are intended to focus attention on the historic, economic and cultural value of the neighborhood to the city of Atlanta and its citizens.

HALDC is specifically organized as a local development company under Section 502 of the Small Business Investment Act of 1958. The Corporation is a non-profit organization. The board of trustees consists of representatives of the Underground merchants, property owners, the city of Atlanta and the community-at-large.

HALDC has been initially funded by grants from the federal government and the City of Atlanta. The grant revenues are being used to conduct a study of the feasibility of revitalizing Underground Atlanta and the historic district and to prepare a development package as to the area's economic viability.

The HALDC staff coordinates the overall redevelopment plan, hiring and directing activities of the existing Underground Atlanta Restoration Commission's efforts at maintenance and physical improvements. The staff also serves as liaison among interested parties, including the Underground Atlanta Merchants Association, the City of Atlanta, and others.

HALDC is the sponsor of this National Register nomination, which it views as an integral part of its restoration and revitalization activities.

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Heritage Conservation and Recreation Service

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date entered JUL 24 1980

Timothy Crimmons. "Underground Atlanta District" (draft National Register of Historic Places Inventory-Nomination Form, December, 1979).

Franklin Garrett. Atlanta and Environs (New York, 1954).

Elizabeth A. Lyon. "Business Buildings in Atlanta, 1865-1930: A Study in Urban Growth and Form" (Emory University dissertation, 1971).

Elizabeth A. Lyon and Sarah Hereford. "Downtown Atlanta Historic District" (draft National Register of Historic Places Inventory-Nomination Form, February, 1976).

Howard L. Preston. Automobile Age Atlanta (Athens, Ga., 1978).

Sanborn Fire Insurance Maps: 1886, 1892, 1899, 1911

Personal inspections by Richard Cloues, summer of 1979; Timothy Crimmons and James Brittain, fall of 1979.

MAP 1 -- UNDERGROUND ATLANTA WHEN LISTED (1980)

CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "

MAP 2 -- UNDERGROUND ATLANTA TODAY (1989)

CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "

MAP 3 - PROPOSAL #1 - BOUNDARY REDUCTION

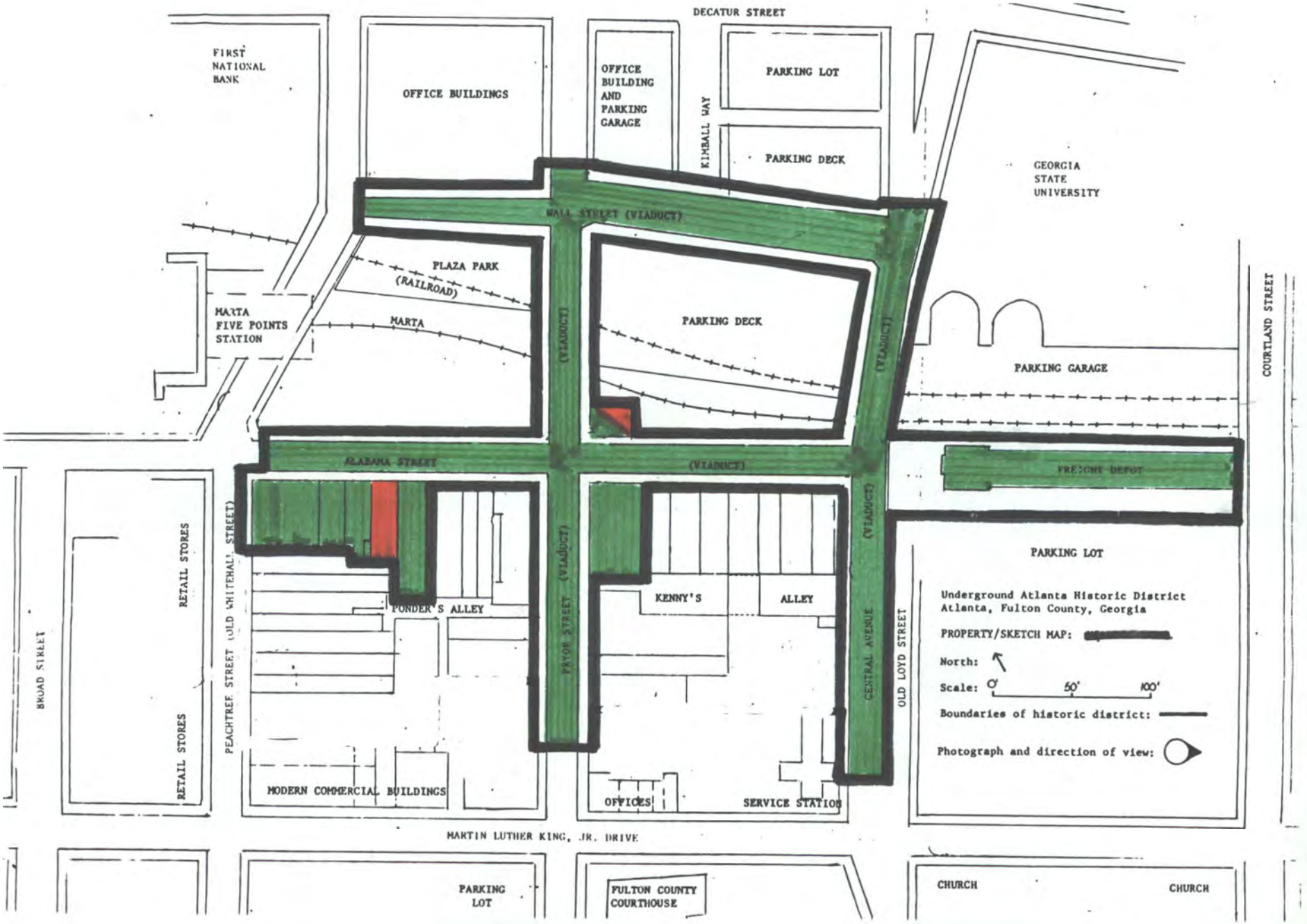
CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "

MAP 4 - PROPOSAL #2 - BOUNDARY REDUCTION

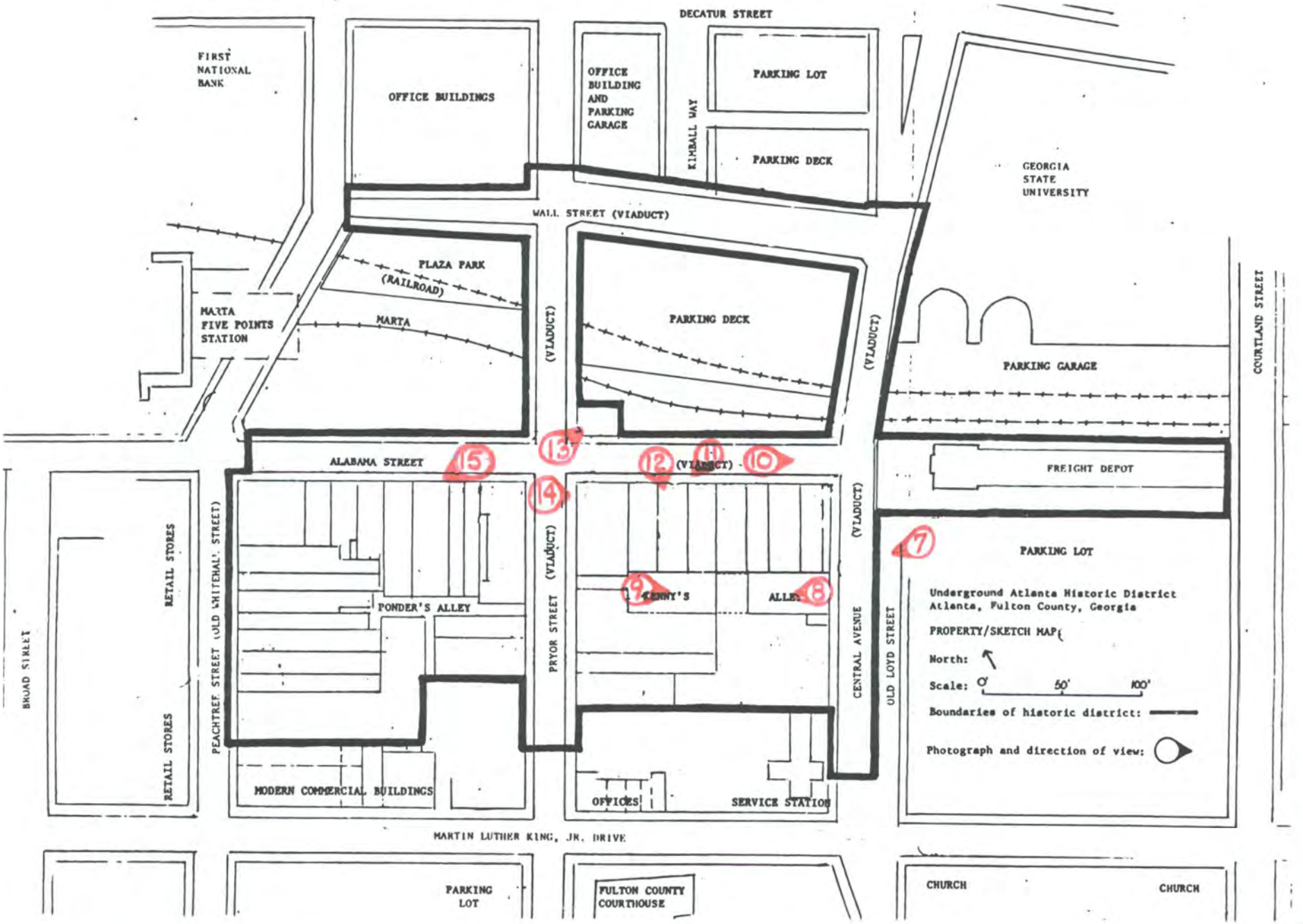
CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "



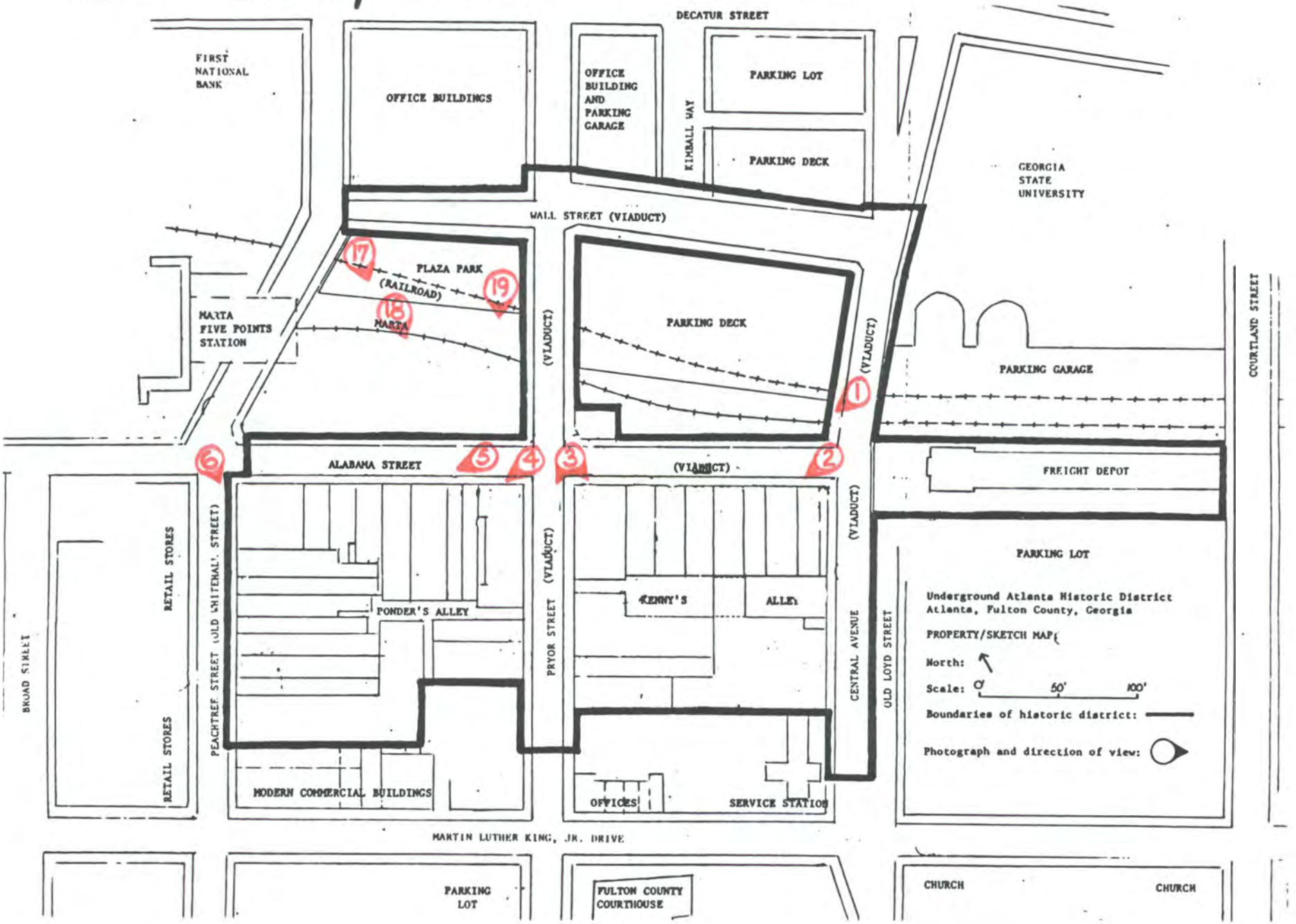
KEY TO SLIDES (1980)(1989) - LOWER LEVEL

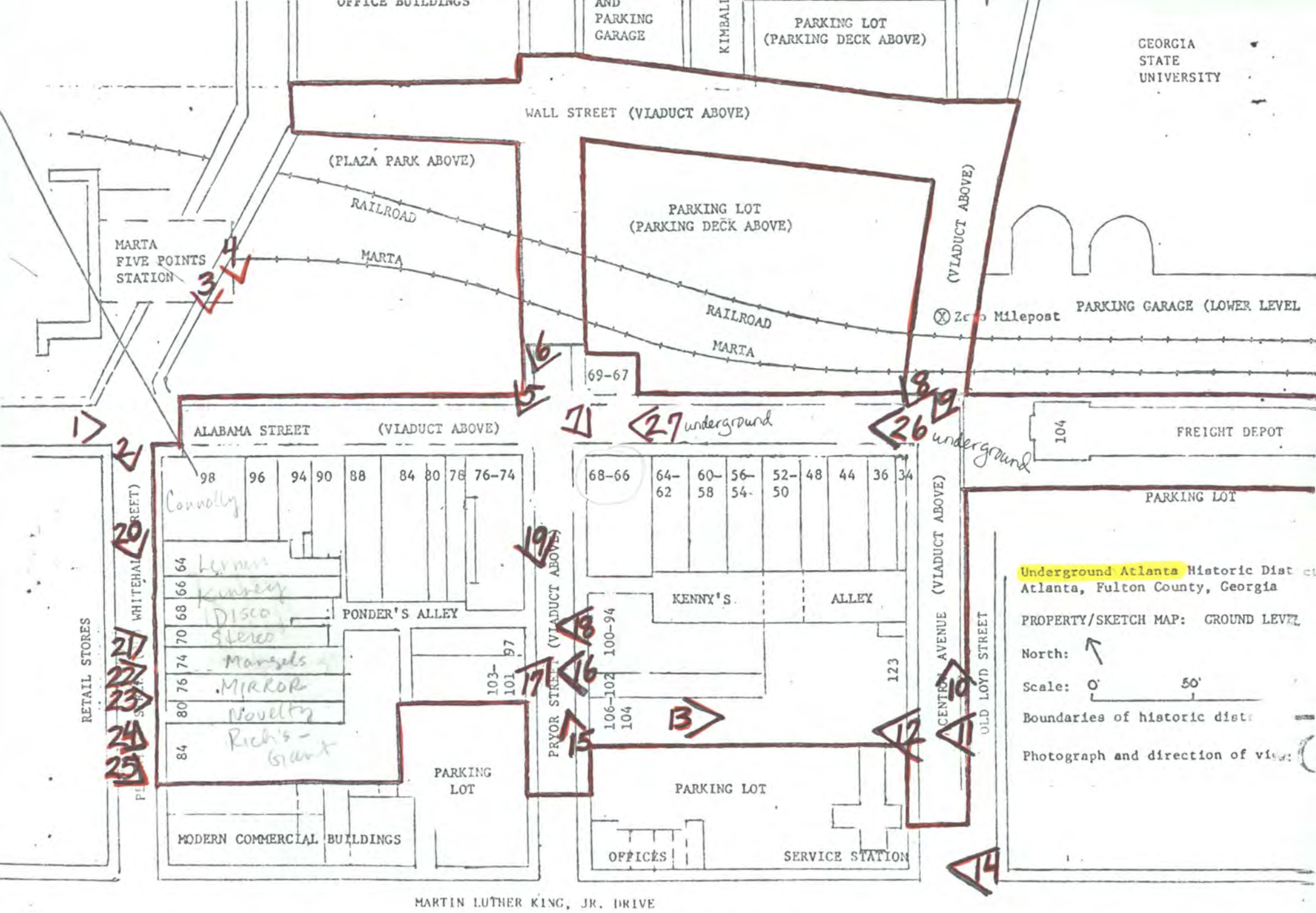
slide / direction of view



KEY TO SLIDES (1980) (1989) - UPPER LEVEL

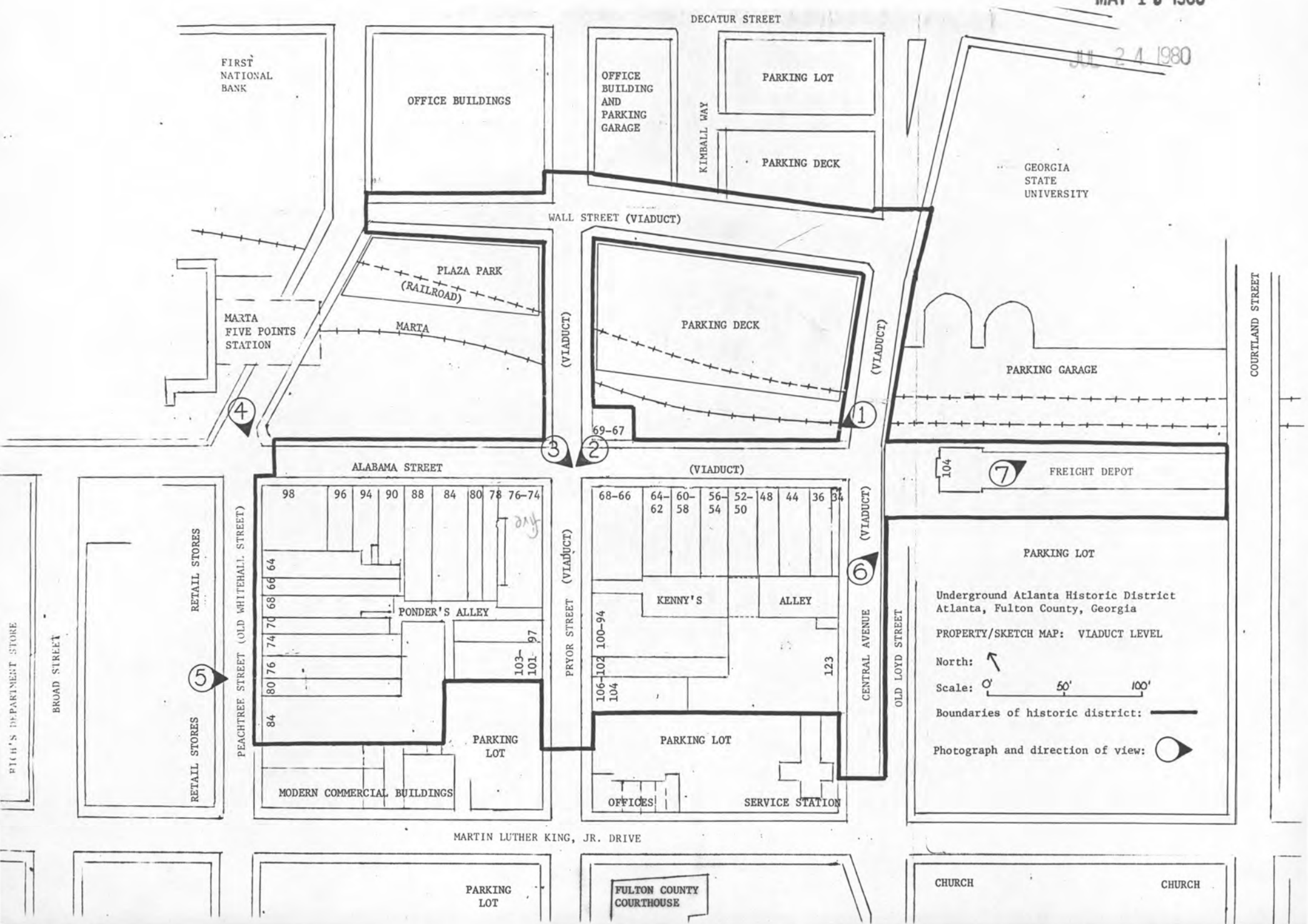
slide / direction of view

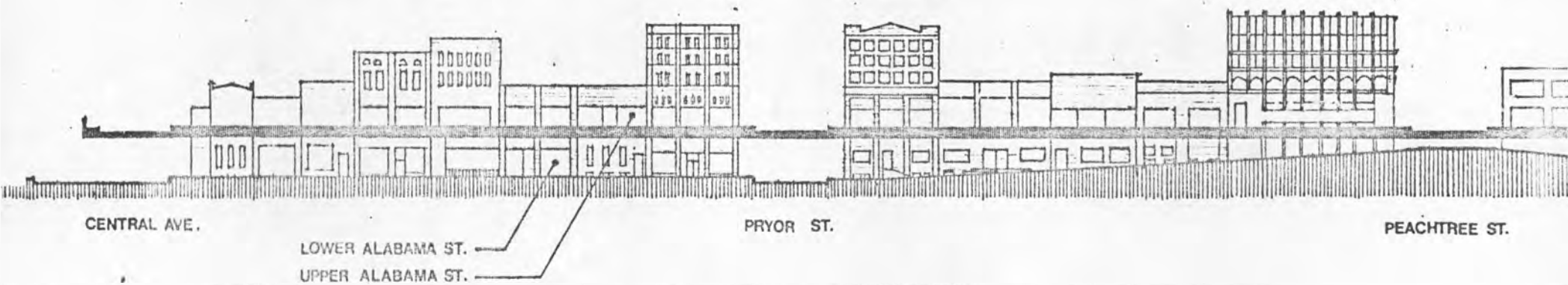



OFFICE BUILDINGS
AND PARKING GARAGE
KIMBALL
PARKING LOT (PARKING DECK ABOVE)
GEORGIA STATE UNIVERSITY
WALL STREET (VIADUCT ABOVE)
(PLAZA PARK ABOVE)
RAILROAD
MARTA
MARTA FIVE POINTS STATION
PARKING LOT (PARKING DECK ABOVE)
(VIADUCT ABOVE)
Zero Milepost
PARKING GARAGE (LOWER LEVEL
69-67
ALABAMA STREET
(VIADUCT ABOVE)
undergrund
undergrund
104
FREIGHT DEPOT
PARKING LOT
98 96 94 90 88 84 80 78 76-74
Connolly
64 Lerner
66 Kinney
68 DISCO
70 Stereo
74 Mangels
76 MIRROR
80 Novelty
84 Rich's - Grant
PONDER'S ALLEY
68-66 64-62 60-58 56-54 52-50 48 44 36 34
KENNY'S ALLEY
RETAIL STORES
WHITEHALL STREET
PRYOR STREET (VIADUCT ABOVE)
103-101 97
100-94
106-102 104
123
CENTRAL AVENUE (VIADUCT ABOVE)
OLD LOYD STREET
PARKING LOT
PARKING LOT
MODERN COMMERCIAL BUILDINGS
OFFICES
SERVICE STATION
MARTIN LUTHER KING, JR. DRIVE
Underground Atlanta Historic Dist
Atlanta, Fulton County, Georgia
PROPERTY/SKETCH MAP: GROUND LEVEL
North:
Scale: 0' 50'
Boundaries of historic dist
Photograph and direction of vi

MAY 13 1980

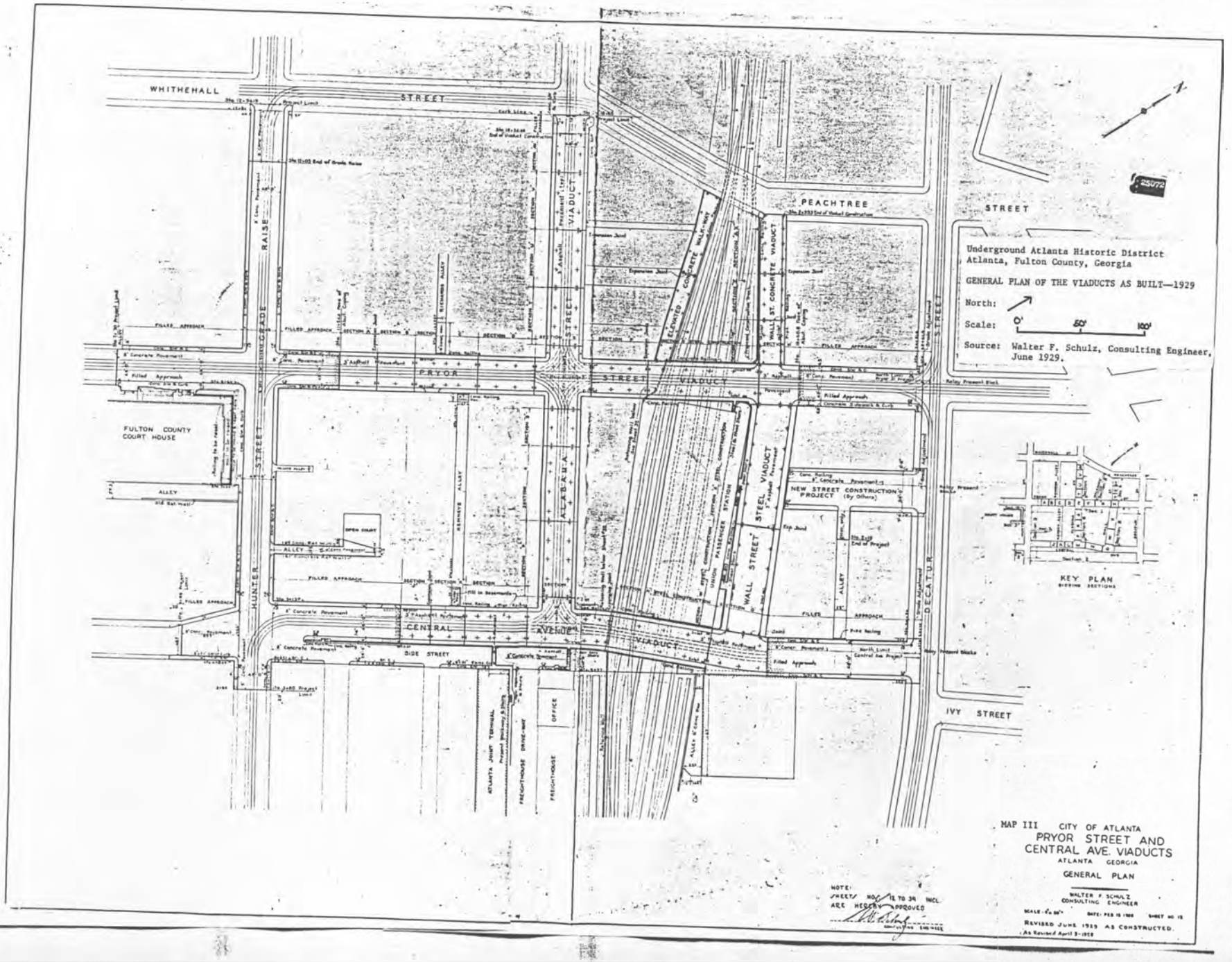
JUL 24 1980





CUTAWAY VIEW OF ALABAMA STREET VIADUCT -- SHOWING UPPER & LOWER FLOORS OF BUILDINGS IN "UNDERGROUND ATLANTA"

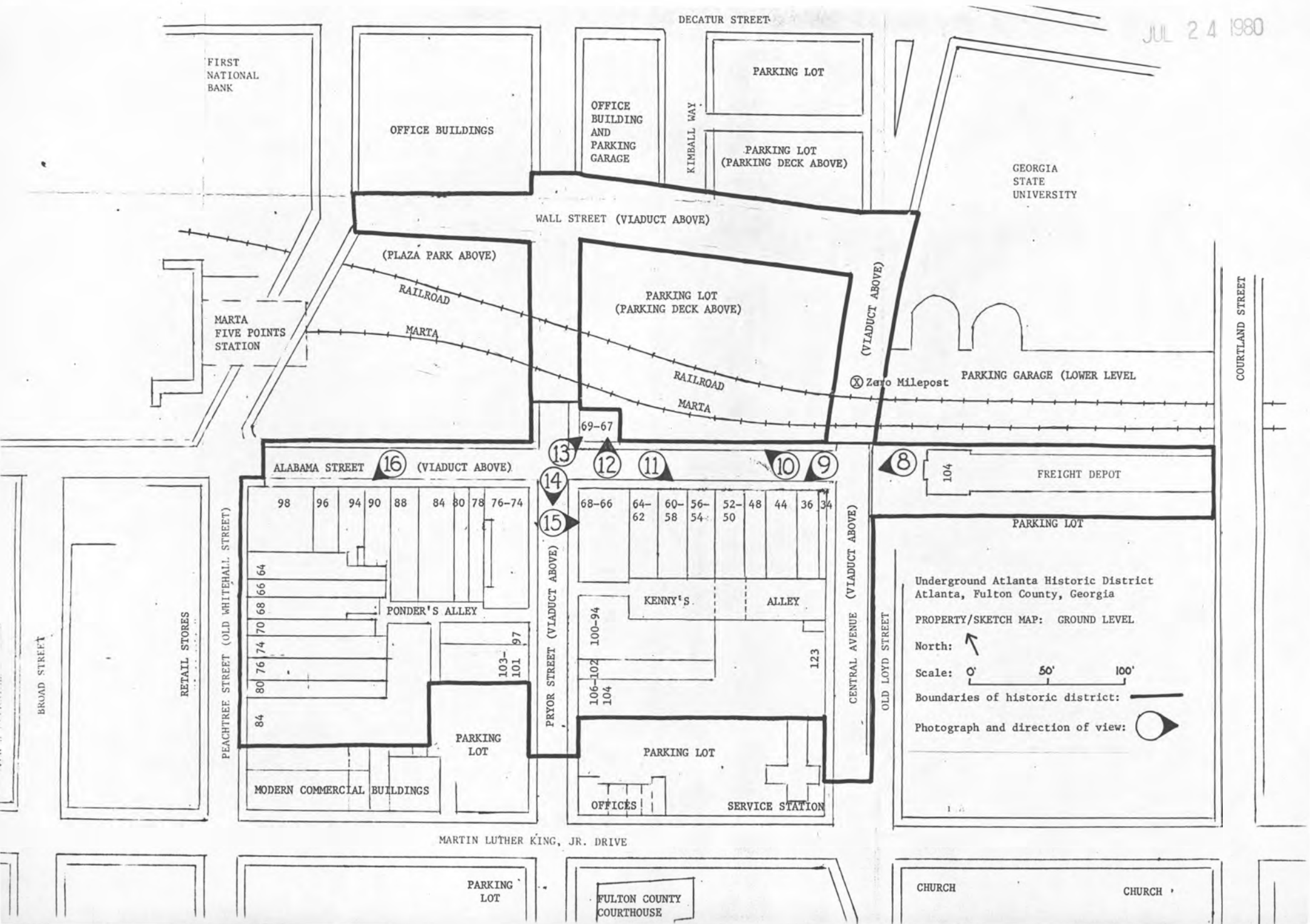
MAY 1 3 1980


WHITEHALL STREET
PEACHTREE STREET
PRYOR STREET VIADUCT
CENTRAL AVENUE VIADUCT
RAISE GRADE
HUNTER STREET
ALABAMA STREET
WALL STREET
DECATUR STREET
IVY STREET
FULTON COUNTY COURT HOUSE
ALLEY
OPEN COURT
FILLED APPROACH
SIDE STREET
ATLANTA JOINT TERMINAL
FREIGHTHOUSE
OFFICE
NEW STREET CONSTRUCTION PROJECT (By Others)
STEEL VIADUCT
UNION PASSENGER STATION
KEY PLAN
Underground Atlanta Historic District
Atlanta, Fulton County, Georgia
GENERAL PLAN OF THE VIADUCTS AS BUILT—1929
North:
Scale: 0' 50' 100'
Source: Walter F. Schulz, Consulting Engineer, June 1929.
MAP III CITY OF ATLANTA
PRYOR STREET AND CENTRAL AVE. VIADUCTS
ATLANTA GEORGIA
GENERAL PLAN
WALTER F. SCHULZ CONSULTING ENGINEER
NOTE: SHEETS NO. 12 TO 34 INCL. ARE HEREBY APPROVED
REVISED JUNE 1929 AS CONSTRUCTED.
As Revised April 5-1929

JUL 24 1980

MAY 13 1980

JUL 24 1980



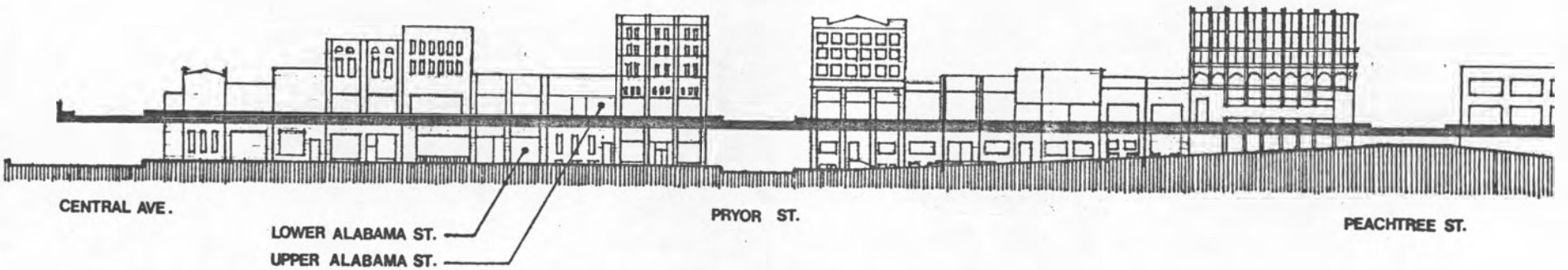
MAY 13 1980

JUL 24 1980

Underground Atlanta Historic District
Atlanta, Fulton County, Georgia

CUT-AWAY VIEW OF ALABAMA STREET
BETWEEN CENTRAL AVENUE AND PEACHTREE STREET
SHOWING GROUND LEVEL AND VIADUCT LEVEL

Illustrator facing southwest.



34 36 44 48 50–52 54–56 58–60 62–64 66–68 74–76 78 80 84 88 90 94 96 98

Property DOWNTOWN ATLANTA HISTORIC DISTRICT

City Atlanta State Georgia

Source of Request DOD-UMTA-Kiyoshi Mano

E.O. 11593

DETERMINATION OF ELIGIBILITY

Date received Verbal Request 5-19-76

Federal Register entry

Photos _____ SHPO consulted ✓

Maps _____ Request for more information _____

Card filed ✓ All documentation assembled _____

CONTROL

I think the boundaries are pretty much as they were when I was taken through the area. The area is a distinct part of the city especially since Atlanta is so new. However I still am concerned about the large number of parking lots within the area. We should ask for a sketch map identifying all intrusions before we make a decision.

HISTORIAN

E. Smith
6-2-76

ARCH. HISTORIAN

Based on Bob Rettig's evaluation of boundaries and the clear architectural and commercial significance of the buildings within the district —

Eligible
6-7-76
Lebovich

ARCHEOLOGIST

HAER

REVIEW UNIT CHIEF

Eligible — **FED. PLAN. COORDINATOR**

Concurrence — Shull, Rettig, Cole 6-5-76
C. Shull

Justification: Bob's on-site inspection, the fact that this is all that remains of dist. commercial district of Atlanta,

BRANCH CHIEF

See comments on attached sheet.

Eligible

Acting **KEEPER**
Rettig 6/4/76

- find out about expanded boundaries — is State going back to larger area
- over to wall St. — via Jr comes dwn
- Richard told them viaducts in
  Liz said - no

Manta law not applied w/ ~~ACHP~~ -
~~ACHP~~

TPS-

Property Underground Atlanta Historic District

Ref. 80001077

State Ga - Fulton

Working Number 5-13-80 1336

TECHNICAL

Photos 16 + 17

Maps 1

CONTROL

HISTORIAN

A complex district of 3 major elements – above ground grouping of Victorian commercial buildings with several architecturally strong buildings + other historically related structures; below ground "environment" and architectural elements considered significant to arch. history of Atlanta – less intact but can be considered contributing element; viaduct system + grid pattern which structure layout of area. I am concerned about # re: lack of intrusions but agree that there are not major intrusions. Whether the Marta replaced facades could qualify for Tax Act is another issue. Boundaries represent area determined to be eligible with exception of 1/2 areas impacted 2/4 properties on south side of Peachtree St. not functionally tied to "Underground"

coherent

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

ACCEPT CD 6/18/80

OTHER

HAER

Inventory _____

Review _____

State has investigated effects of fire 6/30; interiors of 2 (not original or historic) stores in underground were damaged as was interior of Hotel Jefferson - but State believes structure intact as damage not readily visible from the street.

REVIEW UNIT CHIEF

ACCEPT CD 6/18/80

ACCEPT DUKE 7/17/80

BRANCH CHIEF

Already determined eligible SO 4/24/81

KEEPER

National Register Write-up _____ Send-back _____ Entered JUL 24 1980

Federal Register Entry 2.3.81 Re-submit _____

United States Department of the Interior - Heritage Conservation and Recreation Service

TCG
11/6/89

AFederman
11/6/89

H32(413)

NOV 9 1989

Ms. Elizabeth Lyon
Chief, Historic Preservation Section
Deputy State Historic Preservation Officer
Georgia Department of Natural Resources
1252 Floyd Towers East
205 Butler Street, SE
Atlanta, Georgia 30334

Dear Ms. Lyon:

We have reviewed your reassessment of the Underground Atlanta Historic District, Fulton County, Georgia, a property included in the National Register on July 24, 1980. The documentation submitted with your letter clearly shows the dramatic changes which have occurred since the initial National Register listing. After consideration of this material, we concur with the assessment of the Georgia State Historic Preservation Review Board that the boundaries of the district should be reduced.

We have several comments we hope can be incorporated into the final boundary reduction documentation. First, since the viaducts are now the focus of the district instead of connectors of disparate buildings, the amendment should include a complete assessment of their significance and integrity. The significance dicussion should analyze, for example, how these viaducts relate to other viaducts in this section of the city. Developing this history will also assist you in the completion of the boundary justification for the reduced district.

The integrity assessment needs also to be enlarged. We suggest that it be broken into two parts to facilitate its presentation. The new documentation should describe the historic design of the viaducts and review the impact of ordinary maintenance on the roadways and their supporting structural systems over time. It should also discuss the more prominent additions to the viaducts designed as part of the Underground Atlanta projects, including the recently constructed plazas and other features on top and below them. The amendment should also address the integrity of the remaining

buildings within the district. To accomplish this, it might be helpful to detail your methodology for establishing which of the remaining buildings within the area still retain characteristics which convey their significance.

We have one final thought, which is certainly not a requirement but simply a suggestion for your consideration. It would be helpful if the written analysis could be supplemented with graphics which somehow illustrate the two levels of the buildings in the district, for as you know this can be a confusing aspect of the district. For example, it was difficult to understand from the preliminary sketch map you prepared why the building at the northeast corner of Alabama and Pryor Streets retains enough integrity to be considered a contributing property. The Zero Mile Post, an important contributing element of the district, might also be located on a simple graphic.

We hope these suggestions are useful as you complete documentation for this extraordinary district. Please contact Amy Federman of our staff if you have any additional questions or to discuss this matter further.

Sincerely,

Carol Shull

Carol D. Shull
Chief of Registration
National Register of Historic Places

cc: Jody Cook-SERO
413-RF

FNP:A.Schlagel:tlg:11/06/89:343-9536

BASIC FILE RETAINED IN 413

SYS 66:(APS/nom-review)/ga-under

PRELIMINARY REVIEW

WASO Form - 177
("R" June 1984)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Underground Atlanta Historic District
Fulton County
GEORGIA

OCT 6 1989

Working No. _____
Fed. Reg. Date: _____
Date Due: 11/20/89
Action: ___ ACCEPT
___ RETURN
___ REJECT
Federal Agency: _____

☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

See letter

Preliminary request
Return for review
Recom./Criteria _____
Reviewer A Federman
Discipline Hist
Date 10/31/89
___ see continuation sheet

Nomination returned for: ___ technical corrections cited below
___ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☐ original site
☐ good	☐ ruins	☐ altered	☐ moved date _____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance *(in one paragraph)*

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

GPO 918-450

Comments for any item may be continued on an attached sheet

TAXI
STAND

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY

RECIEVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

CITY, TOWN: Atlanta —VICINITY OF: — STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 1

Georgia Railroad Freight Depot
Three-quarter view from the southwest

GPO 892-455

NEW YORK
WIGS
SALE
SALE
SALE
UNLOAD

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta —VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 2

L and N Terminal Building
View looking north

GPO 892-45

SOUVENIR
50
52

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 3a

No. 50-52 Alabama Street
North facade, lower level.

GPO 892-44

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

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AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 3b

Nos. 54-56 Alabama Street
North facade, lower level

GPO 892-45

ICE CREAM
FOR LEASE
4600 SQ. FT.
ICE CREAM CO.
JOINT

3c

Underground Atlanta Historic District
Fulton Co. Ga.

JUL 2 4 1980

No - 42

BROADWAY
60
FROZEN DAIQUIRI
PIÑA COLADA
UNDERGROUND ATLANTA

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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DATE ENTERED

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ____VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 3c

Nos. 50-52, 54-56 Alabama Street
North facades, viaduct level

GPO 892-45

Form No. 10-301a
(Rev. 10-74)

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NATIONAL PARK SERVICE

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1 NAME

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AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 4

Old Tripod Paint Company Building, Alabama Street
North facade, lower level

GPO 892-4

LOANS
LEGAL
ONE WAY
LOANS
H.B. NASH

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta —VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

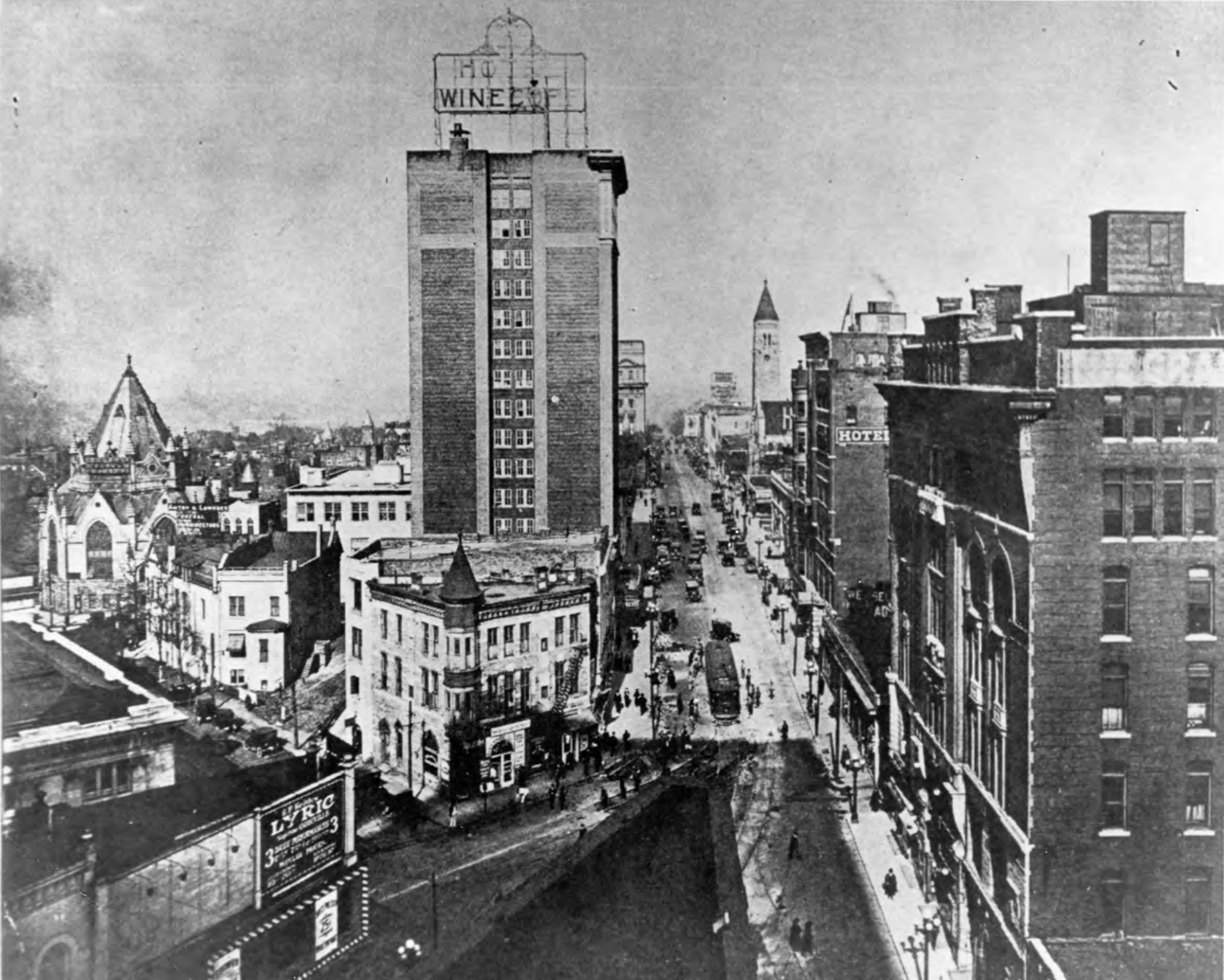
NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 5a

Block Building, Alabama and Pryor Streets, southeast corner
Lower level

GPO 892-


WINE
HOTEL
LYRIC

Form No. 10-301a
(Rev. 10-74)

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NATIONAL PARK SERVICE

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2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 5b

Block Building, Alabama and Pryor Streets, southeast corner
Three-quarter view looking southeast, viaduct level

GPO 892-45

DIRECTORY

Underground Atlanta Historic District
Fulton Co. GA 30/39

JUL 24 1980

99

Underground Atlanta Historic District
Fulton Co. Ga

34/39

JUL 24 1980

LOANS
LEGAL
ONE WAY
LEGAL LOANS
LOANS
LOANS
PISTOLS
RIFLES
H.B. NASH

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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PROPERTY PHOTOGRAPH FORM

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2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 7

Gate City National Bank Building, Alabama and Pryor Streets, southwest corner
Extant ground level facades, looking southwest

GPO 892-45

phone
BUCK'
NO PARKING

VITAMINS COSMETICS
Mill DISCOUNT
HEALTH & BEAUTY AIDS
HOTEL
DO NOT ENTER
ONE WAY
BOWMAN

Form No. 10-301a
(Rev. 10-74)

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NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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DATE ENTERED

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1975

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 8a

Hotel Jackson(Bentley), Alabama and Pryor Streets, northeast corner
Three-quarter view, looking northeast, lower level

GPO 892-45

BENTLEY HOTEL
FULTON
Park

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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RECIEVED

DATE ENTERED

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AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 8b

Hotel Jackson (Bentley). Alabama and Pryor Street, northeast corner
Three-quarter view, looking northeast, viaduct level

GPO 892-45

ATLANTA FIXTURE
& SALES CO. INC.
FOOD SERVICE EQUIPMENT-SUPPLIES
DISTRIBUTORS OF
HOBART FOOD MACHINES JACKSON CHINA LIBBEY GLASSWARE
WEAREVER UTENSILS ONEIDA SILVERWARE TOASTMASTER
GENERAL ELEC. GARLAND VULCAN S. BEND
GAS COOKING EQUIPMENT
FREE CUSTOMERS PARKING NEXT DOOR
FIXTURE
SALES CO.
RESTAURANT EQUIPMENT
ATLANTA
FIXTURE
& SALES CO.
RESTAURANT
OFFICE-STORE
EQUIPMENT
ATLANTA
& SALES CO.
OFFICE
FURNITURE

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY

RECIEVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

CITY, TOWN: Atlanta ____VICINITY OF STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

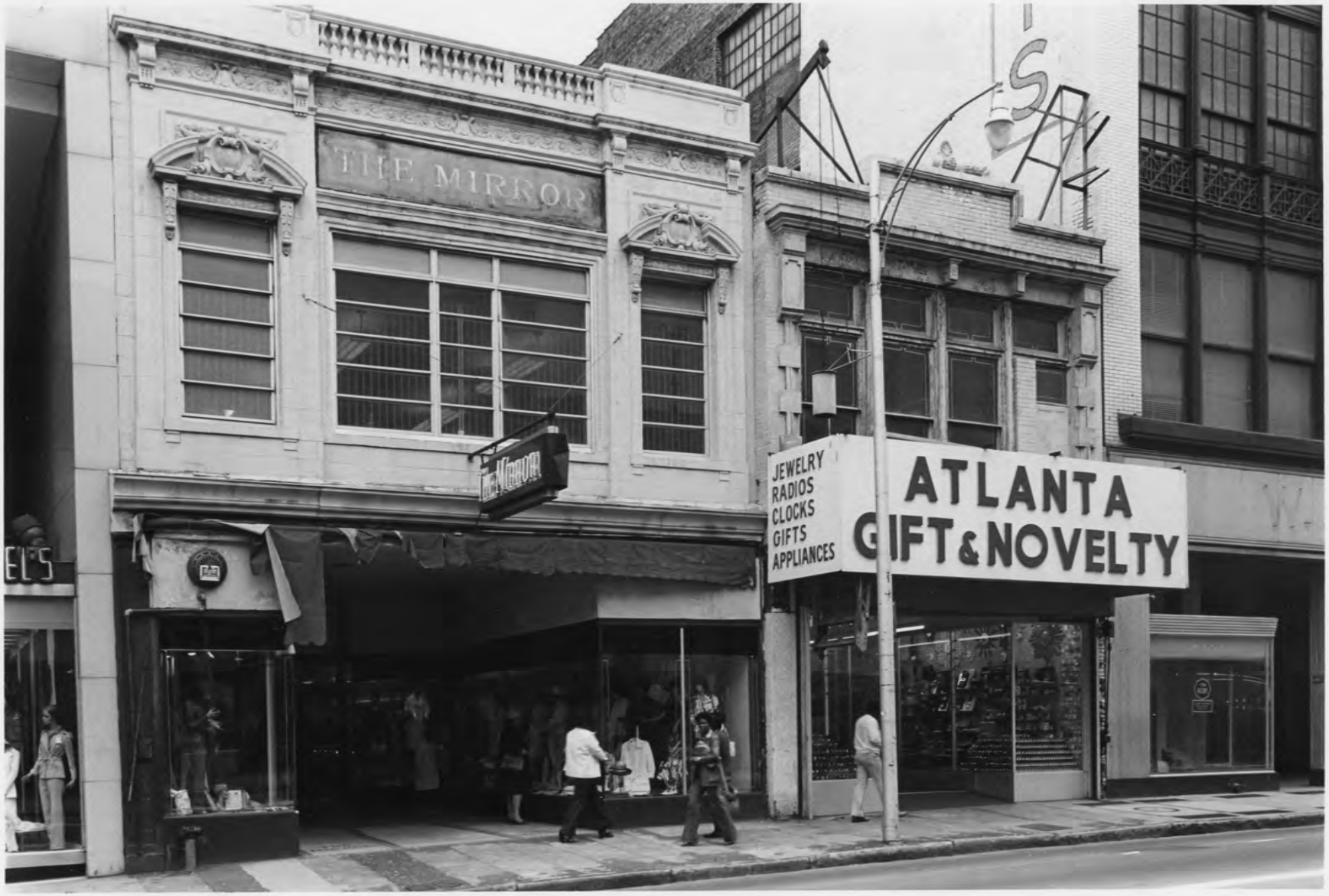
NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET
Atlanta Fixture and Sales Company Buildings, Pryor Street
West facades

PHOTO NO. 9

GPO 892-45


THE MIRROR
JEWELRY
RADIOS
CLOCKS
GIFTS
APPLIANCES
ATLANTA
GIFT & NOVELTY

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY

RECIEVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON same

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO March, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 10

Eiseman Building, Peachtree Street, South (Whitehall)
East facade

GPO 892-454

parklane
HOSIERY
parklane
HOSIERY
HOLLY
Jim's
Wigs
ATLANTA OUTLET STORES
DRESSES · COATS
WIGS
NO
LEFT
TURN
ATIONAL
SHIRT SHOPS

Form No 10-301a
(Rev. 10-74)

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PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 11

Century (Atlanta National Bank) Building, Peachtree Street, South (Whitehall)
Three-quarter view, looking northeast Northeast corner, Alabama Street

GPO 893-4

THIS BUILDING
GOODYS DISCOUNT
SALE
SALE

Form No. 10-301a
(Rev. 10-74)

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NATIONAL PARK SERVICE

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AND/OR COMMON

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3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

Not Connally in foreground

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 12

Connally (Mark) Building, Peachtree Street, South (Whitehall), southeast corner
Three-quarter view, looking southeast Alabama Street

GPO 892-454

The BOOTERY
mary jane shoes
Boots
SURI SHOES

Form No. 10-301a
(Rev. 10-74)

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PROPERTY PHOTOGRAPH FORM

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TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta —VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 13

Bass Department Store (Mary Jane Shoes) Building, Peachtree Street, South (Whitehall)
East facade

GPO 892-45

GRANTS
ATLANTA
IFT & NOVELTY
W. T. GRANT CO.
TOP
DOLLAR
STORES
TOP
DOLLAR
STORES
GEORGIA
HIGHWAY

Form No. 10-301a
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HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta —VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 15

Rich's (W.T. Grant) Building, Peachtree Street, South(Whitehall)
West facade

GPO 892-4

FRONT PAGE
CHAT & CHEW
OPEN
OPEN
CHAT & CHEW
UNDERGROUND ATLANTA
HOT DOGS
Coca-Cola

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

CITY, TOWN: Atlanta ___VICINITY OF STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Nos. 76-80 Peachtree Street, South (Whitehall)
West facades

PHOTO NO. 16

GPO 892-45

mary jane shoes
BOOTERY
KRESS
DRINK Coca-Cola
OUTSTANDING VALUES
BIG DEPARTMENTS
L. GREEN
47 WHITEHALL ST
Atlanta's Bargain Center
CREDIT
ASKIN & MARX
BUTLERS
Cinch-Ann
sale!

Form No. 10-301a
(Rev. 10-74)

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NATIONAL PARK SERVICE

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1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

CITY, TOWN: Atlanta —VICINITY OF: STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 17

Peachtree Street, South (Whitehall), west side of street, looking northwest from Hunter Street toward Eiseman Building.

GPO 892-454

BAILEY'S SUPREME COFFEE
LEAVES NO GROUNDS FOR COMPLAINT
Southland COFFEE CO.
IMPORTERS AND ROASTERS
MARTIN & ZEAGLER INC.
UNDERGROUND ATLANTA
PARKING

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ____VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT Randolph C. Marks
Historic Preservation Section
NEGATIVE FILED AT Georgia Department of Natural Resources

DATE OF PHOTO October, 1975

4 IDENTIFICATION

18

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET. PHOTO NO.

Entrance to Underbround Atlanta showing viaduct and ground levels of Alabama Street

GPO 892-894

MAY 1 3 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 1 of ~~16~~ 43. Alabama Street (viaduct
level) from Central Avenue (viaduct level);
photographer facing west.

JUL 2 4 1980

gone

1-(1)

HOTEL
Pryor News
Pryor News
Fuji Wigs
DREAM
BOOKS

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 2 of ~~16~~ 43. Alabama Street at Pryor Street (viaduct level); photographer facing west.

JUL 24 1980

gone

1-(2)

JACKSON L
& FINANCE
ATLANTA FIXTURE
& SALES CO. Inc.

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980 4/3
Description: 3 of ~~16~~. Alabama Street at Pryor Street (viaduct level); photographer facing south.

JUL 24 1980

1-(3)

Back

BURGER KING
LOANS
GRANT
HOLLY
HARDY

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980 #3
Description: 4 of ~~16~~. Alabama Street at
Peachtree Street (viaduct level); photo-
grapher facing south.

JUL 24 1980

1-(4)

ATLANTA
GIFT & NOVELTY
SALE!
SALE!
ATLANTA
FURNITURE CO.
SALE

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980 43
Description: 5 of ~~16.~~ Peachtree Street (grade or embankment level); photographer facing southeast.

JUL 24 1980

1-(5)

P
A
R
K
WELCOME
TO
UNDERGROUND
ATLANTA
Central
Parking
System

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 6 of ~~16~~ 43. Georgia Railroad Freight
Depot, from Central Avenue viaduct; photo-
grapher facing east.

JUL 24 1980

1-(2)

59
60
A

MAY 1 3 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer; James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 7 of ~~16~~ 43. Interior, Georgia
Railroad Freight Depot; photographer
facing east.

JUL 2 4 1980

1-8

824
UNDER GROUND
ATLANTA

MAY 1 3 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia
Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 8 of ~~16~~ 43. Central Avenue (Old Loyd Street) and Alabama Street (ground level); Central Avenue viaduct, above; entrance to "Underground Atlanta" entertainment area; photographer facing west.

JUL 2 4 1980

1-6

T-SHIRTS SHOP
LEATHER GOODS

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 9 of ~~16.~~ 43 Alabama Street, southwest
side (ground level); viaduct above; photo-
grapher facing west.

JUL 24 1980

2-(1)

UNDERGROUND
ATLANTA
M. RICH & BRO'S
1867
DRY GOODS
DRESS TRIMMING
SILKS

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 10 of ~~16~~ 43. Alabama Street, northeast side (ground level); reconstructed facades; viaduct above; photographer facing north.

JUL 24 1980

CARLOS
HOTEL

UNDERGROUND ATLANTA HISTORIC DISTRICT MAY 13 1980
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 11 of ~~16~~ 43. Alabama Street, southwest side (ground level); cast-iron storefronts; viaduct above; photographer facing south.

JUL 24 1980

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 12 of ~~16~~ 43. Alabama Street, northeast side (ground level); portion of Bentley Hotel; viaduct above; photographer facing northeast.

JUL 24 1980

2-(6)

JUL 24 1980

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 13 of ~~16~~ 43. Alabama Street at Pryor Street (ground level); portion of Bentley Hotel; viaducts above; photographer facing east.

DRINK
Coca-Cola
DELICIOUS AND REFRESHIN
Welcome
to
Atlanta

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia MAY 13 1980

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 14 of ~~16~~ 43. Pryor Street from Alabama Street (ground level); viaduct above; photographer facing southwest.

JUL 24 1980

2-(7)

CARLOS SODA CO.
DRINK
Coca-Cola
DELICIOUS AND REFRESHING
Dante's
the
Down Hatch
FONDUE
FINE WINES
RARE CHEESES
A BETTER MIXED
DRINK
in Underground-DANTE'S
DOWN
the
HATCH

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia MAY 13 1980

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 15 of ~~16.~~ 43 Pryor Street at Alabama
Street (ground level); billboard; viaduct
above; photographer facing southeast.

JUL 24 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

MAY 13 1980

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 16 of ~~16~~ 53. Alabama Street, southwest side (ground level); viaduct above; photographer facing west.

JUL 24 1980

2-8

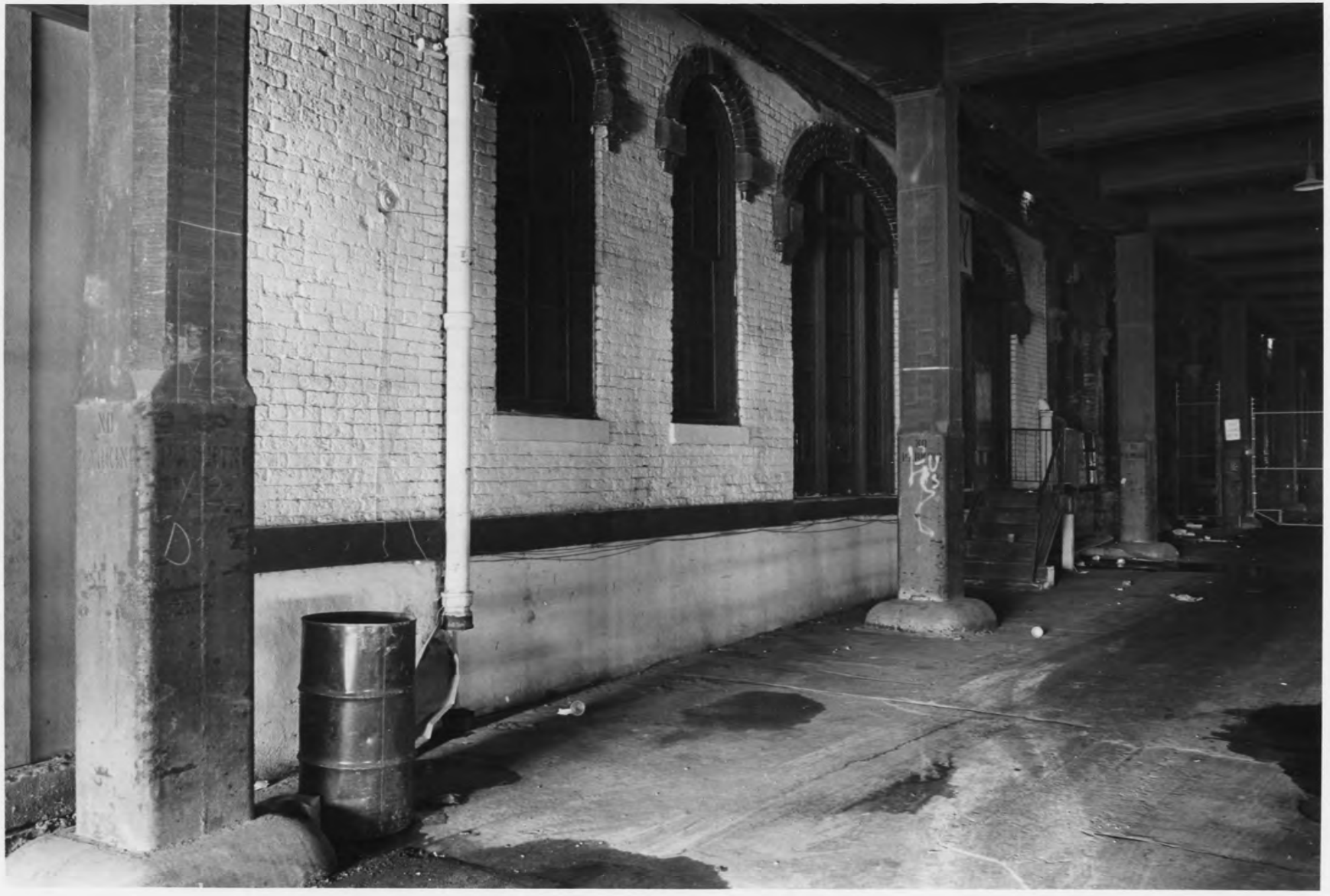
DIRECTORY

Underground Atlanta Hist. District

Fulton Co. - Ga

JUL 24 1980

40/41



Underground Atlanta Historic District
Fulton Co. GA

22/39

JUL 24 1980

Underground Atlanta Historic District
Fulton Co. GA 25/29

JUL 24 1980

FOR LEASE
4600 SQ. FT.
SID NEWBURGER
876-7347
ICE CREAM

Underground Atlanta Historic District
Fulton Co. GA

29/39

JUL 24 1980

NO PARKING
HEARTH AND PENDULUM

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT Sketch by Richard Rothman DATE OF PHOTO October, 1976

NEGATIVE FILED AT

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET
Cutaway view of Alabama Street viaduct

PHOTO NO.

GPO 892-45

Missing Core Documentation

Property Name	County, State	Reference Number
Atlanta Underground Historic District	Fulton, GA	80001077

The following Core Documentation is missing from this entry:

___ Nomination Form

_x_ Photographs (missing #17-43; missing #14)

___ USGS Map

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

NORTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Underground Atlanta Historic District
Atlanta, Fulton County, Georgia

U.S.G.S. Quadrangle: "Northwest Atlanta, Ga."
Scale: 1:24000

JUL 24 1980

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, Georgia Geodetic Survey, and City of Atlanta

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1952. Field check 1954

Polyconic projection. 1927 North American datum
10,000-foot grid based on Georgia coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

To place on the predicted North American Datum 1983 move the projection lines 10 meters south and 7 meters west as shown by dashed corner ticks

Red tint indicates areas in which only landmark buildings are shown

Land lines from information supplied by
Cobb County Roads and Revenues Commission and
Atlanta-Fulton County Joint Planning Board

UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

Revisions shown in purple compiled from aerial photographs taken 1968 and 1973. This information not field checked

Purple tint indicates extension of urban areas

SCALE 1:24000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U.S. Route — State Route

QUADRANGLE LOCATION

RECEIVED
MAY 13 1980
NATIONAL REGISTER
JUL 24 1980

NORTHWEST ATLANTA, GA.
(FORMERLY BOLTON)
N3345—W8422.5/7.5

1954
PHOTOREVISED 1968 AND 1973
AMS 4151 IV SW—SERIES V845

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1979

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

February 10, 1975

MEMORANDUM

TO: Ray Siewert, Coordinator of Comprehensive Reviews

FROM: Don Klima, Historian for Environmental Reviews
Kenneth Raskin, Historic Preservation Section

ISSUE: Recommendations for Architectural and Historical Surveys

Pursuant to a request made by MARTA staff members at a meeting on January 30, 1975, with representatives from the Department of Natural Resources and the Office of Planning and Budget, the Historic Preservation Section would like to offer the following comments and recommendations.

It is important to remember that the historical development of Atlanta, like that of other large urban areas, has been a dynamic process--a continuum of changing life styles and values exemplified through residential and neighborhood configurations as well as public and private development. Although Atlanta's pattern of development may be similar to other large cities, the weave is unique giving it a character all its own. Existing neighborhoods and structures remain the only tangible evidence of Atlanta's historical development, and consequently they constitute invaluable and irretrievable resources.

The Historic Preservation Section finds it encouraging that MARTA has agreed to conduct supplementary studies to assess the potential impact the project will have upon historic/architectural resources. Hopefully the following information will serve as a foundation upon which to structure this assessment.

STUDY TEAM DESIGN AND COORDINATION

In order for a comprehensive evaluation to be made by MARTA an interdisciplinary approach should be utilized, encompassing the disciplines of architectural history and urban history. This approach could address the various sites, structures and districts in terms of architectural styles and character; furthermore, such sites, structures and districts could be evaluated in terms of their contribution to the historical development of the city. An architectural historian would examine individual structures to determine how they reflect architectural taste and design as it evolved in Atlanta, and an urban historian would combine these findings with his own, creating a total analysis of the specific area or site

under examination. It would be essential that there be close coordination between these two professionals, for one's work will complement the other. To minimize the importance of either facet of this process would, in our opinion, jeopardize the comprehensiveness of the evaluation.

NECESSARY QUALIFICATIONS FOR CONSULTANTS

The Architectural Historian contracted by MARTA should possess the following minimum qualifications:

Education: PhD. (or A.B.D.) in Architectural History with specialization in American architectural styles and development from a university of recognized standing.

AND

Experience: Two years of full-time experience to include the following: a) in-field survey work to evaluate the architectural significance of structures and their value, if any, as cultural resources to an area, b) research and analysis of architectural source materials, and c) teaching in the field of architectural history. Reports or papers of publishable quality are essential. Experience in supervising research and in-field surveys is preferred.

OR

Education: M.A. in Architectural History with specialization in American architectural styles and development from a college or university of recognized standing.

AND

Experience: Four years of full time experience to include the following: a) in-field survey work to evaluate the architectural significance of structures and their value, if any, as cultural resources to an area and b) research and analysis of architectural source materials. Reports or papers of publishable quality are essential. Experience in supervising research and in-field surveys is preferred.

The Urban Historian contracted by MARTA should possess the following minimum qualifications:

Education: PhD. (or A.B.D.) in History with specialization in American urban history from a university of recognized standing.

AND

Further reading of the Draft EIS and the Final EIS fails to uncover a specification of professional standards that will be employed in the selection of individuals and/or agencies with whom MARTA will contract in order to create "...its own archaeological staff before and during all phases of construction..." (Draft EIS, Vol. I, p.136), "...as a regular part of MARTA's archaeological recovery program..." (Supplement #1 to MARTA's EIS, p. 141). The establishment of professional standards for the archaeological program in connection with the MARTA project is absolutely imperative if the mandates regarding cultural resources set forth in existing federal law are to be met. Our offices would point to the archaeological standards established by San Diego County, California, and the United States Forest Services as examples of the explicit professional quality necessary for the MARTA project.

SUMMARY

It is the opinion of the Historic Preservation Section which includes the Office the State Archaeologist that the comprehensive rapid transit system proposed for the Atlanta metropolitan area will be an asset of immeasurable import to the continued development of the city and the prosperity of its citizens. However, proper attention should be given by MARTA during planning stages to the cultural environment of the city. This, like efficient transportation, is an integral facet of its inhabitant's lives, and should not suffer at the expense of these plans. The Congress and Executive Branches of government have through legislation, particularly the National Historic Preservation Act of 1966, Public Law 89-665, Archeological and Historic Preservation Act of 1974, Public Law 93-291 and Executive Order 11593, recognized the need to protect the cultural environment.

If the two areas that were surveyed by our offices are a reasonable indication of the lact of thoroughness with which MARTA undertook an evaluation of historic and architectural resources, then it is apparent to all that further steps must be taken by MARTA to correct these deficiencies. There are many sites, structures and districts presently on the National Register or eligible for nomination to the Register which MARTA has not addressed. A partial list of such sites includes the following: Inman Park, the Mary Gay House in Decatur, the Courthouse in Decatur, Oglethorpe University District, the Atlanta University District, the Fox Theater, Rhodes Memorial Hall, the Sycamore Street area and Fort MacPherson. Our offices would like to remind MARTA that though the Final EIS and Draft EIS have been approved, MARTA is not relieved of the responsibility to comply with Section 106 of the National Historic Preservation Act of 1966 (PL 89-665).

RECOMMENDATIONS

In order to address the issues discussed in the comments MARTA should undertake operational procedures for correcting the inadequacies characteristic of the previously prepared documents. Supplementary studies should be undertaken by MARTA to inventory prehistoric, historic and architecturally significant structures and sites within the limits of project's effect as defined by the President's Advisory Council. Qualified professionals should direct these studies and evaluations should be made to determine the historical and architectural significance of structures, sites, and districts. Research and documentation are an integral part of the indepth historical analysis required.

Office of Planning and Budget

Executive Department

James T. McIntyre, Jr.
Director

GEORGIA STATE CLEARINGHOUSE MEMORANDUM

TO: Mr. E. W. Castellani
Manager of Urban Planning
Metro Atlanta Rapid Transit Authority
1300 Equitable Building
100 Peachtree Street
Atlanta, Georgia 30303

FROM: Charles H. Badger, Administrator
State Clearinghouse
Office of Planning and Budget

DATE: March 14, 1975

SUBJECT: RESULTS OF STATE-LEVEL REVIEW

Applicant: Metropolitan Atlanta Rapid Transit Authority

Project: Supplement #1 of the MARTA Environmental Impact Statement

State Clearinghouse Control Number: 74-12-16-09

The State-level review of the above-referenced environmental impact statement has been completed. This proposal has been found to be consistent with State goals and objectives. This statement and its enclosures must be addressed in the final environmental statement prepared for the project.

Additional comments:

On the basis of available documentation (the draft, final and supplemental EIS) and conversations with MARTA staff, it is apparent that neither the historical nor the archaeological surveys are adequate. The most glaring deficiencies of these surveys are the failure to include individuals having recognized professional stature on the study teams. This is particularly true in the case of archaeology and historical architecture. In addition, in some cases the study boundaries are too narrowly defined. Consequently, significant transit induced impacts may have been overlooked. While the one block on either side of the transit line generally seems to be adequate, the use of this same standard around transit stations does not seem to be appropriate.

It is recommended that MARTA initiate adequate historical and archaeological surveys as soon as possible in order to minimize conflicts with construction schedules. Guidelines for staffing such surveys have previously been provided to MARTA by the Department of Natural Resources and are included again in this package. It is recommended that the study area

continued on page two

encompass one block on either side of the transit line except in those areas where districts of known significance exist. The Candler Park area is such an example. The study area around transit stations should be essentially the same as those utilized in conducting Transit Area Development Studies, except in cases where the studies have shown the actual impact of the study area to be different than the area originally selected for study.

It is further recommended that Mr. Jackson O'Neal Lamb, State Historic Preservation Officer, Department of Natural Resources, seek an opinion from the Secretary of the Interior relative to the criteria for conducting an adequate survey.

This being so, all the provisions of O.M.B. Circular A-95 have been met and further discussion should be handled by the Secretary of the Interior, State Historic Preservation Officer, and the Authorities of MARTA.

The following State agencies have been offered the opportunity to review and comment on this environmental impact statement:

Georgia Department of Community Development
Georgia Department of Human Resources
Georgia Department of Natural Resources
(inclusive of historical and archaeological sections)
State Soil and Water Conservation Committee
Georgia Department of Transportation
Office of Planning and Budget, Executive Department

MARTA may also expect comments for this environmental impact statement from the Atlanta Regional Commission.

Enclosures: Review comments prepared by the Department of Natural Resources, dated February 10, 1975 and March 5, 1975.

Historical and Archaeological Data - Preservation, Public Law 93-291

cc: Mr. Rogers C.B. Morton, Secretary of the Interior
Mr. Jackson O'Neal Lamb, State Historic Preservation Officer
Mr. Joe Waters, Planning Director, Office of Planning and Budget
Mr. Ray Siewert, Review Coordinator, Department of Natural Resources
Mr. Dave Garrity, Office of Planning and Budget

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

January 16, 1976

Mr. Edward W. Castelanni
Manager, Urban Planning
MARTA
1300 Equitable Building
100 Peachtree Street
Atlanta, Georgia 30303

Dear Ed:

I was most encouraged with the plans you have to examine all possible alternatives in dealing with cultural resources that could be affected by MARTA. The Old Atlanta National Bank Building is a good case in point.

To assist you in your study to determine the feasibility of preserving this building and adapting it to modern use, I thought you might be interested in contacting:

Architectural Heritage, Inc.
45 School Street
Boston, Mass. 02108
Roger S. Webb, President

This firm has specialized in that type of work. I believe Herb Priluck, Director of Construction Management for MARTA, if familiar with them, and you might talk to him.

Enclosed is a copy of an article that appeared recently concerning this subject. Thought you might enjoy seeing it.

Sincerely,

David M. Sherman
State Historic Preservation Officer

DMS:mak

Enclosure

In Brief . . .

Horse Feathers! A new city ordinance in Charleston, S.C., requires the operators of horse-drawn carriages to install diapers on their animals. The law was proposed by City Alderman Joseph R. Young, who said it was designed to clean up the streets in the historic section. He said he was acting in response to complaints from business people. . . . **Hollyhock House,** the Los Angeles residence designed in 1920 by Frank Lloyd Wright, reopened in October following a $500,000 restoration by the city. Among those attending the reception sponsored by Mayor Tom Bradley and the City Council were Wright's son Lloyd, an architect, and his granddaughter, actress Anne Baxter. The house is to be used for official city functions and civic meetings. . . . **The Fitzgeralds** have been reburied in the cemetery of a historic Rockville, Md., church. F. Scott and Zelda were not permitted by church authorities to be buried in a Catholic cemetery when they died, he in 1940 and she in 1948. They reposed in the Rockville Cemetery until November when their coffins were moved to the graveyard of St. Mary's Catholic Church (1822). . . . **Daley Bros. & Hurley's Saloon,** a landmark in New York City's Rockefeller Center, closed in October. The bar opened in 1918 and during Prohibition it operated as a speakeasy behind a flower shop. The owners refused to sell

AIA President Urges Recycling

The president of the American Institute of Architects said in St. Louis recently that "we need a fresh approach to preserving our cities."

Speaking to the Central States Regional Conference of the AIA on October 23, William Marshall, Jr., FAIA, called on architects to recycle cities. "If a building, a block, a neighborhood, a district is worth keeping and recycling to meet our present needs, then we must do it. If we can convert an old movie house into a performing arts center—and do it with less money, less materials, less energy and less disruption to the city than building a new structure—then we must do it."

Marshall, who stepped down as AIA president last month after serving his one-year term, noted that recycling takes less energy and added that while historic preservation is a worthy goal, there are many other reasons to save cities.

"For the past few years," he said, "it seems as if we have been living through an endless series of crises." He listed the energy crisis, the scarcity of materials and the economic crisis. "These crises mean that we can no longer afford—if we ever could—to treat our cities as disposable commodities. We can no longer assume—if we ever could—that the best way to make our cities livable again is to rip out old buildings and replace them with shiny new developments."

The Norfolk, Va., architect added that conservation of cities should not be limited to single buildings but rather entire areas and said also that recycling provides a continuity to cities that is missing in new developments.

"Those who have been fighting for historic preservation all these years—an uphill struggle—have helped us realize that the best kind of urban growth and development is a process of evolution—a process that doesn't destroy the past, but respects it, builds on it, learns from it and makes it a living part of our present and future," Marshall concluded.

Soviet Architects Visit

National Trust Youth Awards Offered

America's youth will for the fourth consecutive year have the opportunity to make known its contributions to the historic preservation movement

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6109

4 May 1976

State Historic Preservation Office
Department of Natural Resources
270 Washington Street, SW
Atlanta, Georgia 30334

Attn: Mr. David Sherman
State Historic Preservation Officer

RE: Public Hearing on Proposed MARTA Demolition in Underground Atlanta HA Zoning District

Dear Mr. Sherman:

On April 28, MARTA applied to the City of Atlanta for a demolition permit for structures located north of Alabama Street between Peachtree Street and Central Avenue within the Underground Atlanta Historic Atlanta zoning district. Approximately 10 structures including the Atlanta National Bank and the Bentley Hotel are included in the application to demolish. The application includes structures which extend above the Alabama Street viaduct. As required by the Zoning Ordinance of the City of Atlanta under Section 37, the Atlanta Urban Design Commission will hold a public hearing to receive comments on the proposed demolition at 7 p.m., Wednesday, May 19, 1976 in Council Chambers, 2nd floor, Atlanta City Hall. You are invited to participate in this hearing.

This information is being sent to those organizations which the Atlanta Urban Design Commission is able to identify as having interest in historic preservation. Notice will also appear in a local newspaper. Section 37.41 B of the Historic Atlanta District Regulations provides for the establishment of an annually renewed list of organizations and individuals who wish to receive notices of public hearings on applications to demolish structures located in HA zones. If you wish to be placed on this list, please remit $5.00 payable to the City of Atlanta to: Mr. William Hewes, Bureau of Buildings, City Hall, Room 800, 68 Mitchell Street, SW, Atlanta, Georgia, 30303.

We would appreciate your assistance in notifying interested parties of the May 19 hearing, and look forward to your participation.

Sincerely,

ATLANTA URBAN DESIGN COMMISSION

H. Randal Roark

H. Randal Roark, AIA, AIP
Chairman

HRR/t

RECEIVED
MAY 6 1976
HISTORIC PRESERVATION

May 14, 1976

Mr. Ed Castellani, Manager
Urban Planning
MARTA
1300 Equitable Building
100 Peachtree Street, N. W.
Atlanta, Georgia 30303

Dear Ed:

The Atlanta Urban Design Commission has been supervising a complete field survey of the City of Atlanta under a contract from the Department of Natural Resources. This work has been carried out by a team of research assistants under the direction of the former chairman of the Commission Advisory Committee on Historic Structures, Sites and Districts, Elizabeth A. Lyon. In addition, more detailed research and documentation has been carried out for a portion of the south central business district as a part of the process of evaluation for the preparation of a National Register nomination form on the Downtown Atlanta Historic District. The boundaries for this study area, and the final boundaries for the nomination form are enclosed. In addition, National Register nomination forms have been prepared on several individual sites in other areas of the Central Business District. A Central Business District map with all identified sites marked on it is in process and should be complete and available by the end of this month.

These survey materials should be adequate to your use and will, with perhaps a small amount of additional documentation on sites of your particular concern in the north section of the Central Business District allow professional evaluation of their significance.

Sincerely,

David M. Sherman, Chief
Historic Preservation Section

DMS:llk

Enclosures

1. Document both economically and structurally the justifications for destruction of underground. Also justify tearing down of Bently Hotel by an engineering report as to why it is not feasible to allow it to remain standing. Preserve examples of the architectural detail.

2. Documentary photographs of all buildings to be torn down.

3. Leave Atlanta National Bank Building. Give firm with experience in the renovation and economic feasibility of historic structures such as Architectural Heritage Associates 3 years to find a tenant who will preserve exterior and adapt interior to modern use. MARTA to work out an agreement with the consulting firm in advance that would realistically allow someone else to lease or buy. After 3 years if the consulting firm has not been able to find a market for the building, MARTA can proceed with demolition.

4. Build tunnel to underground at MARTA expense.

5. 20 year facade protection on underground Atlanta store fronts.

6. Guarantee that any new buildings built behind the facades will preserve facade and provide for shop space. Urban Design Commission will have chance to comment on design of buildings replacing present structures.

7. Closure wall - reviewed by SHPO and Urban Design Commission.

8. MARTA will follow all procedures as they concern Historic Preservation Act of 1966 and Executive Order 11593 in the future.

9. MARTA will seek determination of eligibility on property if necessary.

10. MARTA will assure that no damage will result to zero mile post or historic lamp post on Alabama Street.

11. If any archaeological sites are encountered during demolition, a maximum delay of five work days will be allowed for excavation at MARTA'S expense.

12. Penalty closes will be included for any damages suffered to sites covered in Memorandum of Agreement.

SURVEY OF THE HISTORICAL IMPACT ON SELECTED SEGMENTS OF THE EAST AND WEST LINES OF THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY'S PROPOSED TRANSPORTATION SYSTEM, ATLANTA, GEORGIA

The History Group, Inc.
Atlanta, Georgia
March 1976

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PART I: Introduction:

From October 7, 1975 through February 1, 1976, The History Group, Inc. conducted research into the historical events and the pattern of development associated with sites along the right of way of the Metropolitan Atlanta Rapid Transit Authority's (MARTA) proposed rapid rail lines in portions of east and west Atlanta. The following study, co-directed by Timothy J. Crimmins, Ph.D. and Dan Durett, M.A., is the result of that research. Research assistance was provided by Howard L. Preston, Ph.D., Bernard West, M.A., and Richard Huber, B.A.

The following report is divided into five parts. The Introduction, Part I, sets forth the objectives of the study. Parts II through IV examine the three major areas of MARTA construction which include: Area One—the East Line right of way along DeKalb Avenue from Waverly Way to Gordon Avenue and including the Moreland Avenue and Candler station areas; Area Two—the East Line right of way along DeKalb and Atlanta Avenues from East Lake Avenue to North McDonough Street; and Area Three—the West Line right of way from Anderson to Westland Boulevard and including the Hightower Road station site. Part V summarizes the impact of MARTA on historic sites and districts and includes recommendations for a course of action.

The analysis of each area includes:

1) An historic overview of the growth patterns and the relationship between these patterns and the growth of the city of Atlanta as a whole;
2) The specific development patterns of subdivision development, residential settlement, institutional and commercial development, and specific transitions
3) The specific details of events of historic importance and descriptions of individuals or groups of historic significance

The purpose of this analysis is to present findings of the impact of MARTA construction projects on historical sites in compliance with the National Historic Preservation Act of 1966, Executive Order 11593, and the Advisory Council of Historic Preservation's Procedures for the Protection of Cultural and Historic Properties.

PART II: Area One:

Area One includes MARTA's East Line right of way from a point thirty feet west of the west edge of Waverly Way, including the Moreland Avenue station area and the Candler Park station area, to a point fifty feet west of Gordon Avenue. This East Line right of way runs along a transportation corridor first established by the Georgia Railroad in the early 1840s. This stretch of railroad,

which was opened to the public in the fall of 1845, connected the town of Marthasville with Augusta. Marthasville, later renamed Atlanta, was a by-product of the arrival of the railroad. In addition to the Georgia Railroad, by 1850 the Georgia town had rail connections to the northwest to Chattanooga via the state-owned Western and Atlantic Railroad and to the south to Macon by means of the Macon and Western Railroad. These three pioneer railroads which formed the triangle of tracks around which Atlanta grew all came together following lines of least topographical resistance. The Georgia Railroad came in through the already established town of Decatur, located six miles to the east, at a relatively unbroken elevation of 1,050 feet above sea level.

The railroad corridor of MARTA's East Line had two poles in the nineteenth century: the growing town of Atlanta on the west, and the older, less dynamic city of Decatur on the east. Between these two settlements, dirt roads were graded for horses and wagons, streetcar lines were constructed for commuters, and concrete and asphalt roadbeds were laid for automobiles. MARTA's East Line right of way, then, follows one of the oldest traffic corridors in the Metropolitan Atlanta area.

The single-lane traffic of the Georgia Railroad between Decatur and Atlanta changed dramatically as the nineteenth century progressed. In addition to parallel roads for horses, wagons, and streetcars, the railroad right of way was widened to include

a double track, while belt lines were built by other railroads to connect into, and run parallel to, the Georgia Railroad. These lines include: (moving east from downtown Atlanta) the Southern Railroad Line which cuts north just west of Inman Park, the Atlanta and West Point Line which runs south where Waverly Way intersects DeKalb Avenue, and the Seaboard Air Line which runs north where Ridgecrest intersects with DeKalb Avenue. These lines all connect into the eastern transportation corridor of Atlanta. They were established there between 1868 and 1905.

The nineteenth century pattern of development along the transportation corridor between Atlanta and Decatur included: (1) the springing up of small, relatively self-contained settlements around factories which were located on fairly inexpensive land, mid-way between the two cities, and (2) the slow but steady eastward expansion of the suburbs of Atlanta, which in the twentieth century swallowed the eastern transportation corridor, Decatur, and beyond as suburban sprawl transformed Atlanta into a metropolitan community.

In the quarter of a century after the Civil War, Atlanta assumed the position as hub on the wheel of the Southeastern railroad network. These rail connections made it possible for industries to locate in and near Atlanta, where they could profitably process and distribute materials throughout the region. The relatively inexpensive land along the East Line transportation corridor provided ideal industrial sites, and in the 1880s, such industries

as the Gossopium Phospho Works, the Georgia Chemical and Mining Company, the Pendleton Guano Company, and the Atlanta Cotton Seed Oil Mills were located along the south side of the Georgia Railroad tracks, mid-way between Atlanta and Decatur. Near these industries, four residential settlements were pinpointed by the 1887-88 United States Geological Survey: (1) Clark, consisting of a few structures south of the railroad tracks just west of Moreland Avenue, (2) Edgewood, a string of houses along DeKalb Avenue to the north of the tracks in what is now the Candler Park neighborhood, (3) Clifton, a three-square-block settlement along what is now Howard Street, and (4) Kirkwood, a smaller settlement south of the railroad tracks where the Seaboard Air Line intersects (See Map 1).

All four of these nineteenth century settlements were affected by the dramatic growth of Atlanta around the turn of the century. In the late 1890s, the Georgia capital extended its eastern edge to include Inman Park (which is just to the northwest of the study area of this report), the city's first planned suburban development. Then, in the 1890s, the Metropolitan Street Railroad was built to Decatur, and the land along its right of way became available to developers, land speculators, and citizens seeking space for newer housing outside the built-up city. Between 1900 and 1925, streetcar lines were run directly along DeKalb Avenue to Decatur, and subdivisions were platted and settled—a process which soon engulfed the earlier settlements of Clark, Edgewood, Clifton, and Kirkwood. By 1915, for example,

the older settlement of Edgewood had been surrounded by subdivisions. Colquitt Hills, Stiveymon Subdivision, Glendale Park, Cash Subdivision, Brann Subdivision, Nutting Subdivision, and Alquesta Subdivision were all located in what is now the Candler Park area (See Map 2).

The streets along the East Line between Waverly Way and Gordon Avenue reflect a piecemeal pattern of the development of that area. The streets of Clark, Edgewood and the other early settlements generally ran north-south and east-west. This pattern was also that of the subdivisions which were platted in the 1900-1930 period. There were also streets, such as La France Street, which broke this pattern and ran at odd angles. These streets were often roads which predated early twentieth century settlement. La France Street, for example, was originally part of the road linking Atlanta and Decatur.

The character of the neighborhoods along the East Line in Area One also reflects the gradual development pattern. Before 1900, the factories attracted mixed class settlements where workers and supervisors lived within walking distance of work. The racial pattern also was mixed more than today, with black and white clusterings in much closer proximity. With the arrival of streetcar suburbs after 1900, the pattern of settlement tended to be more white middle class, but a range in the social status of residents remained, as well as remnants of early black settlements.

A close look at the community of Edgewood illustrates the mixed class character of the settlement. This area, which is now known as Candler Park, grew considerably from 1887 to 1900. The 1900 City Directory listed approximately 250 people living in this suburb, and, interestingly enough, nearly 60% of these were black. The Edgewood Public School was located on Iverson Street (which was known then as Edgewood) where there is presently a small park site. The separate Edgewood School for blacks was situated near what is now Candler Park. As suburbanization by whites overtook Edgewood, the previous settlement pattern changed. The 1910 City Directory listed few blacks living along DeKalb, McLendon, Ferguson, Whiteford, Mell, Iverson, La France, and Flora Streets. These blacks in this area were clustered north of McLendon on Mayson (now Candler Park Drive) and southeast of the Mayson/Hardee intersection. This white-black residential settlement pattern in the area remained stable into the 1950s.

The settlers of the new suburbs built in the Edgewood area after 1900 ranged from skilled workers to professionals, with the skilled trades and other lower middle and middle income occupations being in the majority. Conductors, pressmen, carpenters, machinists, and foremen could be found as well as clerks, physicians, salesmen, and real estate agents. This mixture of occupations in the middle income range continued through 1930 and 1950.

Those who settled in the Candler Park area brought new institutions

into the older Edgewood area. The Edgewood Baptist Church, built in 1910, still stands at the corner of Iverson and Mayson Avenue. Its name change--to the Candler Park Baptist Church--reflects the name change for the entire neighborhood. The Epworth Methodist Episcopal Church was constructed on Mayson near DeKalb Avenue. Today this church is located at McLendon and Mayson. To the south of the Georgia Railroad, the Beulah Baptist Church was built at the corner of Hardee and Wesley (the old Railroad Avenue) in 1896 to serve blacks living in the Edgewood Area.

The area of the Moreland Avenue Station developed in a different manner from the Candler Park Station area. The main push for growth came not from a factory, but from Atlanta developer Joel Hurt who planned and promoted the suburb of Inman Park in the late 1880s. This subdivision attracted white middle and upper income Atlantans to a residential area which was linked to the downtown by the Inman Park (electric) Trolley along Edgewood Avenue. By 1900, streets on the boundary of the Moreland Avenue Station area such as Poplar Circle and Hurt Street had such upper middle income residents as lawyers, managers, and store owners, as well as more middle income draftsmen and salesmen.

The area to the east of Inman Park--which includes such streets as Battery Place, Degress, Harralson, and Alta--was developed in the period after 1910. These streets were settled in 1930 by a mixture of middle income white Atlantans which was more heavily white collar than the neighborhood of the Edgewood/Candler Park area to the east. The streets south of the Georgia Railroad

which opened to Seaboard Avenue and Moreland Avenue were settled by middle-income whites after 1910. Holiday (now Cleland), Wade, and Brantley had engineers, clerks, managers, and salesmen living in modestly sized houses in 1930.

The MARTA East Line from Waverly Way to Gordon Avenue travels along neighborhoods which were developed between the 1880s and the 1920s. But the most significant historical happening in the area along the right of way occurred before this settlement took place. The MARTA East Line runs directly through the area of Atlanta which saw some of the most intensive Civil War activity during the month of July 1864. In fact, engagements along the Georgia Railroad line between Decatur and Inman Park constitute what is today commonly known as the Battle of Atlanta (see Map 3).

What eventually became the Battle of Atlanta began to take shape when General William T. Sherman sent Major General James B. McPherson and the Federal Army of Tennessee to flank Atlanta to the east, to capture the city of Decatur, and to cut the railroad tracks linking Atlanta with Augusta. On July 20th, McPherson's forces captured Decatur and began their advance west toward Atlanta. McPherson's Fifteenth Corps, commanded by Major General John A. Logan, who twenty years later was destined to be James G. Blaine's running mate on the Republican ticket, advanced from the Decatur courthouse square. Logan's Fifteenth was followed by the Sixteenth Corps of Major General Grenville M. Dodge. Together these units marched along the Georgia Railroad toward

the Confederate defensive positions on the eastern edge of Atlanta. The city's defensive forces, under the command of General John B. Hood, were dug in along a north-south line, where the present streets of Degress Avenue and Battery Place abut the Georgia Railroad.

The first resistance which Logan's westward-advancing forces encountered was at the approximate present-day location of the intersection of Whiteford and DeKalb Avenues. The frontal assault of the engagement was assumed by the Seventeenth Corps, led by Major General Francis B. Blair, which had advanced westward from Decatur to the south side of the railroad tracks. By the end of the day of the 20th, Blair's forces had positioned themselves just east of a slight rise in the terrain—which has since been referred to as Legett's Hill in honor of Union General Mortimer D. Legett. It was here that the initial Battle of Atlanta raged on the 21st and early part of the 22nd. The vast majority of Legett's Hill was wiped out by Interstate-20 East construction a few years ago.

On the afternoon of the 22nd, the focus of the Battle of Atlanta shifted again to the Confederate fortifications located near the present site of Degress Avenue and Battery Place. At about 3:30 PM, a division of Hood's Corps, led by General B. F. Cheatham, moved out from their fortified positions toward the Union forces located just to the east. Within a few hundred feet of their emplacements, the Confederates encountered the Federal Fifteenth Corps, whose lines they managed to break. Cheatham's men then captured both the

George M. Troup Hurt house and the artillery battery of Captain Francis Degress. The Troup Hurt house was located on the east side of Degress Avenue and the artillery battery on the west side between Degress and the end of Battery Place. The Union forces, under General Logan, who had temporarily assumed command of the Army of the Tennessee after McPherson's death earlier in the day, ordered Degress' battery position retaken and the Confederate forces driven back behind their emplacements. After several hours of intense fighting which produced hundreds of casualties, the Union forces succeeded in carrying out Logan's orders.

The positions on the eastern side of Atlanta held without breaking until July 26th when Sherman ordered Logan to move his forces to the western edge of Atlanta. Sherman's purpose was for the Fifteenth Corps to sever the two remaining rail lines which ran into the city from the west. On the night of the 26th, the Troup Hurt house was set ablaze by Logan's men, and the focus of the battle to claim Atlanta shifted to the west.

Impact Analysis: Area One:

MARTA's East Line between Waverly Way and Gordon Avenue runs directly through the site of the Battle of Atlanta. This site is of historic significance because of its role in the campaign to capture Atlanta. Moreover, this site is of local, regional, and national significance, because it is the location of the battle dramatized by the nationally famous Cyclorama painting, which is one of the best—if not the best—Civil War exhibit in the United

States. The diarama depicts the Civil War battle activity of Atlanta immediately surrounding the present-day intersection of Moreland and DeKalb Avenues. This area—the same location as the planned Moreland Avenue Station—has changed dramatically since 1864, but over 110 years has failed to erode its tremendous historical and archaeological importance.

From an historic point of view, the Moreland Avenue Station will be situated in the middle of the battle scene of July 22, 1864, dramatized several miles to the south by the Cyclorama in Grant Park. For the most part, the daily commuters who will pass through the Moreland station will know little of the historic importance of this location in Atlanta history. MARTA, therefore, could heighten consciousness about this significance by designing the station in some way either to explain the historic importance of the area or to relate it in some way to the Cyclorama painting.

From an archaeological standpoint, on the other hand, MARTA construction will likely uncover remains of the battle, including military paraphernalia, trench lines, fortifications, and even possible remnants of the foundations of the Troup Hurt house or the Widow Pope house. These remains which are concealed by the tremendous changes wrought by the expansion of the railroad and automobile corridor, as well as by suburbanization during the nineteenth and twentieth century, should be sought out carefully by MARTA's on-going archaeological survey. Some of the remains uncovered might very well be incorporated into a very interesting and unique station design.

The recommendation for an historic exhibition in the Moreland Avenue station directly relates to the question of the historic significance of the Battle of Atlanta site. MARTA should first seek a determination of eligibility for the National Register of this site as required by the Advisory Council on Historic Preservation Procedures for the Protection of Historic and Cultural Properties (36 CFR Part 800). If this site is determined to be eligible, a MARTA plan for a station exhibit could then be a substantial part of an ameliorative program.

MARTA's Candler Park station is planned for the area which this study has shown was first known as Edgewood. Since this is the oldest name for the settlement, and since the station will serve a large black population living in the area on the south side of the tracks—which is still referred to as Edgewood—we recommend that the station name be changed to Candler Park/Edgewood.

PART III: Area Two:

MARTA's proposed East Line right of way in Area Two begins at East Lake Drive, continues along the Georgia railroad right of way to the intersection of Atlanta Avenue and Adair Street, where it turns north and follows the general course of Atlanta Avenue to the intersection of North McDonough Street.

The significant portion of this portion of the East Line is its departure from the railroad corridor as it curves into the

Decatur Courthouse Square. Here again, MARTA follows the oldest transportation right of way. In this case, Atlanta Avenue is the road which appears on the 1864 and 1887-88 maps as the horse and wagon link between Atlanta and Decatur.

The western edge of the Area Two MARTA right of way abuts the area originally set aside as the Kirkwood Land Company's Druid Hills Subdivision. The main focus of this development is Ponce de Leon Avenue, where the influence of Frederick Law Olmsted (and the Olmsted Brothers firm which carried on his work after he died in 1903) can clearly be seen in the contouring of the parallel roadways and general attentiveness to the natural amenities. The southern portion of Druid Hills remained unsettled until the 1920s, when it developed as a middle- and upper-class white neighborhood. (See Map 4)

The suburbs of Atlanta, which were advancing from the west, meet the suburbs of Decatur, which were expanding from the east, just beyond the houses on the west side of Melrose Avenue. This area, bounded by Melrose, Emerson, Atlanta, and West Howard, developed after 1910 as a middle income white neighborhood. Since this area was essentially accessible to Atlanta by means of the trolley along DeKalb Avenue, residents could easily have been commuters. However, a map of the city of Decatur dated 1924 marks off this area within that city's limits.

A third neighborhood in Area Two is distinguished from the previous settlements, because it was a separate black community with

its own religious and social institutions. This community, located along Atlanta Avenue in the vicinity of Elizabeth, Water, Herring, and Electric Streets began to develop as a black neighborhood shortly after the Civil War. In fact, the Antioch Methodist Episcopal Church was organized in the community in 1868 in the home of Sister Lou Bratcher on what was later to become Electric Avenue. Antioch's first structure was built in 1874 between Marshall and McDonough—the present site of the DeKalb County parking lot. This first black church in Decatur is now located at 912 Atlanta Avenue.

One of Antioch's early ministers who oversaw the construction of the first church was Joseph Wood, who later founded Big Bethel A. M. E. Church along Auburn Avenue in Atlanta and also became a member of the Atlanta University Board of Trustees.

The Thankful Baptist Church, the second oldest black church in Decatur, was organized in 1882, when its congregation bought property west of Atlanta Avenue at Bennett Street. When the structure built of this site was destroyed by fire in 1970, the congregation moved to a new location at 830 West College Avenue.

In addition to black churches, the black community which flourished in the area around Atlanta Avenue during the early decades of the twentieth century, featured an Odd Fellows Hall (at 324 Henry Street) and a school (at 404 Herring Street). This school,

known only as the Colored School--probably because it was the only black-attended public educational institution in Decatur at that early date--is now called Beacon Elementary and is located at 404 West Trinity Place. In 1930 the black families living in this area ranged from unskilled laborers and laundresses to skilled carpenters and small restaurant and barbershop operators.

Impact Analysis: Area Two:

MARTA's East Line between East Lake Drive and the Decatur Courthouse will have relatively little impact on the black neighborhood along Atlanta Avenue. Prior to MARTA, the expansion of the downtown public housing projects of the Decatur Housing Authority, street rerouting, and several recent fires have drastically altered this settlement. There are no remaining community structures from the early period which would require an assessment of eligibility for the National Register.

PART IV: Area Three:

MARTA's West Line right of way between Anderson Avenue and Westland Boulevard is the subject of analysis in this fourth part of the study. This right of way runs parallel to the Seaboard Coast Railroad (formerly the Atlanta, Birmingham, and Atlantic) on its south side between the railroad and Interstate-20 West. Just east of Hightower Road the MARTA West Line cuts south of I-20

and the railroad to the Hightower Station and Westland Boulevard.

This area was much slower in developing than the eastern transportation corridor between Atlanta and Decatur. At the turn of the Civil War, the major road in the area was Lickskillet (now Gordon Road). The 1887-1888 Geological Survey indicates that Hightower Road connected into Gordon and that a tiny settlement of a few houses was located there. Forty years later, the 1928 Geological Survey indicates that there was little change in the lack of settlement. The major development was the building of the Atlantic, Birmingham, and Atlantic Railroad just after the turn of the century. (See Maps 5 and 6).

After World War II, low to moderate income whites began to move into new housing in the Anderson, Hightower, and Gordon Road areas. Those moving into the Hightower Road Station Area were employed as mechanics, carpenters, and small shop owners. Then, in the 1950s, Atlanta's already established western migration of blacks began to alter the racial composition of the area. Today it is a predominantly black community.

The most significant event which affected Area Three was a Civil War engagement known as the Battle of Ezra Church. The focus of the campaign against Atlanta shifted to the west side of the city after the Army of the Tennessee withdrew from the Battle of Atlanta site on July 26, 1864. The battle of Ezra Church began in the early afternoon of July 28 where Anderson

and Gordon Road now join. The battle developed to the east of Area Three at Ezra Church in what is now Mosley Park as Confederate brigades launched a series of futile assaults against much larger Union forces. (See Map 7).

Impact Analysis: Area Three:

The MARTA West Line in Area Three of this study runs between I-20 and the railroad right of way. It is, therefore, isolated from residential/commercial development to the south. The place of greatest impact, the Hightower Road Station Area, has only recently developed and has no structures of historic or cultural importance.

The MARTA West Line does run through part of the area of the Battle of Ezra Church. Accordingly, MARTA should seek a determination of eligibility for the National Register for this site. In addition, MARTA should direct its archaeological survey to the area to the east of Anderson Avenue, especially the area of the West Lake Station.

Summary:

MARTA's proposed rapid rail lines in the three areas of this study follow established transportation corridors. Development along these corridors has dramatically affected the nearby settlements over the past one hundred years. MARTA's direct

impact--it's line and station building program--will be minimal. The secondary effects, which result from increased access, especially in the Moreland Avenue and Candler Park station areas could be beneficial to neighborhood stability if they are designed in keeping with the residential character of the nearby settlements.

MARTA's major task to fulfill its requirements in the protection of historic and cultural properties is its conduct of an on-going archaeological survey. Historical records show that major Civil War battles--of local, regional, and national significance--occurred in the immediate vicinities of the Moreland Avenue and West Lake stations. Historic remains from these battles can be found only by careful archaeological surveys. In addition, these surveys can uncover evidence of life in such nineteenth-century settlements as Clifton and Edgewood, which in the twentieth century were swallowed up in Atlanta's suburbanization process.

Finally, MARTA might consider a program of amelioration which would highlight the history of the areas along its right of way. A collaborative effort between the city of Atlanta and MARTA to develop a national park site at the southern-most extremity of the I-485 right-of-way land would seem an appropriate solution. This right-of-way land is currently owned by the State, but the city is in the process of attempting to develop it into a park. The main entrance to the park would be through the Moreland Avenue station and through an historic monument to the site of

the Battle of Atlanta. Murals featuring significant structures from the early Edgewood settlement might be incorporated into the Candler Park station. This program of historical consciousness-raising would seem to a candidate for funding by such foundations as the National Endowment for the Arts or the National Endowment for the Humanities.

SOURCES: (secondary)

Franklin M. Garrett. Atlanta and Environs: A Cronicle of Its People and Events. Athens: University of Georgia Press, 1969.

Rick Beard. "Inman Park: Hurt's Deserted Villiage" unpublished paper delivered at the Southeastern American Studies Biannual Convention, Atlanta, 1972.

Caroline Clark. The Story of Decatur.

(primary)

City Directories. Atlanta, 1880, 1890, 1900, 1910, 1920, 1930, 1950, and 1970.

Fulton County Tax Digests. 1890, 1900, and 1910.

Dekalb County Tax Digest. 1895.

(maps)

Map of the City of Decatur, 1924. W. H. Weaver, City Engineer.

Civil War Atlas, Plate LX, Part 1 (Fourth Epoch of the Atlanta Campaign) and Part 2 (Fifth Epoch of the Atlanta Campaign); Plate LXXXVIII, Part 1 (Map of the Seige of Atlanta Under Sherman).

Atlanta Campaign. U.S. Coast Survey, 1864.

City Atlas of Atlanta, Georgia. By G. M. Hopkins, 1878.

Map of Atlanta Arranged and Drawn by E. B. Latham, 1894.

New Map of Atlanta and Vicinity. By E. B. Latham, 1900.

Atlas of Atlanta, Georgia. By Baylor and Latham, 1907.

Official Map of Greater Atlanta, 1910. Published by Joseph W. Hill.

Map of the City of Atlanta Showing the Boundary Lines as of January 1, 1924.

Kauffman's Map of the Borough of Atlanta and Adjacent Territory. By I. U. Kauffman, 1934.

Map of Atlanta, 1938. By Wilbur J. Kurtz. (Showing the field and fortified positions of the Confederate forces, July 1864).

Topographical Map of Atlanta and Vicinity. By the U. S. Coast and Geological Survey (Originally surveyed 1887-88).

Topographical Map of Atlanta and Vicinity. By the U. S. Coast and Geological Survey (Originally surveyed 1928).

Dekalb County, Georgia. By Maynard-Carter-Simmons, 1915.

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

May 21, 1976

PR

Mr. Jerry Rogers
Office of Archeology and Historic Preservation
U.S. Department of the Interior
National Park Service
Washington, D.C. 20240

Dear Jerry,

I received your telegram May 20, 1976 requesting my opinion on the eligibility for inclusion in the National Register of the Downtown Atlanta Historic District. As you are aware, in Georgia an agreement executed by the Commissioners of the Departments of Transportation and Natural Resources places into affect certain procedures I must now follow prior to determining properties eligible or prior to nominating properties to the National Register. These procedures, which require solicitation of written comments from various state agencies, elective officials and property owners, and providing an opportunity for a public hearing to be held, would normally make it impossible for me to respond in a timely manner to a request of this nature. However, in this particular case, Mr. Tom Moreland, Commissioner of the Georgia Department of Transportation, has indicated that he will waive all the requirements of the agreement as they pretain to determinations of eligibility so that I can give you my opinion immediately in this matter.

Therefore, it is my determination that the Atlanta Downtown District as defined by the sketch map prepared by Dr. Elizabeth A. Lyon (referenced in your telegram) is eligible for inclusion in the National Register.

I trust this information will be of assistance to you in your deliberation on the eligibility of this area. Your interest in our opinion is most appreciated.

Sincerely,

David M. Sherman, Chief
Historic Preservation Section
State Historic Preservation Officer

ga. 1776 1976

THE NATIONAL REGISTER OF HISTORIC PLACES
MAY 24 1076
DATE RECEIVED
INDIVIDUAL RESPONSE (ATTACHED)
ADDITIONAL INFORMATION SHEET
TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN
INITIALS

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

May 24, 1976

Ms. Carol Shull
National Register of Historic Places
National Park Service
Department of Interior
Washington, D.C. 20240

Dear Carol:

Enclosed is the material on the Downtown Atlanta Historic District that you and Elizabeth Lyon discussed earlier today.

Sincerely,

Cynthia Smith

Cynthia Smith
Historic Preservation Section

CS:cs
Enclosure

ga. 1776 1976

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D MAY 26 1976
INDIVIDUAL RESPONSE (ATTACHED)
DATE ACTION TAKEN
INITIALS

STATE OF GEORGIA
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF PLANNING AND RESEARCH

Date 3/24 19 76

TO: Carol Shull

FROM: Mary Ann Keown

Suspense Date

___ For your information and/or file
___ Attached per your request
___ Please handle
___ See or call me about this
___ Draft reply for signature of
___ For your approval
___ For your signature
___ Review and return

COMMENTS: David asked me to send you the attached.

STATE OF GEORGIA
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF PLANNING AND RESEARCH

Date 5/27 19 76

TO: Ernie

FROM: Mary Ann

Suspense Date

___ For your information and/or file
___ Attached per your request
___ Please handle
___ See or call me about this
___ Draft reply for signature of
___ For your approval
___ For your signature
___ Review and return

COMMENTS: David Kaminsky has 14 more photos of the Downtown Atlanta District that won't be ready until tomorrow. Will you be anywhere in Atlanta? We could get them to you.

Downtown Atlanta Historic District

The boundaries of this district have been reduced from a larger, gerrymandered, visually weak district previously under consideration by the State. This district has environmental integrity as well as historical significance related to the commercial beginnings of Atlanta and as much architectural significance as can be expected for the time and place. Only parts of two parking lots are included in the proposed boundaries, and then only for the sake of keeping the edges relatively uniform. I have personally inspected the district and its surroundings and consider it eligible for the Register on the basis of its local significance.

Robert B. Rettig

June 4, 1976

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

June 18, 1976

Mr. Alan F. Kiepper
General Manager
MARTA
1300 Equitable Building
100 Peachtree Street, N.W.
Atlanta, Georgia 30303

Dear Mr. Kiepper:

At MARTA's request, on May 27, 1976, a meeting was held in Atlanta in which representatives from MARTA, the Urban Mass Transit Administration, the Advisory Council on Historic Preservation and the Georgia State Historic Preservation Officer discussed the Downtown Atlanta Historic District and procedural requirements for compliance with federal mandates. In efforts to facilitate matters, the Advisory Council at this time assured UMTA that it would immediately draft a Memorandum of Agreement covering the mitigating measures which all parties agreed would ameliorate anticipated adverse effects to the District. The Advisory Council, however, reiterated to UMTA that, according to its procedures (36 C.F.R. Part 800), the Council was prevented from circulating for signature a Memorandum of Agreement until the District had been formally determined by the Department of Interior as being eligible for inclusion in the National Register. Accordingly, UMTA agreed to immediately request the Department of Interior's opinion respecting the District's eligibility. Today, almost four weeks after this assurance was made, it has been learned that UMTA has finally submitted to the Department of Interior such a request.

Additionally, it was learned today that MARTA has already completed all steps called for by the Atlanta City Code to demolish certain structures contained within this district, and that MARTA was prepared to execute a contract for demolition early next week.

It is incumbent upon us to appraise you of a most serious consideration in this regard. This Department has been informed by the Advisory Council that if MARTA initiated demolition activities to any properties covered by the proposed Memorandum of Agreement, the Council would undertake the following actions. First, the Council would immediately request UMTA to intervene and stop all work activities in the Historic District. If UMTA refused to take such action, the Advisory Council's recourse would then be to ask the U.S. Department of Justice to intervene and require UMTA to issue a stop work order until proper compliance with the procedures regarding historic preservation have been completed.

Ga. 1776 1976

For some time this Department has recognized the sensitive problems MARTA would be faced with in this historically significant area of the city. Since October of last year the Historic Preservation Section within the Department of Natural Resources has been urging UMTA and MARTA to begin necessary steps to comply with existing federal requirements as they relate to the Downtown Atlanta Historic District.

I wanted to take this opportunity to remind you of the seriousness of this situation and to offer our continued support in helping MARTA to resolve this difficult problem.

Sincerely,

Charles M. Parrish, III
Division Director

CMP:dks

Copy to: Joe D. Tanner, Commissioner

Department of Natural Resources

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

June 21, 1976

Mr. Alan F. Kiepper
General Manager
MARTA
1300 Equitable Building
100 Peachtree Street, N. W.
Atlanta, Georgia 30303

Dear Mr. Kiepper:

At MARTA's request, on May 27, 1976, a meeting was held in Atlanta in which representatives from MARTA, the Urban Mass Transit Administration, the Advisory Council on Historic Preservation and the Georgia State Historic Preservation Officer discussed the Downtown Atlanta Historic District and procedural requirements for compliance with federal mandates. In efforts to facilitate matters, the Advisory Council at this time assured UMTA that it would immediately draft a Memorandum of Agreement covering the mitigating measures which all parties agreed would ameliorate anticipated adverse effects to the District. The Advisory Council, however, reiterated to UMTA that, according to its procedures (36 CFR 800), the Council was prevented from circulating for signature a Memorandum of Agreement until the District had been formally determined by the Department of Interior as being eligible for inclusion in the National Register. Accordingly, UMTA agreed to immediately request the Department of Interior's opinion respecting the District's eligibility. Four weeks after this assurance was made, it has been learned that UMTA has failed to submit this request to the Department of Interior.

Additionally, it was learned recently that MARTA has already completed all steps called for by the Atlanta City Code to demolish certain structures contained within this district, and that MARTA was prepared to execute a contract for demolition.

It is incumbent upon us to appraise you of a most serious consideration in this regard. This Department has been informed by the Advisory Council that if MARTA initiated demolition activities to any properties covered by the proposed Memorandum of Agreement, the Council would undertake the following actions. First, the Council would immediately request UMTA to intervene and stop all work activities in the Historic District. If UMTA refused to take such action, the Advisory Council's recourse would then be to ask the U. S. Department of Justice to intervene and require UMTA to issue a stop work order until proper compliance with the procedures regarding historic preservation have been completed.

Ga. 1776 1976

For some time this Department has recognized the sensitive problems MARTA would be faced with in this historically significant area of the city. Since October of last year the Historic Preservation Section within the Department of Natural Resources has been urging UMTA and MARTA to begin necessary steps to comply with existing federal requirements as they relate to the Downtown Atlanta Historic District.

I wanted to take this opportunity to remind you of the seriousness of this situation and to offer our continued support in helping MARTA to resolve this difficult problem.

Sincerely,

Charles M. Parrish, III
Division Director

CMP:dkk

cc: Joe D. Tanner, Commissioner

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

24 June 1976

Mr. William A. Hewes
Bureau of Buildings
City of Atlanta
City Hall
68 Mitchell Street, SW
Atlanta, Georgia 30303

Re: Amendment to Certificate of Appropriateness
Issued to MARTA for Demolition in Underground
Atlanta Historic Atlanta Zoning District

Dear Mr. Hewes:

Pursuant to our mutual realization that the Lord's Department Store building, 34,36 Peachtree Street, SE, now under demolition by MARTA, is in fact, located within the Underground Atlanta Historic Atlanta Zoning District, the Urban Design Commission has considered the various aspects of the current situation. Demolition of the structure is proceeding, and that demolition is essential for MARTA's construction. The structure is/was an integral part of the portion of Underground Atlanta considered at the Commission's public hearing on May 19, 1976. It is regretable that the Lord's building was not included in MARTA's application for demolition permits at that time.

Therefore the Atlanta Urban Design Commission, at its regular meeting, June 24, 1976 has amended the certificate of appropriateness issued to MARTA on June 4, 1976 for structures located on Alabama Street, SW, Old Alabama Street, SW, Ponders Alley, SW, Pryor Street, SW, and Old Pryor Street, SW, to include the Lord's Department Store building, 34,36 Peachtree Street, SW. All conditions included in that certificate are applicable to the Lord's Department Store.

Sincerely,

ATLANTA URBAN DESIGN COMMISSION

H. Randal Roark

H. Randal Roark, AIA, AIP
Chairman

HRR:TLC/t

cc: Mr. Manuel Padron
Mr. Carl Basnett

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D JUL 9 1976
_____ INDIVIDUAL RESPONSE (ATTACHED)
_____ INFORMATIVE MATERIAL SENT
_____ TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN _____
INITIALS _____

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

AMENDMENT TO CERTIFICATE OF APPROPRIATENESS

Issue to: Metropolitan Atlanta Rapid Transit Authority

For: Permit to Demolish
Underground Atlanta Historic Atlanta Zoning District

The Atlanta Urban Design Commission amends the Certificate of Appropriateness issued to MARTA on June 4, 1976, for the following parcels in the Underground Atlanta Historic Atlanta Zoning District:

Alabama Street, S.W.	- 41, 43, 45, 47, 49, 51, 53, 55, 71, 73, 75, 77, 79, 83, 85, 85½, 89, and 91.
Old Alabama Street, S.W.	- 49, 53, 57, 71, 75, 77, 79, 83, 85, 89, and 91.
Ponders Alley, S.W.	- 36
Pryor Street, S.W.	- 65, 66, 68, 70, 72, 75, 76, and 78.
Old Pryor Street, S.W.	- 63, 74, 75, 75½, and 79½.

The list of parcels indicated is hereby amended to include:

Peachtree Street, S.W.	- 34, 36

ATTEST:

Louise L. Caldwell

H. Randal Roark

H. Randal Roark, Chairman
ATLANTA URBAN DESIGN COMMISSION

Date: 6/24/76

Adopted: By the Atlanta Urban Design Commission on June 24, 1976
Conveyed: To William R. Wofford, Director, Bureau of Buildings on June 28, 1976

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

122

PH
PR

JUN 25 1976

Mr. Gray Everhardt
Director
National Park Service
Department of Interior
Washington, D.C. 20240

Dear Mr. Everhardt:

In accordance with the "Procedures for Protection of Historic and Cultural Properties" of January, 1973, as established by the Advisory Council on Historic Preservation, we request a determination of eligibility of the "Underground Atlanta" Historic District for nomination to the National Register of Historic Places. We request that this determination be made rapidly, since part of the area suggested for nomination would be impacted by the planned MARTA Transit System, and demolition and construction contracts, originally scheduled to commence on June 1, are being delayed pending resolution of this matter. A copy of the nomination form has been provided to the Keeper of the National Register previously, and additional information has been sent to him from the State Historic Preservation Officer.

We have some serious concerns regarding your current procedures, which allow nomination of properties at any time, despite the fact that all reasonable actions have been taken to identify and protect cultural and historic properties during the planning stages of projects. For example, UMTA just learned that Underground Atlanta might be nominated to the National Register, despite the fact that MARTA's plans for construction in this area have been known for five years. In 1972, a survey was undertaken for the Environmental Impact Statement for the entire MARTA project in order to identify cultural resources which might be impacted. Three parties responsible for historic areas were contacted: the Atlanta Historical Society, the Georgia Historical Commission, and the State Archeologist. No indication was made at that time that this area was significant. When the EIS was circulated in 1973 the City Planning Department and the State Historic Preservation Officer both reviewed the statement, neither of them identifying Underground Atlanta as

a significant historic district. In this case, having followed detailed procedures specifically designed to assure identification of areas requiring special protection, we were still subject to an 11th hour discovery which has resulted in a delay of planned contracts, with resultant cost escalations.

We wish to work with your office to establish methods which identify historic areas in a timely fashion, and which would also provide an acceptable point in the progress of any project after which further nominations to the Register would not impede the project. We wish to avoid the situation of one Federal agency imposing undue cost escalations on another. In the meantime, my staff stands ready to assist your office on the eligibility issue for Underground Atlanta, and on the development of the Memorandum of Agreement, if needed.

Sincerely,

Robert E. Patricelli

Robert E. Patricelli

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D JUN 30 1976
_____ INDIVIDUAL RESPONSE (ATTACHED)
_____ INFORMATIVE MATERIAL SENT
_____ TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN _____
INITIALS _____

EXECUTIVE ORDER 11593

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 7-3-76

TIME OF CALL 10:45 11:30 AM PM

1. CALL ☒ TO: ☐ FROM (Name)
Elizabeth Lyon
SO. Staff

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.
Downtown Atlanta Historic District

4. DETAILS OF DISCUSSION

Don Klima will be in DC tomorrow to deliver a packet of material to us & to UMTA.

Feb. 13, 1975 - mtg. to Urban Design Commission on design for MARTA sta. for Underground — we will get copy of minutes of this mtg.

Other mtgs. were held to discuss what rail lines would destroy as they went through the underground

Paul Kennedy — MARTA engineer who came to Feb 13 mtg — to show where rail lines & sta. would be in Underground

June 12, 1975 - combined mtg. of Urban Design Commission & its Advisory Committee on Historic Structures, Sites & Dists. — (had been working for 3 yrs. at this pt.) & reps. from MARTA, incl. architect, rep. from plng., — minutes have been sent to us.

NAME OF PERSON PLACING/RECEIVING CALL
Thorman

TITLE

OFFICE

GPO 881-053

Whole disc. was on Underground, impact of MARTA on hist. sites all over the city, inadequacy of EIS in this regard.

July 10 - MaryAnn Kallen attended Design Commission mtg. → MARTA - Ed Kastellani's ass't.

Feb. 3, 1976 - reps. of Urban Design Commission began series of bargaining mtgs w/ reps. of MARTA - proper mitigation of impacts on Underground - we'll get copies of this. Continued meeting until time of public hearings

SHPO's

Mar. 5, 75: MARTA requesting modifications of sta designs of alignments — EIS circulated — SHPO commented that MARTA had screwed up on cultural resources — comment Summary has been sent —

Minutes of Ga! review board ~~Commission~~ — Sept. 16, 1975: big item presented a series of items incl. Downtown Atlanta H.D. which included Underground. Chairman felt only eligibility for dist. To make more detailed study for boundaries.

EXECUTIVE ORDER 11593

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 7-7-76

TIME OF CALL 9:20 AM / PM

1. CALL ☐ TO: ☒ FROM (Name)

Liz Lyon

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

Downtown Atlanta District

4. DETAILS OF DISCUSSION

Urban Design Commission — city body that has resp. for admin. of hist. dist zoning — downtown area incl. underground is in a historic zone

We're getting stuff from them on Eisman Bldg. & Lord Bldg — clearly in hist. zone, north of Atlanta Nat'l. Bank Bldg., adjacent to it

MARTA got demo. permit w/out proper review from Urban Design Commission

2 parallel things going on — UDC & SHPO

Feb. 1976 — mtg. Dir. Plng for MARTA (Manuel Padron) + Chairman of Urban Design Commission David Sherman — discussed need to consider cultural resources

NAME OF PERSON PLACING/RECEIVING CALL

Sherman

TITLE

OFFICE

GPO 881-053

Whole series of mtgs. bet. committees of UDC & MARTA to work out mitigation plans in return for certificates of appropriateness for demolition. Series of meetings held from Feb. '76 to time of Pub Hearing when MARTA said it wasn't going to do anything, no negotiations were valid.

Thornton for Shull
7/19/76
Cole for Herrington
7-19-76

JUL 19 1976

H34-PR

Mr. Robert E. Patricelli
Urban Mass Transportation Administration
Department of Transportation
Washington, D.C. 20590

Dear Mr. Patricelli:

Thank you for your June 25, 1976, letter to Director Everhardt requesting a determination of eligibility for inclusion in the National Register on the "Underground Atlanta" Historic District (Downtown Atlanta Historic District) pursuant to Executive Order 11593 as implemented by the procedures of the Advisory Council on Historic Preservation (36 CFR 800).

After careful review of the documentation we have on this district and in consultation with the Georgia State Historic Preservation Officer, we have determined that the Downtown Atlanta Historic District is eligible for inclusion in the National Register under (A) and (C) of the National Register criteria for evaluation. This district is significant for its association with the commercial beginnings of Atlanta above and below present grade. Finally, the buildings in this district are of local architectural significance. The boundaries of the district covered in this determination are shown on the enclosed map.

We share the concern expressed in your letter about the need to identify cultural resources early in project planning. You may be aware that we recently met with the Department of Transportation Federal Representative for Executive Order 11593 and other representatives from the Department of Transportation concerning procedures which would provide more effective coordination on historic preservation matters, including timely identification and evaluation of cultural resources. One of our serious concerns is that determinations of eligibility for inclusion in the National Register be requested at a point when they are useful in agency planning. In the case of the Downtown Atlanta Historic District,

representatives of the Urban Mass Transportation Administration (UMTA) and the Metropolitan Atlanta Rapid Transit Authority (MARTA), as well as the Department of Transportation Federal Representative for Executive Order 11593, met with us on May 19, 1976, to ask that we rush a determination of eligibility for inclusion in the National Register on this district. Although we were also advised at this meeting that we would be receiving a written determination request immediately, we did not receive your request until June 30. At that time, we asked the Georgia State Historic Preservation Officer to provide us with specific information on the State's coordination with MARTA and UMTA in regard to this project so that we could adequately answer the concerns expressed in your letter.

Material provided by the Georgia State Historic Preservation Officer on the background of the Downtown Atlanta Historic District indicates that both he and the Atlanta Urban Design Commission, as early as February 1975, expressed concern to MARTA staff that the cultural environment of downtown Atlanta had not been adequately considered in MARTA planning. This concern was expressed through memorandums and letters to MARTA as well as through discussion at meetings attended by representatives of MARTA. The particular issue of a National Register nomination for the Downtown Atlanta Historic District dates back at least to September 16, 1975, when Dr. Elizabeth Lyon presented such a nomination to the Georgia State review board, with members of MARTA staff present. Shortly after this meeting, in October 1975, David Sherman, Georgia State Historic Preservation Officer, met with Ed Castellani of MARTA to advise him that the review board was waiting for a better definition of the boundaries of the Downtown Atlanta Historic District before approving the nomination but that, in the meantime, the State Historic Preservation Officer would be able to provide MARTA and UMTA with professional opinions on eligibility for inclusion in the National Register on individual structures in the area for MARTA planning purposes. This would appear to have been the appropriate time for UMTA to request a determination of eligibility on the area in question, to assure that MARTA construction plans would not be delayed.

A request for our professional judgment pursuant to Executive Order 11593 and the Advisory Council's procedures constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis to permit UMTA to reach the most effective program decisions. This determination of eligibility for inclusion in the National Register does not serve in any manner as a veto to uses of such property, with or without

Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with your agency after the Advisory Council on Historic Preservation has had an opportunity to comment.

We appreciate your cooperation on behalf of historic preservation.

Sincerely yours,

/Sgd/ William J. Murtagh

Acting Director, Office of Archeology and Historic Preservation

Enclosure

cc: Mr. David M. Sherman
Acting Chief, Historic Preservation Section
Department of Natural Resources
270 Washington Street SW., Room 703-C
Atlanta, Georgia 30334] w/ c inc.

Mr. Robert F. Crecco
Office of Environmental Affairs
Room 9422
Department of Transportation
Washington, D.C. 20090]

Mr. E. W. Castellani
Manager of Urban Planning
Metropolitan Atlanta Rapid Transit Authority
1300 Equitable Building, 100 Peachtree
Atlanta, Georgia 30303]

FNP:J Thorman:amw:7/19/87:139-35483

bcc: SOL]
DG-Holz]
Regional Director, Southeast Region, Attn: Environmental Specialist]
PI(A)-Husted] Director's Reading File
MQ]
PH
PR-E.O. 11593 file]

BASIC FILE RETAINED IN PR

August 11, 1976

Mr. E. W. Castellani
Manager of Urban Planning
Metropolitan Atlanta Rapid Transit
Authority
1300 Equitable Building
100 Peachtree Street, NW.
Atlanta, Georgia 30303

Dear Mr. Castellani:

Thank you for your prompt letter of July 23, 1976, that followed a phone call of the same day concerning the dangerous condition of the false facade on the lower two floors of the Atlanta National Bank Building.

As you know, the Mememorandum of Agreement covering the Downtown Atlanta Historic District and MARTA's construction activities in the area discusses retention and preservation efforts of the Atlanta National Bank Building. The Agreement has been signed by all parties and was mailed to the Council's Chairman on July 26 for execution. Removal of the Three Sisters' facade as a safety measure will not affect the retention and preservation efforts of the bank building. The Council, therefore, concurs in MARTA's proposed instructions to the contractor to remove the false facade while preserving whatever of the original facade remains on the two floors.

Thank you for your continued cooperation.

Sincerely yours,

cc: Chairman-Clement M. Silvestro
SHPO-GA FLO-DOT PR
DG: Holz:kbs 8-11-76
File: GA:ATL NAT. BANK BLDG.(11593/
MARTA/Subway Construction

John D. McDermott

John D. McDermott
Director, Office of Review
and Compliance

EHolz

10/6

October 6, 1976

Mr. Robert E. Patricelli
Administrator
Urban Mass Transportation
Administration
Department of Transportation
Washington, D.C. 20590

Dear Mr. Patricelli:

The Advisory Council has received your proposal for an Addendum to the Memorandum of Agreement concerning the Downtown Atlanta Historic District, and the continued partial funding of the Metropolitan Atlanta Rapid Transportation System. We have reviewed the proposal and have determined that it is sufficient. Therefore, pursuant to Section 800.5 of the Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R., Part 800), the Addendum to the Memorandum of Agreement for the project is enclosed.

The Addendum has been signed by Robert R. Garvey, Jr., Executive Director of the Advisory Council. Please sign and date the enclosed Addendum and forward it with its attached proposal to Mr. David M. Sherman, Georgia Historic Preservation Officer, for his dated signature. Thereafter, the Addendum with the attached proposal, must be returned to this office for approval by Clement M. Silvestro, Chairman of the Council. Ratification by the Chairman of the Addendum to the Memorandum of Agreement will complete the Council's procedures and the undertaking may then proceed. A copy of the executed document will be provided for your records, and it will serve as evidence of agency compliance.

Thank you for your cooperation.

Sincerely yours,

Signed

John D. McDermott
Office of Review
and Compliance

cc:
Clement M. Silvestro, Chairman
SHPO-GA
FLO-DOT
PR
DG:EHolz:mam:10/6/76
FILE:GA:Downtown Atlanta H.D./11593/
UMTA/Atlanta Subway

Enclosure

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

October 20, 1976

Mr. Robert E. Patricelli
Administrator
Urban Mass Transportation Administration
U.S. Department of Transportation
Washington, D.C. 20590

Dear Mr. Patricelli:

On July 29, 1976, Advisory Council Chairman Clement M. Silvestro ratified a Memorandum of Agreement between the Advisory Council, the Urban Mass Transportation Administration (UMTA), the Georgia Historic Preservation Officer, and the Metropolitan Atlanta Regional Transportation Authority (MARTA) concerning the continuing construction of the Atlanta rapid-rail system and its effects on the Downtown Atlanta Historic District, a property determined eligible for the National Register of Historic Places. The first provision of the Agreement stated, that:

> The Metropolitan Atlanta Regional Transit Authority (MARTA) will take all necessary meausres to insure that all facades below the viaduct level within the historic district, the facades that are included in Underground Atlanta, are protected during construction of the subway system and that they remain intact to preserve the character of Underground Atlanta. MARTA will obtain financial insurance on the facades to be preserved in amounts sufficient to guarantee reconstruction of any facades damaged during construction.

The Council has been informed that during the week of October 11, several facades in Underground Atlanta were severely damaged by construction activities. The damaged structures are on the north side of Alabama Street between Pryor and Central.

Notice of this damage is of deep concern to the Council since this is the second instance of damage to historic resources by MARTA construction in recent months. In fact, the provision of the Memorandum of Agreement quoted above requesting MARTA to take all necessary measures to protect the resources and to obtain financial insurance was placed in the Agreement because of the previous experience of damage and loss of mature trees on the property of the Dekalb County Courthouse in Decatur.

Following the incident involving the Dekalb County Courthouse, UMTA requested that MARTA provide to UMTA and the Council a report on the matter and assurances that similar neglect would not occur in the future. It would appear that MARTA did not take sufficient action to correct a situation that is leading to an accelerated loss of Atlanta's small number of remaining historic resources. Clearly, MARTA must now act to correct the situation.

The Council requests that UMTA now ask MARTA to provide evidence of corrective instructions to its contractors working near historic resources, as well as a report detailing how and why the damage in Underground Atlanta occured. The report should detail the extent of damage to the facades. Further, MARTA should provide the Council and UMTA with plans for restoring, if possible, or reconstructing the facades as soon as possible. The plans for restoration and reconstruction should have the full approval of the Georgia Historic Preservation Officer.

The Council is notifying MARTA, the Georgia Historic Preservation Officer, and the City of Atlanta of its deep concern of this incident by copy of this letter.

Your early reply will be appreciated.

Sincerely yours,

Signed

Myra F. Harrison
Acting Director
Office of Review
and Compliance

cc:
Clement M. Silvestro, Chairman
SHPO-GA
FLO-DOT
PR
DG:EHolz:mam:10/20/76
FILE:GA:Atlanta H.D./11593/UMTA/Atlanta Sub
Atlanta Subway

Other: Mr. Alan Kiepper
MARTA

Mayor Jackson
City of Atlanta

January 18, 1977

Ms. Carol Shull
National Register of Historic Places
National Park Service, Dept. of Interior
Washington, D. C. 20006

Dear Ms. Schull:

Your consideration of the eligibility for listing "The House Jack Built", 160 Peachtree Street, N.W., Atlanta, Georgia in the National Register of Historic Places is judiciously requested. MARTA wants to tear this building down and use the space as a subway entrance for the Cain Street Station.

As can be seen by the supporting information, this building's historical recognition has been recorded and referred to numerous times. In addition, the gentleman who constructed this building, Jasper N. Smith, has been given much press coverage and historical reference.

After arousing our interest via our study and investigation, if the preservation can be accomplished, the owners are considering restoring the facade to its original appearance. The substructure is the same and a bad face lift can be easily restructured.

State Historical Preservation Authorities have told us MARTA has not done the necessary environmental studies required in this building's taking. MARTA's desire for this location was determined late. The site voted on in the 1971 MARTA Referendum was vetoed by the tenant who was only to give up partial space in their building.

A thorough study of alternatives have not been made by MARTA. There is a present plan that could tie in the preservation of the current facade of The Atlanta Library into a MARTA entrance and Library Complex. MARTA so far has been unwilling to do any engineering and architectural studies. The movement of the entrance could be accomplished at a great saving.

We welcome your investigation into the merits of listing "The House That Jack Built" and look forward to your approval of the listing, as this would obligate MARTA to make the necessary studies that improve and restore an entire section of Downtown Atlanta.

Very truly yours,

Morris Zoblotsky

Morris Zoblotsky

MZ:gb

cc: Mr. Robert E. Patricelli, Administrator
Urban Mass Transit Authority
U. S. Department of Transportation

Mr. Ernie Holtz
Advisory Council of Historic Preservation

Mr. David Sherman
State Historic Preservation Officer

Honorable Maynard Jackson
Mayor of the City of Atlanta

Mr. George Berry, City Administrator
Atlanta City Hall

Mr. Randy Roark
Chairman, Urban Design Commission

Mr. Allen Keiper
MARTA General Manager

Mr. John Wright
MARTA Chairman of the Board of Directors

1/25/77

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 1/25/77

TIME OF CALL 3:30 AM (PM)

1. CALL ☒ TO: ☐ FROM (Name)

Liz Lyon

2. ADDRESS (Tel. No. if needed)

GA

3. SUBJECT, PROJECT NO., ETC.

MARTA Atlanta

4. DETAILS OF DISCUSSION

UMPTA funds

Sherman says (informally) they think prob. the bldg is too much altered. (Also informally) Zablotsky apparently realizes this but is concerned about other resources in the area Sherman is expecting a cultural resource assessment from MARTA soon - has been meeting with MARTA yes to encourage a real survey instead of just looking at SHPO's survey. Don't have a date when they expect the survey

I said we'd prob write Zablotsky & say bldg appears too altered but we understand

Contact SHPO is aware of the bldg who apparently has some doubt about its integrity under stds

NAME OF PERSON PLACING/RECEIVING CALL: S Oldham

TITLE:

OFFICE:

GPO 897-848

P1
VMTA

S Oldham 2/7/77
2-7-77
Sherman
Hunt
2.8.77

H34-880

FEB 9 1977

Mr. Morris Zoblotsky
3425 Lenox Road, NE
Atlanta, Georgia 30303

Dear Mr. Zoblotsky:

Thank you for your letter concerning "The House Jack Built" in Atlanta, Georgia, which may be adversely affected by a MARTA project. We understand that the State Historic Preservation Officer, David Sherman, is aware of the building and of the potential impact of the project upon it. As a part of the environmental studies required by Federal legislation, MARTA is presently preparing a cultural resource assessment which will take into consideration the historic significance of this building and of others located in the environmental impact area of the project. The State Historic Preservation Officer will review this report and make recommendations to MARTA concerning historic sites which appear eligible for listing in the National Register of Historic Places. We suggest that you consult Mr. Sherman, Department of Natural Resources, 270 Washington Street, SW., Room 703 C, Atlanta, Georgia 30334, for further information about the status of the project.

We appreciate your interest in historic preservation.

Sincerely yours,
Robert B. Rettig (Sgd.)
for
William J. Murtagh
Keeper of the National Register

cc: Mr. David Sherman
Department of Natural Resources
270 Washington Street, SW., Room 703 C
Atlanta, Georgia 30334

Mr. Peter Benjamin
Director, Office of Program Analysis
Urban Mass Transportation Administration
Department of Transportation
Washington, D.C. 20590

Mr. Allen Keiper
MARTA General Manager
100 Peachtree Street, NW, Suite 1300
Equitable Building
Atlanta, Georgia 30303

Ernest Holtz
Advisory Council on
Historic Preservation
1522 K Street, NW, Suite 430
Washington, D.C. 20005

Mr. Robert F. Crecco
Office of Environmental Affairs
Department of Transportation
Washington, D.C. 20590

bcc: Regional Director-Southeast Region

001 reading file
880
FNP: S Oldham:jln: 1-7-77
BASIC FILE IN 880

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

APR 10 1979

Honorable Wyche Fowler, Jr.
House of Representatives
Washington, D.C. 20515

Dear Mr. Fowler:

Thank you for your March 9 letter expressing support for an application submitted by the Historic Atlanta Local Development Company (LDC) under the Urban Mass Transportation Administration's Urban Initiative Program.

On April 4, the Department announced the award of a $146,800 Technical Studies grant to support development packaging activities in Atlanta. This grant will aid the rejuvenation of the Historic Atlanta Underground and development of the MARTA Five Points area in Atlanta. The grant will be made to the City of Atlanta, which we expect will contract with the LDC. I have enclosed a copy of the press release for your information.

Thank you for your interest in our new Urban Initiatives Program and in this application.

Sincerely,

Richard S. Page

Richard S. Page

Enclosure

Dante -
Good news!!
Dale

Suite 201
Atlanta, Georgia 30303
404-577-5888

GHTA

April 20, 1979

Mayor Maynard Jackson
City Hall
Atlanta, Georgia 30303

Dear Mayor Jackson:

The hospitality and travel industry throughout the state is excited about the approval of the grant to help restore Underground Atlanta. We appreciate your continued interest in the area, for Underground Atlanta is important to the total travel industry of the state.

This grant is truly an investment in Atlanta, and surely the business community will respond postively to your challange to match this investment.

We are proud of what you have done to help Underground Atlanta, and, of course, we are also proud of our own industry member, Dante Stephenson, for his untiring efforts over the past several years to keep Underground Atlanta a viable area of our city.

If there is anything that our association can do to help you, please do not hesitate to contact me.

With kindest regards,

Marge McDonald (Mrs.)
President and Executive Director

MM/cl

FOREIGN PRESS CENTER

866 Second Avenue
(212) 826-4722 New York, N.Y. 10017

May 23, 1979

Dear Mr. Stevenson:

On behalf of the U. S. International Communication Agency, I wish to express our appreciation for your reception of a group of New York and Washington-based foreign journalists on a cross-country working tour examining the resurgence of urban America.

The visit to Underground Atlanta, and particularly Dante's Down the Hatch, helped illustrate the theme of our tour in a most pleasurable manner. Steeped in history, Underground was nevertheless a distinct reminder that like the City of Atlanta, and its symbol of the phoenix, it does dramatically rise again. Your own exciting story is a first-rate example of success under the free enterprise system.

Please thank Mr. Tyus for his nice letter and assure him that tear sheets of stories generated by our visit will, of course, be sent to you as they become available.

Sincerely,

Mary E. Shen

Mary E. Shen
Press Officer

Mr. Dante Stevenson
Dante's Down the Hatch
Underground Atlanta
36 Alabama Street
Atlanta, GA

Department of Natural Resources

PARKS AND HISTORIC SITES DIVISION
270 WASHINGTON ST., S. W.
ATLANTA, GEORGIA 30334
(404) 656-2754

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

June 28, 1979

Ms. Maryanne Lynch, Assistant Director
Historic Atlanta Local Development Company
104 Central Avenue
Old Freight Depot
Atlanta, Georgia 30303

Dear Maryanne:

Richard Cloues, architectural historian with this staff, has prepared the attached assessment regarding Underground Atlanta's potential eligibility for the National Register. He has concluded that Underground Atlanta appears to meet the criteria for listing with qualifications as he has described.

In order for our office to process a National Register nomination for Underground Atlanta, it will be necessary for you to supply all the required information, to resolve the problems and to address the issues - as Richard has identified them in his assessment. In addition, a completed National Register nomination form must be provided to this office by August 1, 1979, in order to meet our deadline schedule for the October 1979 Review Board meeting. October 1, 1979, is the deadline for submission of completed nominations to be presented at the January 1980 Review Board meeting.

It is imperative that you work very closely with this office in preparing the nomination. We will be happy to provide direction and review the work as it progresses.

I will look forward to hearing from you and discussing the nomination further.

Sincerely,

Carole Griffith

Carole Griffith, Manager
Inventory and Grants Management Unit
Historic Preservation Section

CG:dm
Enclosure

AN AFFIRMATIVE ACTION/EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

UNDERGROUND ATLANTA
PRELIMINARY ASSESSMENT REGARDING LISTING AS A HISTORIC DISTRICT ON THE NATIONAL REGISTER OF HISTORIC PLACES

Conclusion

Underground Atlanta appears to meet the criteria for listing as a historic district on the National Register of Historic Places.

This conclusion is qualified as follows:

Essential Aspects

Underground Atlanta is a unique place. It has a peculiar physical composition and a complex history. Essentially, Underground Atlanta is a several-block area of late nineteenth and early twentieth century architecture which developed within a nineteenth century city street plan along a major east-west surface railroad line. In the 1920's viaducts were built throughout the area, raising the effective "street" level one story above ground and more or less sealing off the original street level below. In the late 1960's much of the original street level beneath the viaducts was redeveloped as "Underground Atlanta." In the late 1970's this entire area was severely impacted by the construction of MARTA's rapid rail line.

The essential aspects of Underground Atlanta are:

1. the railroad tracts, railroad buildings, and the zero milepost;
2. the nineteenth century gridiron street layout;
3. late nineteenth century and early twentieth century architecture;
4. the 1920's viaducts, and the largely unrealized grandiose city plan of which they were a part;
5. the redevelopment of the lower level as "Underground Atlanta" in the late 1960's; and
6. the impact of recent MARTA rapid rail line construction.

A historic district in the Underground Atlanta area must include all of these essential aspects. Likewise the National Register historic district nomination must consider all of them. No one aspect should be singled out for special attention or ignored. It is the combination of all these essential aspects that has created the unique place called Underground Atlanta.

Geography and Boundaries

The geography of Underground Atlanta is determined by the railroad tracks and facilities, the street layout, the buildings along the streets, the viaducts, and the redeveloped area known as "Underground Atlanta." Boundaries for a National Register historic district should be determined by overlaying or superimposing these various geographical components. A recommended study area, suggesting preliminary boundaries, is defined by Martin Luther King, Jr., Drive, Alabama Street, Wall Street, Central Avenue, Pryor Street, parts of Peachtree Street south of Five Points, and the Georgia Railroad freight depot.

Anticipated Problems

Because of its unusual physical composition and its complex history, Underground Atlanta presents certain problems with regard to the preparation of a National Register district nomination. Some of these problems are summarized below; others will undoubtably develop as the nomination is prepared.

1. Description: Underground Atlanta is particularly difficult to describe, primarily because of its above-viaduct and below-viaduct levels and its various component pieces. Relationships between the ground level and viaduct level are difficult to draw. Photographs, maps, overlays, diagrams, and cut-away sectional drawings will probably be required to adequately describe the place.

2. Significance: Underground Atlanta is a unique historical place with a complicated history. The history of each of its essential aspects, and the way each contributes to the whole, must be addressed. The tendency to slight some essential aspects in favor of others must be resisted.

3. Integrity: Integrity is a principal concern of the National Register, and integrity is a particularly complex issue with regard to Underground Atlanta. In general, the issue of integrity will be conditioned by the extent of the nominated area and complicated by the above-viaduct/below-viaduct relationships. More specifically, the issue of integrity involves:
   (a) intrusions, both above and below the viaducts, and their nature;
   (b) losses of buildings and structures, both above and below the viaducts, especially those resulting from MARTA activities;
   (c) remodelings, mostly below the viaduct, in the area known as "Underground Atlanta";
   (d) fragments, especially some of the storefronts along Old Alabama Street, which are among the finest in the city;
   (e) substitutions, especially by MARTA, of facades;
   (f) changes to a structure above/below the viaducts which may not be accompanied by changes to the rest of the same structure below/above the viaducts;
   (g) the requirement of the National Register that entire - not partial - structures (such as buildings or viaducts) be nominated.

4. Boundaries: Boundaries will be difficult to draw because of the complex developmental history and the compound geographic components of the area. Boundaries must be drawn to include all the essential aspects of Underground Atlanta, keeping in mind the National Register criteria for integrity. Boundaries can probably be determined by superimposing or overlaying the various geographic components. Boundaries must be clear, well grounded, and justified.

5. Property Ownership: A list of all property owners of record within the proposed historic district must be compiled. This listing may or may not be complicated by the above-viaduct/below-viaduct geography. Owner support may or may not be similarly complicated. The relationship between property owners and the Underground Atlanta Merchants Association must be made clear. Specific, and early, attention should be paid to possible complications arising from railroad and MARTA ownership of land, from city ownership of the viaducts, plaza park, and other land, and from private ownership of parking lots.

6. Other Historic Designations: Attention must be given to the Historic Atlanta zoning district, the 1976 Determination of Eligibility (MARTA related), and any individual National Register listings (such as the Zero Milepost). The relationship between these designations and the proposed National Register historic district must be explained.

7. Emphasis: Throughout the proposed nomination, emphasis must be given to the below-viaduct or "underground" part of the area as the place which is historically and environmentally significant. This need for emphasis on the underground area will have to be reconciled with the need to give some attention, or to at least acknowledge, the area as a whole, including that above the viaducts.

Methodology

This preliminary assessment is based upon:

1. review of information in the Historic Preservation Section files;
2. field inspection of the proposed district and its surroundings;
3. discussion among various professionals (including historians and planners) on the Historic Preservation Section staff; and
4. consultation with three members of the National Register staff from Washington, D.C.

Prepared By

Richard R. Cloues
Architectural Historian
Historic Preservation Section
Georgia Department of Natural Resources
June 18, 1979

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE OCT 10 1979
INDIVIDUAL RESPONSE (ATTACHED)
INFORMATIVE MATERIAL SENT
TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN
INITIALS

George L. Smith, II
Georgia World Congress Center

August 1, 1979

Mrs. Mary Ann Lynch
Assistant Director
H.A.L.D.C.
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Dear Mary Ann:

I was delighted to hear of your proposal for preservation and renovation of the old railroad freight station adjacent to Underground Atlanta. I am convinced there is a need and a tremendous potential for such a facility to offer convention and other out-of-town group meetings.

Underground Atlanta, in its heyday, was one of the top attractions for out-of-town visitors. I believe it could become so again. Certainly the availability of a unique facility for conducting special receptions, parties and related activities would be of benefit to both Underground Atlanta and those of us marketing Atlanta for group business.

If we may be of assistance to you in furthering this project, please do not hesitate to call on us.

Yours very truly,

Dan Graveline

Dan Graveline
DIRECTOR

DG:sd

285 INTERNATIONAL BLVD., N.W. ATLANTA, GEORGIA 30313 U.S.A. (404) 656-7600 TELEX: 54-2483
Catering Department 656-7613 • Operations Department 656-7662 • Sales Department 656-7676

Atlanta District Sales Office
Ford Division
Ford Motor Company

1122 Milledge Drive
East Point, Georgia
Mailing Address:
P.O. Box 105003
Atlanta, Georgia 30348

August 1, 1979

Ms. Mary Ann Lynch
Assistant Director
H.A.L.D.C.
Old Freight Depot
104 Old Central Avenue
Atlanta, Georgia 30303

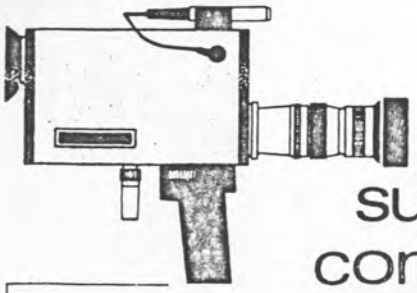
Dear Ms. Lynch:

Thank you for your recent phone call concerning the possible revitalization of the Old Freight Depot in Underground Atlanta. As you know, Ford Motor Company conducts a number of sales rallies each year in addition to our District and Regional New Model Introduction Shows. In the process of selecting a site for our meetings we consider floor space, meal facilities and room decor as well as the proximity of hotel and entertainment facilities. In addition, we try to maximize attendance by selecting a location with a "drawing card".

Your description of the plans for the Old Freight Station and Underground Atlanta are exciting and would seem to make it an ideal location for our meetings. I can't think of a better "drawing card" than Underground Atlanta. We support your efforts and look forward to doing business with you in the future.

Very truly yours,

J. A. Mederos
P & D Manager
Atlanta District



video
supply
company

August 9, 1979

Mrs. Mary Ann Lynch
Assistant Director
HALDC
Old Freight Depot
104 Old Central Ave. SW
Atlanta, GA 30303

Dear Mary Ann:

I certainly enjoyed talking to you recently about your revitilization effort for the Freight Depot at Underground Atlanta. All of the potential ideas and plans will surely be of great significance for the downtown Convention market as we discussed.

I'd very much like to offer my support and assistance in this program for renovating this building and would especially look forward to working with groups using the facility for theme parties and meetings.

Mary Ann, keep up the good work and call on me if I can help you with this or similar projects.

Best Wishes,

Bob

Bob Haney
Video Supply Company

BH:ks

POST OFFICE BOX 13684 / ATLANTA, GEORGIA 30324 / (404) 872-6247

Presenting Atlanta Tours, Inc.

SUITE 117 / 1699 TULLIE CIRCLE, N.E.
ATLANTA, GEORGIA 30329
(404) 329-0110

Cindy Fowler

Jane Ann House

August 27, 1979.

Mrs. Mary Ann Lynch
HALDC
Old Freight Depot
104 Old Central AVe. SW
Atlanta, Georgia 30303

Dear Mary Ann,

Many thanks for all of your help in putting together our party in November.

We are certainly pleased with the prospects of doing lots of parties in the future. As you know, we specialize in handling conventions of 1,000 or more and our most pressing problem is where to take them for a party out of the hotel. Our hopes are that UNDERGROUND ATLANTA will be the answer.

Cordially,

Cindy

Cindy Fowler

GEORGIA
CHAMBER OF COMMERCE 1200 COMMERCE BUILDING ATLANTA, GEORGIA 30303 U.S.A. 404 • 524-8481

August 27, 1979

Mrs Mary Ann Lynch
Assistant Director
Historic Atlanta Local Development Corp.
104 Old Central Avenue, SW
Atlanta, GA 30303

Dear Mary Ann:

I appreciate your call and letter concerning Underground Atlanta and that HALDC is endeavoring to bring the area to what it can and deserves to be.

I was Vice Chairman of the State Properties Control Commission during the early days of the development of Underground Atlanta and assisted Steve Fuller in getting approval from the state for certain of the areas which are state property. It is impossible for anyone with an awareness of the importance of Atlanta and to Georgia of tourism and convention business not to yearn to see Underground developed to its full potential.

Anyone who contributes to a solution of the problems of Underground is contributing to the long term potential of the city and I can only wish for HALDC success in all that you set out to do. If you feel that I can be of help, please let me know.

Sincerely,

E B Davis

Ernest B. Davis
Executive Vice President

EBD/mef

Officers
Daniel B. Pattillo - Chairman
Lyndon A. Wade - Vice Chairman
John H. Weitnauer, Jr. - Secretary
Harold Sheats - Treasurer
Alan F. Kiepper - General Manager

Directors
Johnnie L. Clark - Atlanta
John Evans - Atlanta
Sue S. Trotter - Atlanta
Lyndon A. Wade - Atlanta
John G. Glover, Jr. - Clayton County
Malcolm S. Murray, Sr. - DeKalb County
John H. Weitnauer, Jr. - DeKalb County
Daniel B. Pattillo - DeKalb County
Joseph E. Lowery - Fulton County
Harold Sheats - Fulton County
K. A. McMillon - Gwinnett County

Ex Officio
G. W. Hogan - Commissioner
State Properties Commission
W. E. Strickland - Commissioner
Georgia Department of Revenue
Thomas D. Moreland - Commissioner
Georgia Department of Transportation

marta

2200 Peachtree Summit
401 West Peachtree Street, N.E.
Atlanta, Georgia 30308
404/586-5046

August 31, 1979

Ms. Mary Ann Lynch
Assistant Director
Historic Atlanta Local
Development Corporation
104 Old Central Avenue, SW
Atlanta, Georgia 30303

Dear Ms. Lynch:

From the beginning of the MARTA project, the MARTA Board of Directors and staff have worked closely with representatives of Underground Atlanta, and individual merchants there to create an environment for growth during and after MARTA construction in the area.

The single most important contribution to that effort has been the pedestrian walkway being constructed from our Five Points Station into Underground. The tangible contribution we have made in this connection amounts to half a million dollars...MARTA's share of the construction cost of the walkway. Our tangible commitment to this project is also a demonstration of our faith in the future of Underground Atlanta, as an attraction for Atlantans, conventioneers and tourists.

We are pleased to have been a part of the development of the new Underground Atlanta, and we look forward to being a part of her future.

Sincerely,

Daniel B. Pattillo
Chairman

dk

TourGals, Inc.

September 13, 1979

Mrs. Mary Ann Lynch, Assistant Director
Historic Atlanta Land Development Company
Old Freight Depot
104 Old Central Avenue, S. W.
Atlanta, Georgia 30303

Dear Mary Ann:

In the early '70s when Atlanta's convention business was beginning to boom, Underground Atlanta was a major stop in many of our tours. We took thousands of people there because it was charming, historic, and full of attractive shops and restaurants where tourists could relax. We were proud that visitors could enjoy the area where the city had its beginnings.

On many occasions we planned parties for thousands of people because the area could accommodate large crowds and the ambiance was perfect for browsing.

In later years, the climate changed. The better shops and restaurants (except one or two) closed, the publicity stopped, and the visitors expressed doubts about the safety of the area.

The fact is that Atlanta needs Underground Atlanta. It needs a place in the downtown city where conventioneers as well as local citizens can spend leisure time. It needs a convenient location for parties where shuttle buses can take large numbers of people back and forth from their hotels all evening. It needs an interesting area where a little of the old Atlanta can be found, along with modern food, drink and goods. It needs Underground Atlanta.

We feel that with proper funding, proper managing, exciting promotions, new restaurants and adequate security, Underground Atlanta can become again a popular place to visit. We know we can sell it to meeting planners if the value is there. We know Atlantans will come back when the atmosphere is positive.

You have our wholehearted support in renewing Underground Atlanta.

With kindest regards,

Jean Smith (Mrs.)
President

JS:p

Convention Services & Sightseeing Tours
Post Office Box 28556, Atlanta, Georgia 30328 (404) 393-4010

Department of Natural Resources

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

PARKS AND HISTORIC SITES DIVISION
270 WASHINGTON ST., S. W.
ATLANTA, GEORGIA 30334
(404) 656-2754

September 17, 1979

Mr. Bob M. Melton
Primary Consultant
Historic Atlanta Local
Development Corporation
104 Old Central Avenue, S. W.
Atlanta, Georgia 30303

Dear Mr. Melton:

The Historic Preservation Section has reviewed the National Register nomination form on Underground Atlanta which was received by this office on August 14th. As Carole Griffith discussed with you, it is inadequate in several important respects and cannot be processed without considerable revision and augmentation.

Carole has informed me that you stated that your nomination is based on a revision to a draft nomination I prepared. I do not recall preparing a revision and would appreciate your providing me a copy of the document you refer to. Nevertheless, your proposed nomination appears to be based almost word for word on that initial draft nomination prepared by myself and Sarah Hereford for a much larger downtown commercial historic district of which Underground Atlanta was a part. Thus, the new nomination does not focus sufficiently upon the Underground Atlanta area as a unique historical place within this larger urban setting. Injudicious editing of the earlier draft nomination has also compromised its integrity, addressing as it did an entirely different problem, and shows a lack of understanding of both historical development patterns and current environmental realities. Furthermore, the earlier draft nomination does not meet present standards for its style and content. Although it contains much useful information, it should not be used as a model, and all parties to this new nomination were so advised.

(1) The boundaries of your proposed district extend beyond the limits of the Underground Atlanta area. They appear to be based upon current planning and development interests rather than acknowledged patterns of historical development or the current built environment. If the boundaries are not tightly constrained by the Underground Atlanta area, then they must be expanded to include all of the otherwise undifferentiated historic downtown area. This partial extension of boundaries was done contrary to advice given by my staff based on direction from National Register staff. It is imperative that historic district boundaries reflect a well-defined historical development pattern or current built environment.

AN AFFIRMATIVE ACTION/EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

Furthermore, the nomination does not supply all required information, resolve all problems, or answer all questions as stated in my letter of June 28, 1979. Some specific issues that need to be addressed include: the viaducts - a major feature of Underground Atlanta, they are poorly described and hardly addressed; the above viaduct/below viaduct relationship - only discussed in terms of a few individual buildings rather than overall environments; the zero milepost - references to it are confusing; the area north of the railroad tracks - neither described nor evaluated; MARTA facades along north side of Old Alabama Street - these are lightly glossed over; intrusions and non-contributing properties - are neither identified nor mapped; property owners list - does not indicate ownership of viaducts, park, parking lots, railroad rights-of-way. Points such as these, outlined in the memorandum, are points that have been raised by the state staff and the National Register staff. They must be taken into account during preparation and review of this nomination.

All of these points were outlined to you in my letter of June 28th which included Richard Cloues' assessment of Underground Atlanta and in a meeting with Carole and Richard on July 18th. In addition, these points had been discussed with the National Register office as critical aspects of the nomination which must be addressed in order to document and justify Underground's eligibility for listing on the National Register.

I understand that you are concerned about the length of time taken in reviewing your proposed nomination. For your information, the nomination form was hand-delivered to this office on August 14th, although the cover letter was dated July 19th. There must have been a delay in your office from the time the form was prepared until it was delivered to our office. Therefore, I think you will agree, in view of our heavy nomination workload and the complicated nature of this nomination, that my staff has responded in a reasonable amount of time. Furthermore, you had been informed that October 1st was the deadline for considering nominations to be presented at the January Review Board meeting; a decision had already been made not to consider the nomination for the October Review Board meeting which carried a deadline of August 1st for the submission of completed nomination forms to our office. These deadlines are established to provide ample time for the preparation of nominations and to schedule, in an orderly fashion, the extensive reviews, notifications and public information meetings which are required.

This emphasizes a point made repeatedly by this office - that a professional consultant familiar with National Register requirements and experienced in historical assessments is needed to prepare the nomination. I understand from my staff that you do not believe your UMTA grant permits the use of grant funds for the preparation of a nomination form. However, in view of the fact that the grant project work identifies an historical assessment to enhance and/or preserve historical areas as a work item, it would appear to this office that the preparation of a National Register

nomination could be an eligible cost. Listing on the Register would provide eligibility for grant assistance and tax incentives which would certainly support the preservation of Underground Atlanta. I would think that this would be something you want to pursue further.

As you know from earlier discussions and correspondence, a nomination form for Underground, which meets National Register standards, must be received by this office by October 1st to be considered for presentation at the January Review Board meeting. We will look forward to receiving it from you.

Sincerely,

Elizabeth A. Lyon

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer

EAL:cgm

Historic Atlanta Local Development Corporation

DEDICATED TO RESTORATION OF HISTORIC UNDERGROUND ATLANTA

BOARD OF TRUSTEES:
DANTE STEPHENSEN, CHAIRMAN
DON LILLIE
HONORABLE MICHAEL LOMAX
MORTON SROCHI
HONORABLE CARL WARE

September 28, 1979

Ms. Carol Dubie
National Register of Historic Places
HCRS 440 G St., N.W.
Washington, D.C. 20243

Dear Ms. Dubie:

Please find enclosed the document referred to recently regarding certification of state or local statutes (see page 2). Please review and advise whether these provisions are still applicable.

Sincerely,

Bob M. Melton
Project Director

BMM/deo

104 OLD CENTRAL AVENUE, S.W. • ATLANTA, GA. 30303 • 404-522-4802

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D OCT 3 1979
_____ INDIVIDUAL RESPONSE (ATTACHED)
_____ INFORMATIVE MATERIAL SENT
_____ TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN _____
INITIALS _____

Department of Natural Resources
PARKS AND HISTORIC SITES DIVISION
Historic Preservation Section

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

October 16, 1979

Mr. Bob M. Melton
Primary Consultant
Historic Atlanta Local
Development Corporation
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Dear Bob:

This letter is to confirm our conversation of last week regarding a nomination to the National Register of Historic Places for Underground Atlanta. Since our opinions and comments regarding this nomination have been expressed in previous correspondence and in lengthy consultations with my staff, there is no need to repeat them here.

As I indicated to you by telephone, I feel very strongly that the Historic Preservation Section has provided considerable assistance and advice to you on the preparation of the nomination. In fact, the critique that was prepared by our architectural historian, Richard Cloues, and included in my letter of June 28, represents considerably more lengthy attention than we are usually able to provide to individuals and organizations in the preparation of district nominations. I believe that our telephone conversation clarified the status of the old draft nomination study which was prepared by a former student of mine, Sara Herford. As we have said, this is not an adequate model for the preparation of a new nomination, for the several reasons which have been outlined to you on previous occasions.

Also, as we discussed last week, we believe that the most expeditious way for a nomination acceptable to the National Register staff in Washington to be prepared would be for your organization to hire a professional consultant. The consultant, as we also discussed, should be one with a mature professional understanding of the history of Atlanta and the relationship of transportation systems to that history, as well as familiarity with the National Register procedures and an ability to deal with the architectural complexities of the nomination. It is our understanding, also based on our telephone conversation, that you intend to seek such a consultant as we have recommended through the Georgia Trust for Historic Preservation.

We too, as I indicated, are most anxious to see Underground Atlanta placed in the National Register. We will continue to provide as much assistance to you as we can, within the limitations of our small staff, in the expeditious preparation of an adequate National Register nomination for this very significant area.

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

We look forward to hearing from you soon.

Sincerely,

Liz Lyon

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
State Historic Preservation Officer, Acting

EAL:cs

THE NATIONAL REGISTER OF HISTORIC PLACES
NOV 7 1979
DATE RECEIVED
NATIONAL RESPONSE (ATTACHED)
SENT TO THE NATIONAL SERVICE
LETTER/NOTE/CALL (ATTACHED)
DATE ACTION TAKEN
INITIALS

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes	No
	NO

Comments:

MORTON REALTY COMPANY

Morton Srochi
Signature President

February 28, 1980
Date

Morton Srochi, President
Type or Print Name

87 Pryor Street, S. W., Atlanta, Ga.
Address of Property

Underground Atlanta Historic District
Name of Historic District (if applicable)

RECEIVED
MAR 13 1980
HISTORIC PRESERVATION SECTION

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes ✓ ☒

Comments:

March 3, 1980
Date

O. O. Eckardt
Signature

O. O. Eckardt
Type or Print Name

48 Alabama St., Atlanta, GA
Address of Property

Underground Atlanta Historic District
Name of Historic District (if applicable)

RECEIVED
MAR 5 1980
HISTORIC PRESERVATION SECTION

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes ✓No

Comments:

March 4, 1980
Date

Stanley M. Srochi
Signature Secretary

Stanley M. Srochi
Type or Print Name

94-100 Pryor Street , S. W.
Address of Property

Underground Atlanta
Name of Historic District (if applicable)

PLEASE RESPOND TO:
WASHINGTON OFFICE:
☐ 1504 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-3801

DISTRICT OFFICE:
☐ SUITE 425, WILLIAM-OLIVER BUILDING
32 PEACHTREE STREET
ATLANTA, GEORGIA 30303
(404) 688-8207

WYCHE FOWLER, JR.
5TH DISTRICT, GEORGIA

COMMITTEE ON WAYS AND MEANS

SELECT COMMITTEE ON INTELLIGENCE

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 14, 1980

Historic Atlanta Local Development
Company
104 Old Central Avenue, S. W.
Atlanta, Georgia 30303

Dear Friends:

Just a note to say I was in Washington yesterday and I regret that I couldn't join you for the Announcement of "A Plan for the Revitalization of Underground Atlanta".

I commend the continuing efforts of HALDC to restore and maintain Underground Atlanta as a vital part of our Atlanta community.

As always, please let me know whenever I might be of assistance to you in the future.

With best wishes,

Sincerely,

Wyche Fowler, Jr.
Member of Congress

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes (No)

Comments:

Too little too late. MARTA has already severly impacted the area.

3-17-80
Date

Signature VICE PRESIDENT

The Frates Co
Type or Print Name

86-88 Alabama St.
Address of Property

Underground Atlanta
Name of Historic District (if applicable)

RECEIVED
MAR 21 1980
HISTORIC PRESERVATION SECTION

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

(Yes) No

Comments: THIS PROPERTY IS OWNED BY MARGARET J., JOSEPH & ROBERT S. REGENSTEIN, THE FIRST TWO ABOVE LIVE IN CORAL GABLES & CEDARTOWN RESPECTIVELY, AND THE UNDERSIGNED HANDLES ROUTINE MATTERS RELATING TO THIS PROPERTY. SINCE I UNDERSTAND THAT LISTING OF PROPERTY IN THE NATIONAL REGISTER PUTS NO RESTRICTIONS ON THE OWNER, I AGREE TO THIS PROPOSAL FOR THE OTHER TWO OWNERS AS WELL AS MYSELF.

RECEIVED
MAR 24 1980
HISTORIC PRESERVATION SECTION

3/21/80
Date

Robert S. Regenstein
Signature

ROBERT S. REGENSTEIN
Type or Print Name

80 PEACHTREE ST. S.W. ATLANTA GA.
Address of Property

UNDERGROUND ATLANTA
Name of Historic District (if applicable)

MARTIN E. KILPATRICK
ERNEST P. ROGERS
DEVEREAUX F. McCLATCHEY
OF COUNSEL

LOUIS REGENSTEIN
HARRY S. BAXTER
A. G. CLEVELAND, Jr.
WILLIAM B. GUNTER
GEORGE B. HALEY
BARRY PHILLIPS
THOMAS C. SHELTON
WILBUR BRANCH KING
HAROLD E. ABRAMS
MILES J. ALEXANDER
ALLISON WADE
JEFFERSON DAVIS, Jr.
ALBERT C. TATE, Jr.
MATTHEW H. PATTON
D. LURTON MASSEE, Jr.
WILLIAM A. BURNHAM
G. KIMBROUGH TAYLOR, Jr.
CARL I. GABLE, Jr.
A. KIMBROUGH DAVIS
R. LAWRENCE ASHE, Jr.
JERRE B. SWANN
DUANE C. ALDRICH
WILLIAM E. EASON, Jr.
RICHARD R. CHEATHAM
ALFRED S. LUREY
A. STEPHENS CLAY
TIM CARSSOW
MARION H. ALLEN III
SUSAN A. CAHOON
RICHARD J. BEAM, Jr.
JOE BECK
DENNIS S. MEIR
R. ALEXANDER BRANSFORD, Jr.
THOMAS C. HARNEY
RICHARD R. BOISSEAU

LAW OFFICES

KILPATRICK & CODY

3100 EQUITABLE BUILDING
100 PEACHTREE STREET
ATLANTA, GEORGIA 30303

TELEPHONE (404) 572-6500
TELECOPIER (404) 688-1626
TELEX 54-2307

WRITER'S DIRECT DIAL NUMBER

S. CAROL BAIRD
RUPERT M. BARKOFF
CHARLES R. BEAUDROT, Jr.
W. STANLEY BLACKBURN
DEBORAH A. BRIAN
DARYL R. BUFFENSTEIN
KEVIN B. BUICE
THOMAS H. CHRISTOPHER
JAMES H. COIL III
J. ERIC DAHLGREN
RODERICK C. DENNEHY, Jr.
EVERETTE L. DOFFERMYRE, Jr.
JOSEPH W. DORN
THOMAS H. EDWARDS
MICHAEL A. HEEDY
FREDERICK K. HELLER, Jr.
PATRICK G. JONES
HILARY P. JORDAN
M. ANDREW KAUSS
JAMES P. KELLY, Jr.
GAYLEN D. KEMP
EDMUND M. KNEISEL
JAMES M. KOELEMAY, Jr.
RODERICK MARGO
SUZANNE G. MASON
PHILIP H. MOISE
ROBERT T. MORGAN
JOHN M. NANOS
DAVID C. PALMER
CAROL A. PAULK
JOHN S. PRATT
DUNCAN A. ROUSH
WILLIAM F. SCHNEIDER
ROBERT E. SHIELDS
JUDSON HAWK SIMMONS
DONALD R. STACY
D. SCOTT STENHOUSE
JAMES A. TALERICO
VIRGINIA S. TAYLOR
R. SLATON TUGGLE III
ROBERT C. VARGA
J. WILLIAM VEATCH III
WILLIAM J. VESELY, Jr.
ROBERT DAVID WARE

March 26, 1980

Mr. Bob M. Melton
Project Director
Historic Atlanta Local Development Corporation
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Re: 54-56 Alabama Street Property

Dear Mr. Melton:

Your letters of March 6 and 17, 1980, to our client, Mrs. Thalia Carlos, in regard to the above property have been referred to me for a reply. Mrs. Carlos certainly wants to cooperate with the Historic Atlanta Local Development Corporation in the revitalization of Underground Atlanta and in having Underground Atlanta listed in the National Register of Historic Places. She is not interested, however, at the present time in either selling or granting an option to purchase her property in Underground Atlanta. She would be interested in leasing it to a qualified tenant.

As your plans develop further, I would appreciate your keeping me advised, and we will certainly cooperate with you.

Very truly yours,

Harold E. Abrams

HEA:jh
cc: Mr. Michael C. Carlos
Ms. Elizabeth A. Lyon

RECEIVED
MAR 28 1980
HISTORIC PRESERVATION SECTION

Department of Transportation

State of Georgia
No. 2 Capitol Square
Atlanta, Georgia 30334

THOMAS D. MORELAND
COMMISSIONER
STATE HIGHWAY ENGINEER
EMORY C. PARRISH
DEPUTY COMMISSIONER

HAL RIVES
ASST. STATE HIGHWAY ENGINEER
DANIEL O. KELLY
TREASURER

March 31, 1980

Ms. Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S. W.
Atlanta, Georgia 30334

RECEIVED
APR 2 1980
HISTORIC PRESERVATION SECTION

Dear Ms. Lyon:

In reference to your Notice of February 27, 1980, we have reviewed the information on the proposed nomination of the Underground Atlanta Historic District located in the City of Atlanta, an area bounded by Wall Street on the north, Martin Luther King, Jr. Drive on the south, Central Avenue on the east, and Peachtree Street on the west, and centered on the intersection of Alabama and Pryor Streets in Fulton County, Georgia, to the National Register of Historic Places.

We find no approved transportation plan or proposed project which would have an affect on the site. However, it is requested that the highway rights of way not be included in the nomination.

Yours very truly,

Russell L. Chapman, Jr.

Russell L. Chapman, Jr., P. E.
Director of Preconstruction

RLC/bl

cc: Pete Malphurs

CITY OF ATLANTA

CITY HALL / ATLANTA, GEORGIA 30303 / (404) 658-6400

MAYNARD JACKSON
Mayor
DICK LAYTON
Commissioner
Department of Budget and Planning

PANKE BRADLEY
Director
Bureau of Planning
CAROLE MASSEY
Director
Bureau of Budget Policy
and Evaluation

April 1, 1980

Ms. Elizabeth A. Lyon, Ph. D., Chief
Historic Preservation Section
Department of Natural Resources
Parks, Recreation & Historic Sites Division
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Dr. Lyon:

Subject: Nominations to the National Register of Historic Places - Underground Atlanta Historic District

The Department of Budget and Planning is pleased to support the nomination of the Underground Atlanta Historic District to the National Register of Historic Places. This nomination is very timely, considering the restoration plans for the area which have been prepared by the Historic Atlanta Local Development Corporation.

Sincerely,

Dick Layton

Dick Layton

DL/EH/jp

cc: Mr. Art Cummings, CAO
Commissioner Shirley Franklin
Ms. Jann Meadows
Ms. Panke Bradley
Mr. Eric Harkness

RECEIVED
APR 3 1980
HISTORIC PRESERVATION SECTION

April 2, 1980

Ms. Elizabeth A. Lyon
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Ms. Lyon:

In response to your letter of February 27, 1980, I must state that I am very much opposed to including the "Underground Atlanta District" on the National Register of Historic Places.

Most of the properties outlined in your memorandum have no remaining historical significance and in particular the one myself and my partners own (#13), has none.

The rights of individual property owners have to be impinged upon by bringing another voice into the decision of what disposition may be made of the property.

I am in favor of less government, not more. Government needs to do for the people what they cannot do for themselves and even then only when it is in the best and needed interest of the community. Such a case cannot be made in this situation.

I would welcome an opportunity to meet or talk with you personally prior to your meeting of April 11, 1980.

"Underground Atlanta" can be a great asset to both Atlanta and the state of Georgia. I am in favor of encouraging its development. I am as yet unable to see how this proposal accomplishes that end without possibly inflicting more damage to individual property owners than the net benefits arrived at.

Sincerely,

Alan B. Srochi

Alan B. Srochi

ABS:dl

Historic Atlanta Local Development Corporation

DEDICATED TO RESTORATION OF HISTORIC UNDERGROUND ATLANTA

BOARD OF TRUSTEES:
DANTE STEPHENSEN, CHAIRMAN
DON LILLIE
HONORABLE MICHAEL LOMAX
MORTON SROCHI
HONORABLE CARL WARE

April 4, 1980

Dr. Elizabeth Lyon
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S.W.
Room 701
Atlanta, Georgia 30334

Dear Dr. Lyon:

During the past 45 days I have met with the 34 merchants of Underground Atlanta, who are unanimous in endorsement and support of the National Register nomination request. I have also met with 36 of the 43 property owners in the area, and only two have indicated any concern regarding the National Register nomination. One of those property owners, Mr. Alan Srochi, has subsequently indicated that he would like to sell us his property in connection with our restoration efforts.

We believe National Register appointment is extremely important in our efforts for the preservation, restoration and revitalization of the historic district. We have numerous commitments from prospective investors, new businesses, property owners and lenders indicating their participation is contingent upon success of the application. The importance of this matter was such to warrant hiring of a historic consultant, Dr. Timothy Crimmins, to assist in the preparation. We believe our application is in good order. Inasmuch as more than 90% of the concerned parties in the district indicate support for appointment, we feel it should be given utmost consideration for approval. I am enclosing a copy of our revitalization plans for the district and numerous letters of support for your review and consideration.

Thank you for your continued interest and assistance in this matter.

Sincerely,

Bob M. Melton
Project Director

cc: Carol Griffith

RECEIVED
APR 7 1980
HISTORIC PRESERVATION SECTION

BMM/deo

UNDERGROUND ATLANTA
MERCHANTS ASSOCIATION
84 OLD PRYOR ST.
ATLANTA, GEORGIA 30303

April 4, 1980

Mr. Bob Melton, Project Director
Historic Atlanta Local Development Company
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Dear Mr. Melton:

This is to advise you that the Underground Atlanta Merchants Association is unanimous in its support of the Historic Atlanta Local Development Company's preservation, restoration and revitalization plans for the Underground Atlanta Historic District.

Sincerely,

Dante Stephensen, President

Department of Natural Resources
PARKS, RECREATION AND HISTORIC SITES DIVISION
270 WASHINGTON ST., S. W.
ATLANTA, GEORGIA 30334
(404) 656-2754

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

May 6, 1980

RECEIVED
MAY 13 1980
NATIONAL REGISTER

Ms. Carol Shull, Acting Keeper
National Register of Historic Places
Heritage Conservation and Recreation
Service
U. S. Department of the Interior
W434
Washington, D. C. 20243

Dear Ms. Shull:

We have enclosed the following National Register nomination for your review and consideration.

Underground Atlanta Historic District, Atlanta, Fulton County, Georgia

Sincerely,

Elizabeth A. Lyon

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation
Officer

EAL:dm
Enclosures

RECYCLED PAPER

AN EQUAL EMPLOYMENT OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 6/18/80

TIME OF CALL AM PM

1. CALL ☑ TO: ☐ FROM *(Name)*

Richard Cloues

2. ADDRESS *(Tel. No. if needed)*

GA SHPO

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta—

4. DETAILS OF DISCUSSION

① Are there any other worthwhile interiors of the underground storefronts? ② Have they thought about Tax Act?

① Interiors underground are like the exteriors— some w/very little remaining, others w/many good details — Beverly Hotel has lobby; on other side of the street, some altered, some w/original features. Area definitely has more bits + pieces than anywhere else in Atlanta. (2 sides of one block near Russell Federal Bldg + one other street elsewhere)

② TRA will definitely be a device considered here — State has thought carefully about how to deal w/criteria + standards — they have not reached conclusions on some points, but →

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE | TITLE: HIST | OFFICE:

FHR-8-227
June 1978

have set up a process – are working w/ store owners + developers architect. interest in the above ground also-

③ "Above ground" underground is considered to be strong element of the nomination – This part of town is known as "underground Atlanta" – locally, the name denotes above a/e/a below ground environment. I told Richard I felt that the strength of the nomination was the above ground structures – underground facades had problems w/ integrity in some cases.

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 7/3/80

TIME OF CALL 11:00 ~~AM~~ ~~PM~~

1. CALL ☐ TO: ☒ FROM *(Name)*

Richard Clowes

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

= There was a major fire - it was confined to interior of one of the major buildings — didn't damage the exterior in any way as far as State can determine —

= had no period lobby or other interior spaces

= talk about salvaging the bldg —

= underground level stores — 5 were in basement of this bldg — 1 burned out; & have water damage. UG level is mostly masonry =

= looks still structurally sound - no major cracks - no window damage -

= If later removed, may have an impact on the →

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE

TITLE: HIST

OFFICE:

FHR-8-227
June 1978

distinct —

= area is also a city historic zone — UDC would therefore pull.

— bldg is intact; destruct should be listed —

Start

ENTRIES IN THE NATIONAL REGISTER

STATE GEORGIA

Date Entered JUL 24 1980

Name	Location
Underground Atlanta Historic District	Atlanta Fulton County

Also Notified

Honorable Herman E. Talmadge
Honorable Sam Nunn
Honorable Elliott H. Levitas

State Historic Preservation Officer
Dr. Elizabeth A. Lyon
Acting Chief, Historic
Preservation Section
Department of Natural Resources
270 Washington Street SW., Room 703-C
Atlanta, Georgia 30334

NR Byers/mjd 8/6/80

For further information, please call the National Register at (202)343-6401.

United States Department of the Interior

NATIONAL PARK SERVICE
SOUTHEAST REGIONAL OFFICE
75 Spring Street, S.W.
Atlanta, Georgia 30303

IN REPLY REFER TO:

OCT 2 8 1988

Memorandum

To: Chief, National Register Branch, WASO

From: Chief, National Register Programs Division, SERO

Subject: Recommendation for delisting Underground Atlanta National Register District

The Southeast Regional Office recently received Part I tax certification applications for two buildings located in the Underground Atlanta Historic District in Atlanta, Georgia. As you may know, this district has lost a substantial degree of its integrity since its listing in the National Register in 1980 due to a number of fires and the redevelopment project that has been underway for the last few years.

Although the district is still listed in the National Register, providing the basis for issuing certifications of significance, initially it was our understanding that procedures in National Register Bulletin 19 were applicable. Section VI of the bulletin, "The National Register and Tax Act Certifications", outlines these procedures, "if the NPS regional office staff concludes that claims made in the registration documentation are not supported." Subsequently we were informed by your office that the solicitor had been consulted on this issue, and that Part I certifications should be issued consistent with documentation on file with the National Register, even though that documentation is no longer accurate. We were also directed to provide the National Register with information on the district's loss of integrity.

Enclosed are photographs of the entire district which illustrate streetscapes of each block. The few photographs of individual buildings included were taken from the two recent tax applications and part of one block that is not under construction. Most of the district is a construction site surrounded by a chain link fence, making access difficult. The photographs are numbered and keyed to the map of the historic district, also enclosed.

It appears that only two of the buildings in the two blocks facing Alabama Street, Underground's primary streetscape, have not been demolished/destroyed, either in whole or in part. The block between Central Avenue and Pryor Street is all new construction, with the exception of the Block Building at 60 Alabama (66-68 Alabama on the district map). Between Pryor and Peachtree, some front facades still remain but a photograph of the rear facades shows all new construction (photo 17). The Connally Building is the only building in the block that appears to retain its integrity. New parking decks infill most of the area within district boundaries behind (south of) Alabama Street between Central and Pryor, and a quarter of the block at Pryor and Martin Luther King Drive. The only streetscape that probably retains its appearance as documented in the nomination is located on Peachtree between Alabama and Martin Luther King. Of these eight buildings, five would probably not meet the "Standards for Evaluating Significance within Registered Historic Districts" due to front facade alterations resulting in loss of integrity (photos 20-25). The underground-level facades on the north side of Alabama Street (see nomination, item 7, pages 9 and 10, no.5) are no longer extant (photo 26), except for the structural bays of one building at the corner of Alabama and Pryor Street.

Part I certifications were issued for the Block and Connally buildings, however, the nomination documentation on file is in need of revision, as outlined above. Please contact Jody Cook of my staff at (404) 331-2641 with any questions.

Cecil N. McKithen

Enclosure

cc: GA SHPO

1
SUPERIOR

2

Peachtree
South
View

QSS 115 12-2 N N N 2

3
9 OF 5
RESTAURANTS
ENTERTAINMENT
OPENING SPRING '89
FOR LEASING INFORMATION CALL
522-1793
ROUSE-ATLANTA, INC.

4
27

5
UNDERGROUND
GROUND
ONE
WAY

6

7

8
ROAD CLOSED
Central
DANGER
WATCH FOR TRUCKS

9

UNDER
EQUITABLE
HCB
TMC
A Joint Venture...
NOTICE
10

11
UNDER
HCB
TMC
A Joint Venture
NOTICE

12

13

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15

ATLA
FURNITURE
16

QSS 113 11-2 N N 1 2

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LERNER SHOPS
KINNEY SHOES
KINNEY SHOES
ATLANTA FURNITURE
20

LERNER SHOPS
KINNEY SHOES
KINNEY SHOES
DISCO
BEAUTY WORLD
DISCOUNT BEAUTY SUPPLY
DISCO
STEREO FESTIVA
YOUR HOME ENTERTAINMENT CENTE
BRAND NAMES AUDIO-VIDEO
CAR STEREO TV & TELEPHONES
LOW DISCOUNT PRICES
SALE
21

MANGEL'S
mangels
MANGEL'S
MANGEL'S
sale
$15 FREE
22

BOOKHAMMER'S
ATLANTA
GIFT & NOVELTY
SALE
23

NITURE
Payless ShoeSource
ATLANTA
FURNITURE
DOWNTOWN
577-5353
GREENBRIAR
344-2884
Payless ShoeSource
24

0SS 115 12-2 N N N 2

Rich
Grant

Payless ShoeSource
NO PARKING
TRUCK LOADING
9AM-4PM
DOWNTOWN
OUTLET
STORE
Payless ShoeSource
ATLANTA
FURNITURE
THE SAVINGSTORE
DOWNTOWN
577-5353
GREENBRIAR
344-2884
25

26

27

UNDERGROUND) SHPO-G.
FULTON

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

OCT 2 1985

Ms. Shirley Franklin
Chief Administrative Officer
City of Atlanta
200 City Hall
Atlanta, GA 30303

OCT 8 1985

REF: Underground Atlanta Festival Project
Atlanta, Georgia

Dear Ms. Franklin:

The enclosed Memorandum of Agreement for the referenced project has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and the Council's regulations. A copy of the ratified Agreement has also been sent to the Georgia State Historic Preservation Officer.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,

Don L. Klima
Chief, Eastern Division
of Project Review

Enclosure

Advisory
Council On
Historic
Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

MEMORANDUM OF AGREEMENT

WHEREAS, the Department of Housing and Urban Development (HUD) proposes to approve the use of Community Development Block Grant and Urban Development Action Grant Funds by the City of Atlanta, Georgia, (City) to assist in the development of the Underground Atlanta Festival Project (ATL-UDAG-84-1-9) in the Underground Atlanta Historic District (District), a National Register property; and

WHEREAS, pursuant to the Housing and Community Development Act of 1977, as amended, HUD has delegated its responsibility to the City for seeking the comments of the Advisory Council on Historic Preservation (Council) on this undertaking; and

WHEREAS, the City, in consultation with the Georgia State Historic Preservation Officer (SHPO), has determined that this undertaking may have an adverse effect upon properties located within the District; and

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations (36 CFR Part 800) the City has requested the comments of the Council; and

WHEREAS, the Underground Atlanta Historic District has lost a significant degree of its historic architectural integrity as a result of two major fires and insensitive storefront alterations;

NOW, THEREFORE, the City, the Georgia SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

The City will ensure that the following measures are carried out.

1. Archeology. Concurrent with the design development stage of the project, and prior to any ground disturbing activities, the City will undertake an archeological survey. Based on the results of the survey, the Georgia SHPO will be consulted and a plan for the avoidance or data recovery of archeological remains which are eligible for the National Register of Historic Places, will be developed and implemented that is consistent with the Council's Handbook, "Treatment of Archeological

Properties" (Attachment 1). The plan will include adequate provisions for analysis, curation and reporting of the results of data recovery and will be submitted to the Georgia SHPO for review and comment. In the event that the plan is developed in phases concurrent with phases of construction activities, ground disturbing activities for each phase of construction will not begin until the Georgia SHPO has reviewed and commented on that phase of the plan.

In the event that previously unpredicted archeological resources are discovered during construction, all work will immediately halt in the site of discovery, and the City will notify the Georgia SHPO. The City, in consultation with the Georgia SHPO, will determine the National Register eligibility of the resources uncovered within seven (7) working days of the original notification. If the resources are determined to meet National Register Criteria (36 CFR Sec. 60), the City will ensure compliance with the appropriate provisions of the Archeological and Historic Preservation Act of 1974 (16 U.S.C. 469). Work in the area shall not proceed until appropriate data recovery or avoidance procedures are completed, or until located remains are determined ineligible for inclusion in the National Register.

2. Rehabilitation. Rehabilitation of "key" and "contributing" properties as designated by the Georgia SHPO in Attachment 2, will be carried out to meet the recommended approaches in the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (Standards). Plans for rehabilitation will be submitted to the Georgia SHPO for review and comment.

3. New Construction. The City will submit project design plans for all new construction, including site development and landscaping to the Georgia SHPO for review and comment.

4. Design. The City will consult with the Atlanta Urban Design Commission on matters related to the Underground Atlanta Festival Project in a manner consistent with all applicable local ordinances and regulations.

5. Planning. The City, in consultation with the Georgia SHPO, will consider alternatives to the demolition of the Atlanta Fixtures Building. Consideration should be given to alternative designs for the parking facility which would provide necessary parking without requiring the demolition of the building. If it is agreed by both the City and the Georgia SHPO that no feasible or prudent alternative exists to the demolition of the Atlanta Fixtures Building, the City will ensure that the following steps are taken to mitigate the adverse effect of demolition.

a) The Atlanta Fixtures Building will be permanently recorded. The City will contact the Historic American Buildings Survey [HABS, National Park Service, 75 Spring Street, SW, Atlanta, Georgia, (404) 221-2639] to determine the level of documentation required. Documentation must be completed and accepted by HABS, and the Georgia SHPO so notified, prior to the initiation of demolition.

b) The City will, in consultation with the Georgia SHPO, determine what, if any, architectural fabric will be salvaged from the building. The City will provide the means of salvage, and an appropriate repository or re-use of the salvaged fabric will be determined in consultation with the Georgia SHPO.

6. Dispute Resolution. Should the Georgia SHPO object within 30 days to any plans or specifications provided for review pursuant to this Agreement, the City will consult with the Georgia SHPO to resolve the objection. If the City determines that the objection cannot be resolved, the City will request the further comments of the Council pursuant to 36 CFR Section 800.6(b).

7. District. The Georgia SHPO will request the Keeper of the National Register to reevaluate the District and its boundaries in order to determine whether it should be delisted. If the Keeper determines that the District should be delisted, the Georgia SHPO will work with appropriate governmental agencies to determine the eligibility of individual buildings within the boundaries of the former District and to nominate such buildings to the National Register.

8. Amendments. If any of the signatories to this Agreement determines that the terms of the Agreement cannot be met, or the scope of the project is altered, that signatory will request the consulting parties to consider an amendment or addendum to the Agreement. Such an amendment or addendum shall be executed in the same manner as the original Agreement.

Execution of this Memorandum of Agreement evidences that the City has afforded the Council an opportunity to comment on the Underground Atlanta Festival Project and its effects on historic properties and that City has taken into account the effects of the project on historic properties.

(date)
Mayor of Atlanta, Georgia

(date) 9/17/1985
Georgia State Historic Preservation Officer

(date) SEP 17 1985
Executive Director
Advisory Council on Historic Preservation

(date) 30 SEP 85
Chairman
Advisory Council on Historic Preservation

ATTACHMENT 2

UNDERGROUND ATLANTA HISTORIC DISTRICT

KEY AND CONTRIBUTING STRUCTURES

The Block Building	66-68 Alabama Street
The Mark Connally Building	54-60 Peachtree Street
The Atlanta Fixtures Building	102-106 Pryor Street
The Rich's-Grant Building	82-86 Peachtree Street
The Bass Department Store	83-85 Peachtree Street
The Mirror Company	76 Peachtree Street
80 Peachtree Street Building	
The Viaduct Network	that area within the District boundaries; except the Peachtree Viaduct at the Five Points MARTA Station

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 11/14/88

TIME OF CALL 4:05 AM (PM)

1. CALL ☐ TO: ☐ FROM *(Name)*

Richard Cloues

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

GASHPO

4. DETAILS OF DISCUSSION

History: came up several years ago / ACHP case
delist??
RC - talked to NPS → process was set forth
if STILL ON THE NR, could be eligible...
SHPO - → leaning toward delisting... but in
the end consider elig HD
MofA from ACHP → will reassess HD at SHPO

* 6-8 BLDGS IND LIST
* HD delist... → GASHPO therefore dragged feet going

CONNALLY BLDG decertified

Development
NO ultimatum →
URban Design Commission, City of Atlanta
Part 2 → ndo denied

move to doc 6 IND bldgs

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

FHR-8-227
June 1978

DEC 20 1988

H32(413)

Dr. Elizabeth A. Lyon
Deputy State Historic Preservation
Officer
Department of Natural Resources
1252 Floyd Towers East
205 Butler Street, SE
Atlanta, Georgia 30334

Dear Dr. Lyon:

The Southeast Regional Office, National Park Service, has requested that I assess the current condition of the Underground Atlanta Historic District, a property included in the National Register of Historic Places on July 24, 1980, and determine whether this district should be removed from the National Register. This request was made after the regional office reviewed requests to certify the significance of several buildings within the historic district for the historic preservation tax credits. In response to the request for certification, the regional office carefully considered the overall condition of the district today and has recommended that the district be removed because it no longer conveys its historical and architectural significance.

Our information indicates that since its listing in the National Register, the district has lost a substantial amount of historic fabric. Many of the buildings highlighted in the original nomination have been demolished. In several cases, historic buildings have been replaced by modern construction not compatible in scale with the significant historic buildings of the district. These changes alter the district's visual cohesiveness and design. They impact its ability to convey its associations with commercial development of 19th century urban center of Atlanta.

We request that you provide us with your opinion concerning the eligibility of the district and advise us if you plan to initiate procedures for the removal of the district from the National Register.

J. Leonard Ledbetter, Commissioner

Georgia Department of Natural Resources

205 Butler Street, S.E., Suite 1352, Atlanta, Georgia 30334
O.R. Cothran, III, Director, Parks, Recreation and Historic Sites Division
404/656-2770

February 14, 1989

Mr. Jerry L. Rogers
Associate Director, Cultural Resources
National Park Service
Post Office Box 37127
Washington, D.C. 20013-7127

RE: Underground Atlanta Historic District, Fulton County, Georgia

Dear Mr. Rogers:

I am writing in response to your letter of December 20, 1988, in which you asked for information about the underground Atlanta Historic District.

As you know, the Underground Atlanta Historic District was listed in the National Register on July 24, 1980. Since then there have been changes to the district resulting from building renovations, fires, and demolition. The most recent of these changes, and by far the largest in scale, have been brought about by the soon-to-be completed redevelopment of the entire Underground Atlanta area as a festival marketplace.

Because federal funds through the City of Atlanta are being used in part of the Underground Atlanta redevelopment project, Section 106 review procedures are in effect for these undertakings. Enclosed is a copy of the Memorandum of Agreement signed by the City of Atlanta, our office, and the Advisory Council which governs the preservation-related aspects of the federally funded portion of this project. Stipulation #7 of the MOA calls for our office to reassess the National Register eligibility of the Underground Atlanta Historic District, taking into account the effects of the redevelopment project as well as prior changes to the district. This stipulation is understood to mean that we will reassess the National Register eligibility of the district upon completion of the current redevelopment project so that the full impact of the project can be taken into account. We intend to do this, in consultation with our State Review Board, property owners, and the City of Atlanta (a Certified Local Government), when the redevelopment project is completed. Project completion is expected during this calendar year.

Given the large-scale nature of the Underground Atlanta

is expected during this calendar year.

Given the large-scale nature of the Underground Atlanta redevelopment project and prior changes in the area, we believe it is likely that, when it is reassessed, the Underground Atlanta historic district will be found to no longer meet the National Register criteria due to loss of integrity. In anticipation of this finding, we have been compiling a list of buildings and structures in the Underground Atlanta district which might be individually eligible for the National Register; a copy of this list is attached to the MOA. As part of its MOA responsibilities, the City of Atlanta is to provide us with National Register-level documentation on these buildings and structures so that they can be individually nominated to the National Register should the district be deemed no longer eligible. This will allow the continuation of National Register benefits to eligible properties in the area and help to insure their preservation. However, should National Register documentation on these buildings and structures not be provided to us by the time the Underground Atlanta redevelopment project is completed, then we will proceed with our reassessment of the district's eligibility.

Because of the complexity of the preservation issues relating to the Underground Atlanta area and prior commitments to preservation on the part of numerous agencies and organizations, we believe that the plan of events outlined in the MOA should be allowed to run its projected course. Should this not be possible, then you might wish to consider unilateral action to resolve the situation. At this time, however, such action seems to us to be premature.

Should you need additional information or wish to discuss this matter in more detail, do not hesitate to call or write me.

Sincerely,

Elizabeth A. Lyon
Chief
Historic Preservation Section

EAL:ca

Enclosures

COPY: Atlanta Urban Design Commission

H32(413)

MAR 3 1 1989

Memorandum

To: Regional Director, Southeast Regional Office
Attention: Deputy Associate Director, Cultural Programs

From: Associate Director, Cultural Resources

Subject: Request to remove the Underground Atlanta Historic District from the National Register of Historic Places

We have reviewed your request to remove the Underground Atlanta Historic District from the National Register of Historic Places. As part of our review, we requested the opinion of the Georgia State Historic Preservation Officer. The State responded that the district as a whole had lost integrity and would probably no longer meet the National Register criteria. Attached is a copy of the State's letter. The State also noted that it would conclude a reassessment of this district as part of its role in a large development project in this area. With this in mind, I determined that the district should remain on the National Register so that those properties which retain historic integrity can continue to receive the benefits of National Register listing until the district as a whole can be officially reassessed.

The State noted an official reassessment of the district had been pending since 1985, when it was mandated in a Memorandum of Agreement among the State, the City of Atlanta, and the Advisory Council on Historic Preservation. The State expects to conclude its reassessment by the end of the calendar year when the redevelopment project will be completed. We will notify your staff as soon as we receive documentation from the State.

If we can be of any additional assistance, please contact our staff.

/Sgd/Jerry L. Rogers

Attachment
cc: Mr. J. Leonard Ledbetter, SHPO, Georgia
bcc: 400-Reading File
413-Reading File
Record Center
FNP:A.Schlagel:adr:03-20-89:343-9536
BASIC FILE RETAINED IN 413
SYS 66:(APS/tax-act)/ga-under

A Schlagel 3/28/89
Boland 3/29/89
3/29/89
0413
R T Bowen 3/30/89

We would appreciate a response as soon as possible in this matter.

Sincerely,

/Sgd/Jerry L. Rogers

Jerry L. Rogers
Associate Director, Cultural Resources
and Keeper of the National Register of
Historic Places

cc: Jody Cooke, SERO
bcc: Southeast Regional Office
400-Reading File
413-Reading File
Record Center
FNP:A.Schlagel:ad:12-12-88:343-9536
BASIC FILE RETAINED IN 413
SYS 64:(aps/nom-review)/ga-under1

Georgia Department of Natural Resources

J. Leonard Ledbetter, Commissioner

205 Butler Street, S.E., Suite 1352, Atlanta, Georgia 30334
O.R. Cothran, III, Director, Parks, Recreation and Historic Sites Division
404/656-2770

October 2, 1989

Carol Shull, Chief
Registration Branch
National Register Division
U. S. Department of the Interior
P. O. Box 37127
Washington, DC 20012-7127

RE: Underground Atlanta Historic District, Fulton Co., Ga.

Dear Carol:

Our office is reassessing the eligibility of the Underground Atlanta Historic District in Atlanta, Fulton County, Georgia, a historic district which was listed in the National Register on July 24, 1980. This reassessment was stipulated in a Memorandum of Agreement written in conjunction with the recent redevelopment of Underground Atlanta as an urban festival marketplace. We need your help in resolving eligibility issues pertaining to Underground Atlanta.

When Underground Atlanta was listed in the National Register nearly 10 years ago, it consisted of several blocks of late 19th/early 20th century commercial buildings, a gridiron street plan, a railroad right-of-way with an associated survey marker (the "Zero Milepost") and a freight depot, and a network of early 20th-century concrete viaducts which carry the city streets over the railroad "gulch" and create distinct "upper" and "lower" levels in the area (hence the name "Underground"). The combination of these elements resulted in a unique two-level historic urban environment reflecting the growth and development of downtown Atlanta in the late 19th and early 20th centuries and, in particular, its accommodation of railroad and automobile traffic in the central city.

Since the date of listing there have been major physical changes to the district. These changes have resulted from several fires and subsequent demolition of buildings, demolition of other historic buildings, extensive remodeling of former historic buildings, and extensive new construction. A lesser number of historic buildings in the district have been rehabilitated following preservation guidelines. Many but not all of these changes are the result of the recently completed redevelopment of Underground Atlanta as an urban festival marketplace.

Statistically, the district when listed contained 25 contributing buildings, 8 noncontributing buildings, 1 contributing structure (the viaducts), and 1 contributing object (the Zero Milepost, located under the Central Avenue viaduct north of the railroad tracks) (note that these counts were not reported in the National Register nomination form which was prepared before such counts were a required part of National Register documentation). Currently it contains 9 contributing buildings, 24 noncontributing buildings, 1 contributing structure, and 1 contributing object. These figures represent a loss of nearly two-thirds of the contributing resources in the district. These losses include two landmark buildings along Pryor Street and the two oldest buildings in the district along Alabama Street as well as other contributing buildings. Also lost is the overall historic setting of these buildings. What remain today are two landmark buildings at the two major intersections in the district (Alabama/Pryor and Alabama/Peachtree), the freight depot, the Zero Milepost, seven contributing commercial buildings, and the viaducts, in a contemporary "urban festival marketplace" environment.

After considering all these facts, we have concluded that the Underground Atlanta Historic District as a whole no longer meets the criteria for listing in the National Register. We believe that the loss of a significant percentage of contributing buildings plus extensive alterations to the historic setting of the district have resulted in an overall loss of historic integrity.

The Georgia National Register Review Board was asked by our office to review the situation and our conclusions at its most recent meeting. Although the Review Board agreed that the district as a whole no longer meets the criteria for listing in the National Register, the Board was unwilling to recommend that the entire district be taken off the National Register. Instead, the Board suggested changing the boundaries of the existing district to eliminate the large areas of new development and to encompass only the areas containing surviving historic buildings and structures. In keeping with the theme and significance of the currently listed Underground Atlanta district, the smaller district would include the surviving historic buildings in the vicinity, on both upper and lower levels, including the two surviving landmark buildings and the freight depot, and the Zero Milepost, tied together by the gridiron street plan and the overlaid network of historic viaducts. The Board believes that this area, although smaller than the original district, represents all the important aspects of the larger district--buildings, street plan, viaducts, railroads--and is sufficient in size, scope, and integrity to "tell the story" of Atlanta's downtown development. Moreover, the Board pointed out that there

are no other areas in the downtown area which today have the potential to do this.

I have enclosed information which we developed for our Review Board's consideration of Underground Atlanta. It includes several maps of the district showing contributing/noncontributing buildings "then and now," current slides of the area keyed to maps which correspond as closely as possible to slides and photographs taken in 1980 for the Underground Atlanta National Register nomination, and maps showing the Review Board's proposals for reducing the boundaries of the district. With regard to the Review Board's proposals, note that Proposal #1 retains all surviving historic buildings in the current historic district while Proposal #2 retains only those surviving historic buildings which are fronted by the viaducts and which have both upper and lower levels. Would you please look over this material and advise us as to: (1) whether or not in your opinion the district today as a whole meets the National Register criteria; and (2) whether or not you believe our Review Board's proposals for reducing the boundaries of the district would result in a smaller district that would meet the National Register criteria.

Please call or write Richard Cloues, our National Register coordinator, if you have questions, need information, or would like to discuss the matter more fully. Thank you for your assistance in this matter.

Sincerely,

Elizabeth A. Lyon, Ph.D.
Chief, Historic Preservation Section
Deputy State Historic Preservation Officer

copy: Richard Cloues

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATE 5-21

TIME OF CALL AM PM

TELEPHONE REPORT

EXECUTIVE ORDER 11593

1. CALL [X] TO: [ ] FROM (Name)

Agency Name:

Mr Mano

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

Downtown Atlanta

4. DETAILS OF DISCUSSION

Maureen Cavanaugh

Told them that Dave Sherman will send down.. & to send determination request

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

GPO 881-055

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATE 6-1

TIME OF CALL AM PM

TELEPHONE REPORT

EXECUTIVE ORDER 11593

1. CALL [X] TO: [ ] FROM (Name)

Agency Name:

Bob Cucco

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

007

4. DETAILS OF DISCUSSION

Told him that we had not yet received written request for data. He promised to get it to us

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

GPO 881-053

EXECUTIVE ORDER 11593

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 6-11

TIME OF CALL ____ AM / PM

1. CALL [X] TO; [ ] FROM *(Name)*

Mr Mano

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

Umpqua Administrator is thinking about having a talk with the Sec. of DOI about delaying the project. Mr Petricelli (Admin. of Umpqua) is holding the letter.

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

GPO 881-053

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

meeting **~~TELEPHONE~~ REPORT**

DATE 9/26

TIME OF CALL 4:30 AM PM

1. CALL ☐ TO: ☐ FROM (Name)

see attached cards

2. ADDRESS (Tel. No. if needed)

Atlanta

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

- They were in DC to discuss future of area. Specific concern relative to NR was how to get new area listed. They felt that SHPO was giving conflicting advice + direction — question of what should be included in terms of viaducts, etc. They seem to feel they have been told right to include, now not too.
- Unclear as to how GA nomination process are involved. They want direct assistance or assistance to SHPO to deal w/ "complex resource."

I told them I thought SHPO staff was competent to deal w/ the resource; knew they were actively working

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE | TITLE: HIST. | OFFICE:

FHR-8-227
June 1978

on nomination in June (we had discussed w/R. Clowes) + thought it was progressing. I suggested that internal staff disagreement might be source of problem + that I would talk with them. Told them I would be coming thru City next week + would suggest to state I would stop all if they felt they needed assistance. Otherwise, we could talk a bit more + then see what was really needed in the way of assistance. I stressed that we (NR) clearly cannot go down + do the nomination + then review it here — this would be a conflict — and staff time is very limited.

Told Mary Ann Lynch I would call her, Thurs. or next week.

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 9/27

TIME OF CALL ____ AM / PM

1. CALL ☑ TO: ☐ FROM *(Name)*: Bob Mellon

2. ADDRESS *(Tel. No. if needed)*: Dev. Corp

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

- met w/ Liz several days ago
- They (D. Corp) was approaching it wrong — want to stop further demo
- Have had indication that firm could be altered to cover whole system —
- "is looking forward to working w/ State"
- wants to work w/in structure — is businessman

July 16 → Sept 20 to review nominations

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE

TITLE: HIST.

OFFICE:

FHR-8-227
June 1978

UMTA grant 18 month period
no cons. $ available per see
need to make ~~application~~ application

are these grants?

---

name at N. Trust

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 9/27

TIME OF CALL 9:45 AM PM

1. CALL ☑ TO: ☐ FROM (Name)

Richard Cloues

2. ADDRESS (Tel. No. if needed)

GA SHPD

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

- Norcross Dev. Corp set up to do feas. study to devise ways to pres.
- Stephenson owns major bldg.

They came several months ago.

- SHPO came up w/ memo — told them eligible but there were things they needed to do
- They sent back Xerox copy of SHPO's material
- They've been meeting + having

NAME OF PERSON PLACING/RECEIVING CALL: DWSC

TITLE: Hist.

OFFICE:

FHR-8-227
June 1978

- SHPO staff reviewed some current proposal
- they have a lawyer

looking about for expertise

→ it they could get together now it would go right through

- SHPO cant suggest consultants but believes they have found names

- L12 had talked w/ their lawyer — had impression they would straighten out

? is not an historical type — economist or something

Melton is difficult to work with — wont listen to SHPO — can't perceive how NR relate to destroy

MEETING REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Underground Atlanta

LOCATION OF MEETING: DATE: 10/23

STAFF MEMBER: DIVISION:

PARTICIPANT: ORGANIZATION: PHONE:

Call to Mary Ann Lynch 404-522-4802

REPORT:

- called to tell her we were meeting w/SHPO tomorrow
- we will discuss this specifically - on Wed or on Thurs., after meeting w/Liz Lyon -

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 10/30

TIME OF CALL 9:50 AM ~~PM~~

1. CALL ☒ TO: ☐ FROM *(Name)*

Mary Ann Lynch

2. ADDRESS *(Tel. No. if needed)*

HALDC

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

1. Use old nomination only to understand the General area — not as basis for new nom

NAME OF PERSON PLACING/RECEIVING CALL	TITLE	OFFICE
DUBIE	HIST	

FHR-8-227
June 1978

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE

TIME OF CALL AM PM

1. CALL ☐ TO: ☒ FROM *(Name)*

David Sherman

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

Ga. // Atlanta // Olympics project

4. DETAILS OF DISCUSSION

We would like to explore that it is ~~Parks~~ responsible to identify cultural resources early in the planning process.

He says the stronger language the better.

Advised us to include statements in letter that Parks staff were present at Feb & Sept meetings

NAME OF PERSON PLACING/RECEIVING CALL

C Shull

TITLE

OFFICE

PC

GPO 897-848

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE

TIME OF CALL AM PM

1. CALL ☐ TO: ☐ FROM *(Name)*

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

- They cannot get leases from MARTA for spaces in R.O.W.
- May make mothe wall into museum or underground Atlanta.

Dead space from planning pt. of view

- 4 block area with T street - linear section including structure
- Redev. corp. has carved out area slightly larger than underground. Other bldgs have nothing to do w/underground

-

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

FHR-8-227
June 1978

history + hist. sig has to be stated

— SHPO suff.

bldgs + st. gatter – mid – late 19th

viaducts –

all of underground is on one side of viaducts

- come up to block
3 or 2 blocks in one dir.
that's all
- Tech wood not included

S
- several facades completely intact
- some others are fragments – eg local windows
- some gone

N
- A lot of them were to be stone
put back up
"Manta facades"

redev. plans are to keep the fabric w/ integrity

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE

TIME OF CALL AM PM

1. CALL ☐ TO: ☐ FROM *(Name)*

Richard Clowes

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

6-7 States

27-32 items | boiled down 3-4

→ Simplier + quicker to list

Competit envir w/ other preser benefits; must be consummate w/ listing

getting the form more satisf

min →

overkill

over compensive

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

FHR-8-227
June 1978

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

The regular meeting of the Atlanta Civic Design Commission was held on Thursday, Feb. 13, 1975 at 10:30 A.M. in Committee Room 4 at the City Hall. The meeting was presided over by the Chairman, Mrs. Rodney Cook. The following members were present:

Mrs. Rodney Cook
Mr. Tarlee Brown
Mr. Bill Finch
Mr. James Gramling
Mr. Bill Laubman
Mr. Edward Daugherty

Visitors attending were:

Howard L. Preston, Bureau of Planning
Elizabeth Z. MacGregor - Ga. DNR
Marilyn Devoe - Morris Brown College
Kenneth Raskin - Ga. DNR, HPS
George Otto - Bureau of Planning
Paul J. Kennedy - MARTA, Mgr. Design Development
Mabel Owen - League of Women Voters
Monica Fleischman - Burear of Planning
Dr. Elizabeth Lyon - Architectual Historian
Stephen M. Schwartz - International City Corp.
Panke Bradley - Councilwoman
The Honorable Mayor Maynard Jackson
Commissioner Emma Darnell

The January 9th minutes were corrected, read and approved. Minutes of January 23rd were read and approved. The Chairman called Mr. Whitman at the Hamilton Bank & Trust Bldg. and he reported that Mr. Wain Covington, Interior Designer of the Bldg. will be at the Feb. 27th meeting. It was brought up that the name of the Ga. Savings Bank had been covered up with concrete. This was not the original name of the bank and they do not intend to do anything structurally to change the outside of the bldg. Mr. George Otto reported on permits for the outside of the building and will put up awings on it. The inside will have no physical change.

Mr. Tarlee Brown reported on the Commission's letter to Mr. Ventulett about the Pedestrian bridges over Techwood & Magnolia Sts. Copies will be sent to Mr. William Wofford, Commissioner Pelham Williams, The Mayor, Commissioner Leon Eplan, Mr. Collier Gladin and Councilman Richard Guthman.

A letter of resignation from Mr. Charles Jones was read and he recommended Mr. Andrew J. Gravino as his replacement. Also Mr. Norman Shavin requested his letter of resignation be read. Mr. Julian Harris sent his resignation and recommended Mr. Glen Acree of Ga. State University who was also recommended by Mr. George Beatty and Mr. Joe Perrin. Mr. Daugherty suggested that the Commission write a letter of appreciation to Mr. Harris for the ten years he spent working for the Commission. It was so moved.

Mr. Paul J. Kennedy, Mgr. Design Development of MARTA, presented a report on the station to be constructed in Underground Atlanta. A discussion was held of the access to it as well as Rich's and Omni International, particularly at plaza level. The Chairman brought up about all the stations being made beautiful and the main station downtown have a history of the city done in terrazzo. A letter was written last Oct. by her about this matter but no response was ever heard from it. Mr. Kennedy suggested that she write Mr. Allan Keefer. Mr. Finch gave a detailed description of the design of the station problems of low head room, design of a park and the smooth moving of pedestrian traffic. His firm is the architect for the station. The Chairman suggested the Commission make contact with Underground Atlanta and hear their problems. Mr. Bill Laubman was asked to contact Mr. Jack Patterson and Mr. Steve Fuller to comment on the facades of the buildings along Old Ala. St. being torn down. Mr. Daugherty and Mr. Finch also brought up the lack of public conveniences on the plaza level and hoped this would be reminded to the MARTA people.

The Chairman read a letter to the Commission by Dr. Elizabeth Lyon stating that the City of Atlanta was given a $880,000.00 Grant on June 28, 1974 from the Historic Preservation Section of the Ga. Dept. of Natural Resources for a complete survey of the National Register of 26 historical places and 6 neighborhoods. Dr. Lyon summitted a proposal to the Chief of the Section, Mary G. Jewett, in Jan. 1974 and had subsequent conferences with the Design Commission. Only a small amount of work has been done since July, 1974 since the funds have still not been released by the City. In Oct., Dr. Lyon learned the City Council would have to issue a contract. This was done by the end of the month and also it was learned that the Urban Observatory Staff in the Mayor's office would write up a suitable contract. Dr. Lyon drew up a new tentative schedule of work completions. On Jan. 10th, 1975, Dr. Lyon met with Mr. Michael Lomax. The contract was sent to the Mayor's office on Jan. 24th with the recommendation from Commissioner Emma Darnell that the contract not be signed. February 3rd, Dr. Gloria Blackwell, Commissioner Darnell and Dr. Lyon met and found that the E.O.A. requirement of the make-up of the team of student assistants and personnel and minority group identification was not in order. Also Dr. Lyon was already listed with the "Sweet Auburn" contract and it is contrary to city policy to sign another with her. They will sign the second contract if it can be proved that this one requires someone with special skills. They offered to reevaluate the contract by Feb. 11th. The student assistants have not been paid to date and cannot expect them to work any longer since the expiration date of the contract is June 28, 1975 as required by the state. The work cannot be finished unless assurance can be given of the funds coming. Dr. Lyon has been told by Mr. Jackson Lamb of the Historic Preservation Section that an extention can be made for the work already done. These funds are not matching funds but Federal money given to the State.

Dr. Lyon reported that the second contract was turned down by Commissioner Darnell. At this point, Councilwoman Panky Bradley was recognized and said that the Council should be informed of the procedual manner in which time is lost in contract negociations being turned down by the Executive Branch. If contracts are turned down, it should be done earlier before work starts, especially with citizen participation. Councilwoman Bradley said she would be glad to work with the Commission on this.

Mayor Maynard Jackson joined the meeting at this point. He would like the Commission to become the Commission of Urban Design, incompassi more than the city, have a broader impact. Mr. Leon Eplan will discuss this with the Commission. Dr. Lyon told the Mayor she had sent him a copy of her letter to Commissioner Darnell and he will study the situati Mr. Daugherty brought up the pedestrian tie-up from Five Points area to the multiplying air-right structures; a coordinated effort needed for th North-South Viaduct. The Mayor wants the Commission also to work with Mr. Eplan, Dept. of Budget & Planning, about this.

After the Mayor left, Dr. Lyon said in her meeting with Commissione Darnell, she showed and equal number of men and women, students from bot black and white universities but Dr. Lyon being used on more than one contract was not procedual. She works on the "Sweet Auburn" contract so must have someone else on this one. The other people listed on the contract are as follows: Dr. Michael Porter, Emory & Atl. Univ., Black and a student of Dr. Lyon's; Dan Durett, Emory & Atl. Univ., Black; Lee Dunagen from Ga. Tech, graduate student, white; Jem Roberts, Emory graduate student, white; and several girls doing clerical work.

Mr. Daugherty read a letter about the Great Museum Park he wrote to the Mayor. It made reference to the presentation by Mr. Jim Wiley at the Dec. Commission meeting of a park using the I-485 right-of-way from the intersection of I-85 and Ponce De Leon out to Candler Park. Plans and drawings were not shown and the Commission concluded that with such lack of access by the park structures to the neighborhoods, it would be using public lands for private use. It was voted and approved to send the letter to the Mayor.

Mr. Daugherty also read a letter of 12/18/74 from Mr. Stephen Thomas of Stone Mountain stating that a Trilon Sculpture was being given to the City and was accepted by the Commission. A place to put it needsto be made so it was recommended that Mr. Connell, Mr. Laubman and Mr. Daughert meet and decide on this.

Mr. Daugherty read a letter he sent to the Mayor about the beds at the Civic Center. He recommended that some beds be pulled up and moved to the pedestrian level for more color and worked with Mr. Elrod and his gardner who were most helpful. Mr. Elrod will be most happy to work with the Commission in the future. The Mayor also had asked Mr. Daugherty to prepare changes for simplification of the City Hall grounds. Mrs. Lomax,

Mr. Sugerman, Mr. Monroe and Mr. Daugherty worked this up and a letter was sent to the Mayor on August 28, 1974 with an estimate of about $2,000.00 for the Ga. Plaza Scheme to be done by Hickory Hill or Monroe's. No reply came so another letter was written on Jan. 24, 1975. If no response is had by Feb. 18, 1975, Chairman Cook and Mr. Daugherty will follow this up.

Commissioner Darnell joined the meeting and wanted to explain her reasons for refusing the contract of Dr. Lyon's. She needed job descriptions, list of all personnel, rate of pay, title & educational background, race, sex and no duplification of personnel on other contracts. Dr. Lyon explained her unique qualifications needed on both contracts and she will work up a table of all this for the Commissioner.

There being no further business, the meeting was adjourned at 1:15P.M.

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The regular meeting of the Atlanta Urban Design Commission was held on Thursday, June 12, 1975 at 10:15 A. M. in Committee Room 4 of City Hall. The meeting was presided over by Chairman, Bettijo H. Cook. The following members were present:

Leon Allain
Bettijo H. Cook
Bill Finch
Frances Aronson
Tarlee Brown
Edward Daugherty

Advisory Committee Members present were:

Elizabeth Lyon
Franklin Garrett
Larry Preston
Richard Rothman
Tarlee Brown
George Otto
Dr. Gloria Blackwell

Visitors present were:

Ray Kenze - C.A.P.
Rick Wilson - City Council Staff
Morris Dillard - Director of MARTA Planning
John C. Calhoon - City Councilperson
Tom Eason - Bureau of Parks
Ed Castellani - Planner, MARTA
Mary Ann Callen - Planner, MARTA
Peter Yeung - Bureau of Parks
Mabel Owen - League of Women Voters

Mr. Morris Dillard, Director of MARTA Planning, talked about the E.I.S. Survey required by law, and MARTA's plans to comply with this requirement. MARTA's survey will begin in the Decatur area soon. He said that at this time, only minor changes could be made in the transit lines. Mr. Franklin Garrett said that he had done a 1972 survey of the right-of-way for MARTA to determine if there were any buildings or sites located within the right-of-way. Mr. Dillard also discussed the effect of MARTA upon Underground Atlanta. He stated that MARTA owned the Alabama St. side of one of the streets in Underground Atlanta. Mrs. Cook then switched the discussion to the interior design of the stations. Mr. Finch expressed the opinion that the stations should reflect the history and characteristics of the surrounding neighborhoods. Mr.

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Rothman explained the plans for the Cain Street Station which might include visual etchings for the passengers to enjoy. Dr. Blackwell talked of MARTA's need to be aware of the entire history of the various neighborhoods. Mr. Rothman spoke of other factors which should be considered in the interior design of the stations, such as building costs, maintenance expenses and vandalism. Mr. Dillard stated that the stations would not look like hospitals but would try to reflect the historic characteristics of the neighborhoods. In returning to the issue of Underground Atlanta, there was a discussion of the noise effect on the area when the transit trains were passing through. Mr. Brown said the Commission was opposed to the demolition of the taverns, shops and restaurants along Alabama Street. Mr. Castellani mentioned that the station architects have access to the historical and architectural materials at Georgia State University.

Mrs. Cook concluded the discussion by stating that she was satisfied that lines of communication between the MARTA Planning Department and the Urban Design Commission had been opened.

In the second order of business, Tom Eason and Peter Yeung of the Parks Dept. brought forward a design plan for a gymnasium which the City's Parks Dept. is building in a park in the Thomasville neighborhood in Southeast Atlanta.

Finally, Randy Mallory, owner of the Front Page in Underground Atlanta, showed the Commission members possible design schemes for a door and window to be constructed in his tavern. He will return at the next meeting to bring in other design schemes. There being no further business, the meeting was adjourned.

George Otto &
Frances S. McDaniel
Recording Secretary

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

The regular meeting of the Urban Design Commission was held on July 10, 1975 in Committee Room 4 of City Hall with Chairman Cook presiding. The following members were present:

Bill Laubman
J. A. Gramling
Jack Adair
Tammy Jenkins for Tarlee Brown
Bettijo H. Cook

The visitors present were:

Dr. Elizabeth Lyon - Advisory Committee Architect-Historian
Kent Hofmann - Midtown Neighborhood Assoc.
Joe Svatos - " " "
Ruste Kitfield - " " "
George S.Hart - Interested Bystander
Mary Anne Callen - MARTA
Mabel Owen - League of Women Voters
George Otto - Planning Bureau

Chairman Cook reported on several happenings to the Commission. She read a letter from Tom Eason of the Parks Dept. with a sketch of a sign for Underground. Comments and suggestions should be directed to Joe Cooper, Executive Vice Pres. of Underground from the Commission. A copy was also sent to Commissioner Moore. Also, she received a letter from the Board of Directors of the Cyclorama Restoration, Inc. about a annual meeting, the first, to be held on July 22, 1975 at the Cyclorama at 8:00 P.M. A permanent Board of Directors will be elected, reports from existing committees will be received of the future direction of the Cyclorama and nominations for a Board of Trustees will be done. The letter was signed by Mr. Rocky Wade, the temporary chairman. Mr. Laubman was asked to comment on the Underground sign and said there was not enough information given about colors in the sign and where it will be placed. He will answer the letter with comments from the Commission.

Dr. Lyon gave her report on the June meeting and Bicentennial plans of the Advisory Committee. The Committee will do special projects for the summer and not hold regular meetings for July & August. Bicentennial recommendations were given to the members present. Also appended to it was a report from Minnette Bickel on tours according to subject, districts and area tours with a discription of the tours development, historic structures and sites. Copies will also be sent to the Commissioner of Cultural Affairs. Another recommendation was neighborhood celebrations. It was suggested that the Bicentennial Commission Chairman, Col. Pew, be sent these recommendations as well. George Otto said the Commission of Col. Pew's was not working on celebrations or other plans now but on the reconstruction of the Fort at the Chattahoochee river. Chairman Cook asked that Col. Pew be asked to the Commission's meeting on July 24th to discuss Bicentennial plans with the Commission and Dr. Lyon.

Each neighborhood festival will be according to the historic background of the neighborhood. Funds for the Bicentennial are not known about yet, according to Dr. Lyon, but the Committee was asked by Michael Lomax to work up plans for neighborhood tours of historic sites. Larry Preston of the Committee suggested a Tour Day to start at Central City Park and be self-guided with brouchures to guide the public. They could be walking or bus tours. Some tours are already in process. Someone has to put the tours all together using the Commission and Advisory Committee as consultants. Richard Rothman suggested using a person as a neighborhood coordinator with different identities suitable for each neighborhood.

Another recommendation from the Advisory Committee is a Preservation Conference to be held in the fall and the Commission and Committee sponsor it. The Educational Department of the National Trust has already produced funding for it. Another source is the N.E.H., National Endowment for Humanities Grant.

Three conferences are coming up that Dr. Lyon would like to have representatives sent to. One is the National Trust sponsored one in Seattle, Washington the end of July on Econimic Benefits of Preserving old buildings designed for developers, real estate people, financiers, bankers, people in the community with the where-with-all to do this. The other one is the Historic Districts Workshop Conference held in October in connection with the National Trust meeting held then. The Planning Dept. should send someone. The third is the Assoc. of Technology Conference in Williamsburg in Sept. on paint, structual stone & wood. Chairman Cook suggested telling the A.I.A. about this so that maybe they can send someone as there are no funds here to do so. Col. Pew will be informed on this at the July 24th meeting and he can pass it on to the Planning Dept.

Bill Laubman asked about private neighborhood urban landmark designations information on how to go about establishing it. Ruste Kitfield from Midtown Neighborhood Assoc. wanted to know as well. Dr. Lyon said the Commission should set up some kind of guide and pass it on to the City. An historic survey of the whole city will be done by December and this will help. The Preservation Conference will help give out information on this also. Dr. Lyon spoke with a person in the School of Urban Life at Ga. State on the Community Services Committee. Seminars and summer programs might like to help with this.

The Commission needs to follow up on a letter to Dr. Lyon from Comm. Davey Gibson relative to the C.D. Funds. She had written him asking for C.D. Funds to be used for projects with a wide effect on revitalization of neighborhoods and also having no preservation or professional staff in the city to serve as consultants in using the Funds. Comm. Gibson said the Commission could serve as consultants for this. Not having a staff would not jeopardize the program. Dr. Lyon cautioned about an adequate review and requirements of enviroment done with federal funds and to rehabilitate neighborhoods. You have to follow certain rules and

regulations for the use of C.D. Funds. The State Dept. of Historic Preservation will make a final review.

Letters from three moving companies about moving the Peter's House have been received by Dr. Lyon. Leon Eplan has been informed. The house can be moved without little damage according to these three companies. Mr. Eplan thinks he can get the CAP to do this. The Commission needs to acknowledge that the information has been turned over to the Planning Dept. Chairman Cook said it will be done. The other house the Committee has been trying to do something with is the L.P. Grant house. No evaluation has been done yet so a letter was sent to Mr. Taylor, who lives in it, asking permission for two members of the Committee to do so. He called Dr. Lyon and said they could not come for 2 yrs. Chairman Cook and George Otto have been in the house recently and it is in very bad repair. Therefore, the only access to it will be through code violations procedure but hope to avoid this as the City legal Dept. will have to get in it and it might be torn down. C.D. Funds can be used for the restoration or adaptive use of it as it can be used as a library or child care center but evaluation is necessary. As to the moving of old houses, Chairman Cook pointed out that fundamentally, the Commission does not recommend moving houses but when there is no other alternative, as in the Peter's House, it could be done.

The Historic Zoning Ordinance can be used now in giving protection to Landmarks. Neighborhood groups need to be contacted about this with a member of the Commission acting as a guide.

Dr. Lyon wrote a letter to the Dept. of Interior in Washington about Stone Hall being made a historic landmark. The answer received stated that they are working under theme studies and the present themes are: Architecture, Science & Invention and History of Black Americans. Dr. Lyon suggested that the Commission recomment the Martin Luther King Memorial as one Atlanta Landmark. Chairman Cook brought up that it is imperative for Atlanta to have a Landmark's Office. Commission has talked to the Mayor, Councilmembers and others about this as Landmark work cannot continue to be done by volunteers such as this Commission. In January, the Commission did get non-matching money of $10,000.00 for a survey of Atlanta's Historic Structures & Sites to place on the National Register. With so much new construction and MARTA, it is even more urgently needed. Atlanta will turn into a ghetto with no "soul" left in the city.

Ruste Kitfield was introduced and she brought Kent Hofmann, Vice Chairman of the Midtown Assoc. and Chairman of the Landuse Committee. Their Association has to submit their plan to the city by August 1st for declaring Piedmont Road as an Historic District. Joe Svatos is an Urban Core Intern and he has done the historical background on 60 old houses on Piedmont.

Kent Hofmann said he got in touch with the Planning Dept. and the City-wide League of Neighborhoods and they can help. Piedmont Ave. is the biggest problem. The Nickelson House is already a Landmark on Piedmont. The Hinman House is another they want to save. Most houses on Piedmont, are not historic but show what is left of the park area. Zoning is the biggest problem. Midtown is zoned A-2 but they want to down zone it with the new Ordinance next year. A shingle wood house is on Piedmont and is one of the few remaining in the city. They are sending a letter to the National Trust for information on declaring the neighborhood as a historic district. Dr. Lyon said the Division of Field Services would help with this. She suggested that in the letter, they had talked with the Commission. The district, according to Mr. Hofmann, could also include Piedmont, Myrtle and Penn. Aves. You can walk these three streets and observe architectual changes from 1890-1910 on Piedmont, 1902-1925 on Myrtle and 1920-1940 on Penn. Dr. Lyon said this is called adaptive use and that Piedmont Park is already being considered as a National Register Landmark. "Red Lining" is being done now on Piedmont but is against the law and is being investigated by the Legal Dept. Banking people are being contacted for the possibility of low interest mortgage money if it is being used for restoration and it is hoped that this procedure will be explained further to the public and bankers in the fall when the Preservation Conference will be held. F.H.A. is now helping on loans when property on the National Register. The National Trust is working with F.H.A. on lower interest rates.

Ruste Kitfield asked it C.D. Funds could be used for Midtown development on the Knox House which is up for sale. It is a 1909 sixteen room house and a good example of the type used by the community but needs a garden or area to sit outside. St. Charles near the old Ponce de Leon Ball Park and Blvd. is a good example of a street of Victorian houses restored by boarding houses. The Knox house could only be restored on the front as the inside has been torn up but this could be adaptive use. Dr. Lyon suggested that they put together a proposal for this right away and send it to the C.D. staff and also the Planning Dept. Be sure and include all the people who live in the facility community and boundaries so that the proposal integrates into the neighborhood.

George Otto reported that he had just heard that Cabbage Town area had applied and been nominated for the National Register Nomination District. The State did it as there were no funds from anywhere else to do it. This neighborhood is moving ahead.

There being no further business, the meeting was adjourned at 12:15P.M

Frances S. McDaniel
Recording Secretary

MINUTES

GEORGIA NATIONAL REGISTER ADVISORY COMMISSION

September 16, 1975

A meeting of the Georgia National Register Advisory Commission was held on September 16, 1975, in the Jessie Draper Room at the Atlanta Historical Society. Members of the Commission present were Mr. Edward W. Neal, Chairman; Dr. J. Turner Bryson, Mr. Arnall T. Connell, Mr. Beverly M. DuBose, Jr., Mr. William W. Griffin, Mrs. Mary G. Jewett, Dr. Herman L. Westmoreland, and Dr. James C. Bonner. Members of the Historic Preservation Section present were: Mr. David Sherman, State Historic Preservation Officer; Mrs. Carole S. Griffith, Mrs. Elizabeth Macgregor, Mr. Ken Thomas, Mr. John Cheek, Mrs. Cynthia Smith, Mr. Lee Dunagan and Miss Llona Scarboro. Dr. Elizabeth Lyon and three of her assistants, Mr. Randy Marks, Ms. Diana Coombs and Mr. Dan Durett were also present as well as three representatives from MARTA, Ms. Betty Driver, legal council; Ms. Mary Ann Callan, planner and Ms. Tammy Jenkins, PBTB.

The first item on the agenda was the Grant-in-Aid Program. Mr. Sherman said we had 84 grant applications totalling $7,600,000 for FY1976 and the National Park Service has told us not to expect anymore than $300,000 for these projects. Mrs. Griffith said that the Robert Toombs House, Washington, Wilkes County, was assigned $100,000 for restoration in FY74 appropriation from the National Park Service. The $100,000 matching share for the Toombs House restoration was later eliminated from the state budget and therefore it became ineligible to receive these federal funds. However, an eligible source of matching funds is the purchase price (87,600) paid by the State for the Toombs House. It has been requested by Historic Sites Operations that we decrease the funding level to $80,000 for the Toombs House so that restoration of the structure may begin during Fiscal Year 1976. Fort Jackson and Travelers Rest were also assigned federal funds from the FY74 appropriation for which state matching funds are no longer available. Mrs. Griffith proposed that the balance of the FY74 appropriation - $78,272, which includes funding for these two sites - be reassigned to projects applying for FY76 funds.

Mr. Neal asked for a motion that the $78,272 be assigned to the FY76 projects and the Toombs House be reduced to $80,000. Mr. DuBose made the motion and Mr. Connell seconded. All voted in favor by saying aye.

The first group of nominations were all Atlanta sites and were presented by Dr. Lyon and her assistants who had worked on the projects.

The first nomination was the Sweet Auburn District in Northeast Atlanta which emcompases approximately 35 blocks. It is bounded by Courtland Avenue on the west; Edgewood, Armstrong, Bell, Yonge, Gartrell and Decatur Streets on the south; Howell, Edgewood and Randolph Streets on the east; and Johnson, Boulevard, Irwin and Houston Streets on the north. The district has been the major commercial setting and, until recent times, the most concentrated residential area of Atlanta's black community. Auburn Avenue is the spine of this historic community. As early as the 1890's the Avenue was developing into a center of Afro-Atlanta's entrepreneurial and social activity, and within two decades it was synonymous with that activity. At either end of the Avenue are located two institutions which represent vital elements of both the history and the ongoing life of the community. On the eastern end of the street is the Martin Luther King, Jr. Historic District, listed on the National Register in 1974. On the western end at Piedmont Avenue is the Atlanta Life Insurance Company property on which are located several important and visually interesting historic structures. Included in this area

is the first black office building in the city, the Rucker Building, The Atlanta Life Insurance Building, the Carriage Factory, the John Smith House which is a plantation plain style house and also the Italianate style Rucker House. Henry Rucker was the only black revenue agent for Georgia. Among other structures which have housed, and continue to house, business and professional activity and institutions in the community are the Odd Fellows Building and Auditorium, added to the National Register in May, 1975; the Herndon Building; the Prince Hall Masonic Building which housed WERB, the first black radio station in the nation; Big Bethel Church and Wheat Street Baptist Church. Structures off the Avenue which are an integral part of the community include the Butler Street YMCA, an important community meeting place; the Municipal Market, now being renovated; Grady Hospital and the First Congregational Church, which has been located at Courtland and Houston Streets from its beginning. The suggested level of significance is National. Mr. Connell moved for its acceptance and Mrs. Jewett seconded. All voted in favor by saying aye.

The next nomination was the Atlanta & West Point Freight Depot located at 215 Decatur Street at McCord Place. It is located on less than one acre. Architecturally one of the most interesting buildings in the central business district, this c.1870 structure is a visible landmark from both the Georgia State campus and the State Capitol area. Stylistically its Italianate form is related to the Georgia Railroad Freight Depot a few blocks to the west. The structure is intact and exhibits some well handled and characteristic period details such as the stone and wood trim and cast iron window caps. Its suggested level of significance is local. Mr. Sherman said it is now owned by the State and we are trying to obtain it for an archaeological lab. Mr. Connell said a local food chain would like to put a restaurant in the station with a shuddle along the railroad tracks from Underground Atlanta. Dr. Bryson moved for its acceptance and Mr. DuBose seconded. All voted in favor by saying aye.

Next Dr. Lyon presented the Georgia Savings Bank Building, located at 74 Peachtree Street. The building is situated on less than one acre bounded by Peachtree, Broad and Poplar Streets. The building was designed in 1896 by Bradford Gilbert, a New York City architect who was in Atlanta at the time because of his work on the grounds of the Cotton States and International Exposition. Built in 1897 for the English American Loan and Trust Company, this building with its sharply defined vertical tiers of bay windows in three street facades is a structure of considerable architectural merit. Because of its narrow triangular shape and location, it was known for many years as the Flat Iron Building and it actually predates New York's more famous example. Its location in the changing center of the city facing the new Central City Park and newer structures means that this building, now the City's oldest standing skyscraper, plays a significant role by helping to create a visually exciting sequence of spaces and styles. Its suggested level of significance is national. Dr. Bonner moved for its acceptance and Dr. Bryson seconded. All voted in favor by saying aye.

The next two structures were designed by Walter T. Downing, one of the most interesting and inventive of Atlanta's early architects. The first was Sacred Heart Church at 335 Ivy Street, Atlanta. This twin-steepled Romanesque Revival church building is significant not only for its important location within the urban environment of this section of the city, but also for its outstanding warm, red brickwork. The craftsmanship displayed here enhances both the structure and the general scene. The building which dates from 1897 is one of a dwindling number of extant structures designed by Downing. Its suggested level of significance is local. It was decided to vote on both Downing structures at one time.

The second Downing structure presented was the William P. Nicolson House, 821 Piedmont Avenue. This house was designed in 1891 by Walter T. Downing for William P. Nicolson, a professor at the Atlanta College of Physicians and Surgeons and President of

the Georgia Medical Association. The house, completed in 1892, is still occupied by members of his family. The fact that many elegant Downing homes of this period were located nearer to the center of the city and have succumbed to fire and commercial change makes this home a valuable landmark. Here can be seen the elaborate and finely articulated details, such as the garlands and shell motifs of the exterior which are repeated in interior decorations, and the interesting combination of irregularly shaped rooms reflected in variations of the exterior facade surfaces, which are characteristc of Downing's work. Its suggested level of significance is local. Mr. Connell moved for acceptance of both Downing structures and Dr. Westmoreland seconded. All voted in favor by saying aye.

Next Dr. Lyon and Diana Coombs presented Oakland Cemetery, located at 242 Oakland Avenue, S.E.. Established in 1850, it is the oldest extant Atlanta city cemetery and is one of the significant landmarks of the southeast section of the city. Separated from now busy streets by an interesting brick wall built in 1896, it is the burial place of generations of Atlanta citizens ranging in chronology from the first mayor, Moses Forwalt, to author, Margaret Mitchell, and in economic status from ante-bellum slaves to millionaires. Many costly monuments and vaults, as well as simple weather beaten stones, located under the old oaks and magnolias of its crowded grounds, provide an array of interesting Victorian cemetery sculpture. Because the Register frowns on cemeteries being placed on the National Register it is important to recognize the visual and architectural features of Oakland. Bonaventure in Savannah and Oakland are probably the only two Victorian cemeteries in Georgia that reflect the total integration of landscape and tombstone art. Its suggested level of significance is state. Mrs. Jewett moved for its acceptance and Dr. Bryson seconded. All voted in favor by saying aye.

Next Dr. Lyon and Mr. Durett presented the Atlanta University District, located in N.W. Atlanta and bounded by University Place on the north; Chestnut, Raymond and Ashby Streets on the west; West End Drive on the south; Northside Drive on the east with the exception of the block bounded by Mitchell, Haynes and Hunter Streets on which Friendship Church is located which is also included. The Atlanta University District is an area occupied by Morehouse, Spelman, Morris Brown and Clark Colleges, the Interdenominational Theological Center and Atlanta University. Because of its association with the founding of Atlanta University in 1867, Friendship Baptist Church is an important landmark in this area. Other notable buildings include the oldest building on the old Atlanta University (now Morris Brown) campus, Gaines (Old North) Hall. This is a three-story Italianate structure designed by Atlanta's post-Civil War architect, William H. Parkins. A dominant landmark of the area which is visible as well from the central business district, is Fountain (Stone) Hall, a National Historic Landmark, designed in 1882 by G. L. Norrman. Morehouse and Spelman Campuses also are distinguished by fine Victorian buildings; Graves Hall, 1889, Rockefeller Hall, 1885, Packard Hall, 1888, and Giles Hall, 1893. When the Atlanta University Center was begun in 1929, a new quadrangle surrounded by Georgian Revival Buildings was planned by James Gamble Rogers, an architect who had designed buildings on Yale University's campus. Just east of the new campus area on Fair Street is one of the first public housing projects in the United States, University Homes. Also included in the district is the Herndon Mansion, a fine Beaux-arts Classical home built in 1910 near the old campus on University Place by the founder of the Atlanta Life Insurance Company, Alonzo F. Herndon. The Atlanta University District is significant as the location of some of the country's major institutions of higher learning for Blacks. It contains approximately 413 acres and is recommended at national significance. Mr. DuBose moved for its acceptance and Mrs. Jewett seconded. All voted in favor by saying aye.

Mr. Connell stated that Mr. Durett is a Ph.D candidate at Emory doing his dissertation on the history of Atlanta University and Georgia Tech and their role in land uses

in the urban environment. He suggested that the Historic Preservation Section look into funding publication of Mr. Durett's dissertation. Mr. Sherman said he had been in touch with Mr. Durett concerning his dissertation but at this time there is some question of our financial ability to publish our own research reports. However, he plans to keep in contact with Mr. Durett.

Next was the Downtown Atlanta Historic District. This nomination originally included only Underground Atlanta but has expanded to include the original business district of Atlanta. Mr. Sherman said at this time he would like Dr. Lyon to only show the Commission historic structures in the area and come back at the next meeting with firm boundaries for formal consideration. The Downtown District is the South Central Business District of Atlanta and as proposed would encompass about 20 blocks. Atlanta's original business district, a typically mixed-use area, was located south of the state owned railroad (Western & Atlantic, now Louisville & Nashville). While Alabama and Whitehall Streets were the major streets of this district, the surrounding blocks as far south as Trinity Street and west as the now demolished Terminal Station, contained office, retail and wholesale activity in structures built from the post-Civil War period of the 1870's to World War I. Underground Atlanta is a portion of this area which was covered over in 1928-29 by two systems of viaducts. The bridges effectively buried the railroad area and the first story facades of the buildings along Alabama and Pryor Streets. Presently developed as an entertainment area of shops, restaurants and lounges, its preservation focuses attention on the railroad origins of the city. The zero mile-post marking the southern end of the Western and Atlanta (now L & N) Railroad which provided the impetus to the settlement that became Atlanta stands in this area under the Central Avenue viaduct. To the west of this point once stood a succession of Union Passenger Depots, iron-arched sheds which welcomed visitors to the gateway city of the south. The only extant railroad building here is a fragment of the Italianate, brick and stone Georgia Railroad Freight Depot. Built in 1869 by Corput and Bass, Atlanta engineers, it is the oldest standing structure in the Central Business District. The streets above and around Underground Atlanta were an integral part of the old business area. Interesting commercial facades built between the 1870's and 1920's in a variety of materials and modes remain along these streets. Such details as iron columns, old brickwork, granite block paving and concrete tile sidewalks are visible references to the period when this area was the major business district of the city. In addition to preserving the texture and scale of early Atlanta, many of the structures today continue to play a role in the economic activity of the Central Business District. The suggested level of significance is local. Mr. Neal reminded the Commission that only eligibility of the area was being considered at this time and at a later meeting when the boundaries have been firmly set, final approval would be considered. Mr. Sherman said the district boundaries will make a lot of difference when dealing with federal law and need to be looked at closely before final approval is make. Mary Ann Caller planner for MARTA said the boundaries are very critical to MARTA as federal laws under which the National Register operate can practically stop MARTA's progress. Therefore they would like to work with us in setting the boundaries. The Commission agreed the the Downtown Atlanta Historic District appeared to meet the criteria of the Register and encouraged Dr. Lyon to continue her research and present formal boundaries at the next meeting.

Mr. Griffin said he was concerned that we did not get comparisons from other states or other areas in Georgia for cemeteries, business districts, mill towns, etc., so that we have a coordinated program to guide the merit and quality of each nomination. He said we consider isolated cases without knowing the criteria for judging the particular type of sites. He said he believed we should take one type of site at a time such as all the cemeteries in the state so we could be in a better position to judge the merits of each. Mr. Sherman said this would be good if we could. At this time the Historic Preservation Section has a program to survey the entire state but with our present funding this is a

after 2/3/76

Minutes of January 26, 1976 meeting of UDC with MARTA representatives at MARTA offices, Equitable Building, 15th Floor at 3:30 P. M.

Present: Ed Castellani - MARTA
Joe Cooper - for Underground Atlanta
Doug Lowe - P.B.T.B.
Randy Roark - U.D.C.
Herb Millkey, Jr. - U.D.C.
Catherine Frangiamore - U.D.C.
Jan Meadows - U.D.C.
Philip Diamond - U.D.C.
George Otto - City of Atlanta
Cathy (?) - City of Atlanta
Others

Herb Millkey began the meeting with statement that U.D.C. was concerned that there be a connection of Five Points station with Underground Atlanta. Also questioned impact of construction on Underground Atlanta.

Castellani explained that window and door closure walls at the end of Pryor and along the length of Underground would include permenent closure walls, creating a wall along the whole length of Underground, that the closure walls are not yet designed (he is seeking guidance on criteria for their design), and that those walls will extend to the bottom of the viaduct. The site of construction staging area may be vacant hole for 5-10 years after construction completed.

Roark expressed desire to maintain activity around the area. Is renovation of the Atlanta National Bank building feasible (MARTA now owns it). Castellani reported that the L & B Construction Company is giving a guestimate on the renovation cost at MARTA's request. Roark reported that Commissioner Eplan is also having a study of renovation costs made for his office by Beers Construction Company. Guestimates of from $1-3 million were mentioned as renovation costs.

Cooper spoke for Underground Atlanta on the subject of the Atlanta National Bank building, stating that the building (below ground) was "worth nothing to Underground"; simply a basement space, used for storage. That the rest of the building, except the street level, is an albatross - condemned, unusable without major renovation. The problem with the stair-way system in the building was mentioned as particularly difficult in light of fire regulations - there is a break at the third floor in the stairs, making the building unsafe under city regulations. He mentioned Underground's estimate that it would require, as of 1971/72 study of the building, $1,200,000 to do an adequate renovation.

Cooper expressed, on behalf of Underground Atlanta, a sentiment that the Depot building was of far greater interest as a renovation and restoration project.

Castellani discussed at some length the Underground Atlanta site's importance as a staging area for MARTA construction, emphasizing the importance of having good access for heavy equipment, thus creating less pressure on adjacent streets. MARTA is trying to compress the staging area.

A spokesman for MARTA emphasized that Federal Regulations would not let MARTA renovate and sell the Atlanta National Bank building. Cathy (? from the City) suggested perhaps MARTA could use for own offices. MARTA would not discuss this possibility.

Millkey, citing Underground as a municipal park, reintroduced the discussion of the connection between the two sides of Underground through the MARTA station. Castellani said the money for that would have to come out of MARTA's local funds. Thinks that Underground Atlanta won't "visibly support"...i.e. won't economically justify concessions made in favor of Underground Atlanta...the transportation system's customers won't put enough dollars into the MARTA turn-stiles. Castellani says he "thinks the link a worthwhile investment, but perhaps not MARTA's investment."

Diamond countered that this argument does not stand up in light of the Techwood Station decision.

Castellani replied that the Techwood decision was based on the economic potential for the OMNI as an entertainment area which will attract many more people than will Underground...and is not comparable to Underground. "Underground will never generate that much traffic".

Roark questioned the economic justification comparison argument, pointing out that the cost of a 300 foot tunnel was perhaps not so large and would generate a great more MARTA traffic for Underground....the assumption of considering the whole question of the Five Points station area affecting Underground in strictly economic terms was questioned...the Underground as Public Amenity/Park was pointed out again...above and beyond the strictly commercial interest in the area, the cultural amenity question was raised.

Castellani seemed to want the City, not MARTA, to pay for the "tunnel"/ connection.

Millkey pointed out that, in the interest of public safety, a tunnel connection via the Five Points station would give pedestrians a way to cross one of the busiest parts of Peachtree underground.

Cooper stated that Underground is losing two openings from the north and northwest and needs additional access to make up for the loss. He pointed

out that he is not talking about "too much" tunneling, since the tunnel site falls in an area to be excavated anyway - that it would be cheaper to do it now than it will ever be.

Roark asked Underground Atlanta's representative what Underground Atlanta thinks the loss of the side of Alabama Street will do to Underground's business - both cutting off access and eliminating 30 percent of its area, as well as cutting off "visibility" to the world in general?

Cooper replied that Johnson, from MARTA, had been helpful in trying to work out arrangements to render usable the shops from Pryor to Peachtree, until the whole package can be put together. Expressed desire to get for Underground a 20 foot depth behind existing facades in which to operate retail stores during the construction...felt this would go a long way toward keeping Underground alive during the interim. Discussed desire to put in pre-fab "trailer-type" units.

Mr. Diamond brought up the whole question of offsetting damages of condemnation with compensation...pointing out that private property has been taken, and compensation should be made. Some final and brief discussion of this issue, presented by Frangiamore and Roark that above and beyond commercial compensations, when the site is declared a National Landmark on the Register, MARTA as a publicly funded (Federally funded) project must make compensation for impacting adversely a historic site.

Lots of final comment from U.D.C. people about the fact that Underground is a historic site, valuable to the people of Atlanta and to future generations in terms that cannot be measured on a strictly profit-making, or even break-even, basis...a City asset to be preserved, as a park is an asset and amenity to be preserved.

Roark and Frangiamore feel strongly that design for the closure walls should incorporate remnants of the buildings to be lost in construction for MARTA...Castellani says there are some cast iron facades available for this purpose. He again stated that this was not a request for approval of any plan, but simply a discussion to have the feeling of the Commission, particularly for guidance in designing closure walls. He understands that he is to submit formal request for approval of plans for Underground impact, after which the UDC will have 45 days to act.

hrg

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

The regular meeting of the Urban Design Commission was held on March 25, 1976 at 3:30 P.M. in Committee Room 2 at City Hall and presided over by Chairman, Randy Roark. Those members present were:

Randy Roark
Tess Canfield
Herb Millkey
Tappy Frangiamore
Leon Allain
Lynn Friedman
Phil Diamond
Jan Meadows
Anthony George
Cheryl Hobson

Visitors present were:

Tom Pullen - Building Dept.
Morris Dillard - MARTA
Edward Castellani - "
Alan French - "
F. E. Elliott - "
Mabel Owen - League of Women Voters
Rajiv Batra - Dept. of Budget & Planning
Carl M. Basnett - Mayor's Office

The meeting was called to order by Chairman Roark and asked for the reading of the March 11th minutes. Corrections of spelling of Mr. Pedron corrected and Collie used in one place where it should have been Carl. There being no other corrections, a motion was made by Leon Allain to accept the minutes as corrected, seconded and passed.

As done at the past few meetings, a file was passed with correspondence sent out in the last 2 weeks and in addition, a letter from the Secretary-designee of the Office of Transportation to the Advisory Council on Historic Preservation acknowledging our letter on the DOT-DNR agreement. The I.R.S. letter has to do with our tax status determination as a non-profit organization and a formal initial requisition to get $3000.00 out of Grants & Contingencies for our bank account. Also Randy received today a letter from the City Attorney on his opinion of Underground as a H.A. District.

A presentation was made by MARTA and Mr. Morris Dillard. Randy gave background for it by stating the Commission at the last meeting asked Randy to write a letter requesting a determination of elegibility for the National Register from the Dept. of Interior. This is normally done by the State Preservation officer but due to the new agreement, they thought there would be a delay and MARTA could do it quicker. The agreement was signed 3 days before the Downtown District done by Dr. Lyon to be presented to the Review Committee was due. MARTA could go

directly to the Dept. of Interior for the Downtown District elegibility. If this was done, a Section 106 Enviromental Impact Statement will have to be done on Underground, 2 blocks of Ala. St. and the area of the 5 Pts. Station as will affect all construction there. The Eisman and Atl. National Bank buildings are in this area as well. On Tuesday of this week, Randy and Herb met with Ed Castellani, Ed Elliott and Ed ~~Overdrone~~ and they asked the letter be held until their presentation today. In the presentation, Mr. Dillard said demolition will start on May 1st if stay on schedule as planned now. A 106 study averages 3 to 6 months so would greatly affect their schedule. The Atl. National Bank Bldg., the Eisman and Lords buildings are the 3 buildings concerned with in the district without a 106 study. MARTA asked the Commission not to send the letter for a 106 or 4 F study which should be done as well. U.M.T.A. (Urban Mass Transportation Assoc.) has the authority to do the 106, not MARTA, according to Mr. Dillard. MARTA owns all the property concerned and the main question is whether to save the Atl. National Bank Bldg. MARTA does not want the building as it is too small for them and P.B.T.B. who have to be with them, also too expensive to renovate. The City is interested in using the building but will cost $30.00 per sq. ft. to do so. There is a possibility MARTA could keep air rights and City might use it but no solution arrived at so Randy referred the discussion to Herb Millkey's Joint Committee on Underground; Architecture, Historic Preservation and Parks, and they will come up with a recommendation to the Commission at the next meeting. The historic process will stop and the matter will be dealt with between the Commission and MARTA.

A presentation of the 5 Pts. Station design was given by Ed Elliott. Charts with stick-ons were used to show various additions. The 4 levels were shown with various entrances to the station from CAPCO (Tom Cousins) and Rich's. The City wants a bridge connecting Underground to the station for pedestrian traffic to go to Omni International. The City Council passed a resolution for MARTA to include a design for the bridge in the station design and Rajiv Batra presented the Planning Dept.'s plan working with Mr. Elliott. The bridge would go through the mechanical room, 9 ft. from the Underground level to the station level and below Ala. St. If the station did not have the bridge, the pedestrian would have to go out of the station to another level and then back down to lower level to enter the Omni International. They estimate the cost is between 1 million 4 and 1 million 7 with the 5 Pts. Station as a whole at 60 million. Enough rough concrete structure could be done now at Ala.-P'tree intersection now not to have to tear up P'tree in the future to make the connection of the bridge later. The connector design would be about $70,000 and construction $300,000.00 with a 60 day delay if done later. There is a possibility of retail area developed west of Rich's and Omni already has developed the air rights over the railroads. P'tree, Pryor and Central could be made pedestrian malls but Ala. St. has to be left open for bus traffic. The City is very interested in the pedestrian circulation system in this area. The actual construction of the bridge would not be done for 5 yrs. Randy referred this to the Joint Committee of Herb's as well for further discussion and a final decision for the next meeting. Leon Allain stated the Commission's work with MARTA is a broad look for the total city, that is what is best for the city. Cheryl wants the Commission to send a resolution to the City recommending the bridge for pedestrian use and asking CAPCO & Rich's to help finance it.

Randy asked that Herb's committee discuss all this over a series of luncheon meetings and arrive at a plan for the City and MARTA.

Andreu Steiner and Richard Rothman of A.I.P. have revived their Commission to hire an additional person using their $4,000.00 to work out a pedestrian plan, utilities and street lights and make an additional staff member of the Commission. This will be discussed with Jules Sugarman by Randy and A.I.P. in the future.

The Library Trustees sent information on the site selection procedures to Randy so he has not sent the letter to the Mayor the Commission voted on the last meeting. Commissioner Moore said the site selection is still open and asked the Commission to hold the library decision until the next meeting. Lynn moved to table the discussion on the library review until all have had time to read the material and Randy reopens the question. It was seconded and passed.

A request was received for an application for a certificate of appropriateness to a building permit application of Dr. Levitt for an addition to his condominiums in Druid Hills which has H. A. zoning. It will be an addition on the back, will not be seen from the street, a greenhouse expansion. The brick condominiums were built in 1968 with wood trim and the addition will be of the same material. There is no opposition from the neighbors. Tess moved the certificate of appropriateness be granted to Dr. Levitt for his addition with the H. A. Zoning District. Anthony George objected as the Commission turned down the Hari Kristna group earlier. Tess said they objected because they tried to make a zoning variance in a H. A. District and did not give enough information. Tess' motion was seconded and 9 voted yes with 1 descending vote. The motion passed.

Tess Canfield gave a report from the Selection Committee describing the procedures they had used for the selecting of our administrator and becoming a candidate for the position. Jan Meadows moved that the Selection Committee report be accepted and that the Commission offer the position of administrator to Ms. Jean K. Buckley. The motion was seconded and passed.

Committee reports were discussed. A statement was given out on a MARTA Station review schedule. They will be given every 2 weeks and the Development committee's review every 2 weeks as well. The Commission's will be 2 weeks behind. The Commission is in the process of appointing an Urban Design Advisory Committee that will be at 5:00 P.M. on the 1st and 3rd Wednesday of every month. The Architecture Committee will run the reviews but all the Commission could come. MARTA will comprise 80% of all the work.

Tappy gave a report on Atlanta University where MARTA wanted to do some construction there. The area from P.B.T.B. which Jan has a copy of has been reduced but need to rectify the Atlanta University boundaries passed by the Commission. The National Register boundary is smaller than the City's boundary. MARTA will miss the National Register boundary. The Category I List boundary needs to go back to the National Register one and Jan will bring her drawings of the smaller to the next meeting of the Commission. Tappy moved to adopt the National Register District carefully drawn up by Dr. Lyon for the Category I List to the

National Register boundary. It was seconded and passed.

Tappy also announced the Historic Advisory Committee is planning a Preservation Conference in the fall. It will be on general education, community awareness and a building conference. They want to work in historic zoning too. Merl Reed is working on a pilot project for the Druid Hills Civic Assoc. and Gale Mull wants the Commission to set up a committee with him in charge to work with the City Planning Dept. on new historic zoning regulations.

Herb prepared 2 letters on the Niskey Lake Middle School and Brown High School. His committee approved of both but in the Brown High School case, they point out that across the street is under consideration for historic district zoning and the parking lot should be buffered with appropriate landscaping. They were approved and sent.

Tess reviewed two parks by the Landscaping Committee by a letter she read with their comments. Phoenix Park in the Dumbarton School area is very good. It is urban renewal land and already cleared. Randy made a motion the Committee's comments be approved. It was seconded and passed. The second letter was comments on Phoenix Park II on Ga. Ave. The design and the information given is very poor so recommended the park be redesigned. Leon Allain made a motion the comments be sent, it was seconded and passed. Randy had other comments for the members but since most members had left and the hour was late, he will hold them until the next meeting. The possibility of starting meetings at 3:00 P. M. will be discussed.

There being no further business, the meeting was adjourned at 6:45P.M.

Frances S. McDaniel
Recording Secretary

Atlanta National
Bank Bldg. —

Department of Natural Resources
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334

Slide for your information —
we can trade for an 8X10
photo on Thursday. Photo
missing in file & no time
to reprint.

Ed Yeager

IN UNDERGROUND 10/15/74

MARTA Work 'Gross Abuse'?

By ANN WOOLNER

MARTA's method of demolishing about a third of Underground Atlanta and its efforts to raze the Atlanta National Bank Building have brought accusations from members of a city commission of "gross abuse," "reprehensible behavior" and "incredible" and "foul" activities.

"I don't know how much wisdom is on that board," MARTA's Johnny Johnson responded Friday to the Urban Design Commission's accusations.

The city's Bureau of Buildings has issued a stop work order on demolition at Underground because of MARTA's apparent violation of the city's building codes and two agreements with local, state and federal officials that it would preserve the facades of the buildings it is demolishing in Underground, Larry Faulkner, a city building inspector, told the commission at its Thursday afternoon meeting.

Photographs of damaged storefronts at Underground which Faulkner showed commission members, along with the news that the city council is almost forcing the commission to back down on its action to preserve the turn-of-the-century bank building, brought hostile remarks and actions from commission members toward MARTA.

"I am very leery about dealing with MARTA in the future," said commission member Lynn Friedman.

"I feel we have been just so overwhelmingly betrayed," said another member, Catherine "Tappy" Frangimore.

Because Underground has been declared a historic zone by state and federal officials, the urban design commission has authority over how much demolition can take place there, including those structures that sit at street level but which have their foundations in Underground, such as the bank building at Alabama and Peachtree streets.

Last May the commission gave MARTA permission to raze all but the facades of about 30 per cent of the structures in Underground, and MARTA agreed to restore whatever damage was done to the facades.

In addition to making that agreement with the ci[illegible] MARTA made the sa[illegible] eement with federal a[illegible] preservation and trans[illegible]tion officials.

Johnson, who is in charge of land acquisition for MARTA, said Friday that MARTA is meeting those commitments and fully intends to restore existing facades as well as build two more.

"If they (commission members) had an ounce of sense, they would know you can't demolish a building without doing some damage" to the facade, Johnson said.

The commission voted to write MARTA and all of the parties who signed agreements to keep the facades intact "strongly censuring the reprehensible activity" in Underground.

The commission also had harsh words for the city council, which has a resolution in the works that asks the commission to allow demolition of the bank building and that states the council's intention to remove the building from the historic zoning district and therefore from the commission's purview.

"They gave us two choices — either you do it or we'll do it," Ms. Friedman said.

Last May the commission voted to allow demolition after a three-year search for a tenant to occupy the building, so that it could be renovated and preserved.

Staff Photo—Bud Skinner

MARTA UNDERGROUND DEMOLITION HAS RESULTED IN A STOP-WORK ORDER
Focus of Action Is Damage to Building Facades in Historical Section

IN UNDERGROUND

10/16/74

Restored Facades Promised

By JIM GRAY

MARTA halted demolition along Old Alabama Street in Underground Atlanta Friday after city building inspectors slapped more "stop-work" orders on endangered building facades.

However, MARTA officials predicted a speedy resumption of the work after it explains to an angry Urban Design Commission that the historic facades will be reconstructed to the commission's specifications.

The head-butting between the two agencies began Thursday when the commission charged MARTA with "gross abuse" and "reprehensible activity" in its partial destruction of building fronts the commission had ordered saved.

The restriction on facade destruction was written into MARTA's demolition permit issued by the commission June 4. The commission has the power to approve or block demolition in such a historical zone.

The buildings are being torn down to make way for MARTA's east line.

Building inspector Larry Faulkner also charged Thursday that MARTA had violated a stop-work order placed on the buildings Wednesday. He issued more such orders Friday morning.

Later in the day, Morris Dillard, MARTA's assistant general manager for staff services, told the MARTA staff committee, "I wish to assure the committee and the general public that the commission allegation is not true."

Dillard insisted that only one facade had been removed. "They are probably reacting to current conditions," Dillard told a reporter later. "It looks pretty bad, but it's all there. We are going to restore it in accordance with plans submitted to the Urban Design Commission."

Staff Photo—Steve Deal

Commissioner Hope Moore (L), Jesse Flannigan in Underground

MARTA's clearance manager in the real estate division, Jesse Flannigan III, toured the area with city officials shortly after the orders were issued and said the transit authority has planned all along to spend about $120,000 to reconstruct the facades.

Some of the wooden doors and windows had rotted and required removal, Flannigan told Parks, Libraries and Cultural Affairs Commissioner Hope Moore and Parks and Recreation Director Ted Mastroianni.

Accompanied by Chuck Hill, clearance supervisor for the project, Flannigan also said facades had to be removed to make way for new concrete pillars that support the viaduct overhead.

House That Jack Built

In a Long Term Lease, the Late Jack Smith Stipulated That Two Stone Tablets From the Original Structure Should Be Included in Any Building Replacing It. They Now Look Down From a Point Above the Cornice at 190 Peachtree Street

BY ALLAN TAYLOR

N 1889, one hundred years after George Washington was inaugurated as first president of the United States, Atlanans were expanding their chests over the opulation, which was about 60,000, looking ck with pride to the Cotton Exposition of ht years before, and, no doubt, laying ans for the greater Cotton States exposiwhich six years later was to be held ay out in the country at a place known ter as Piedmont park.

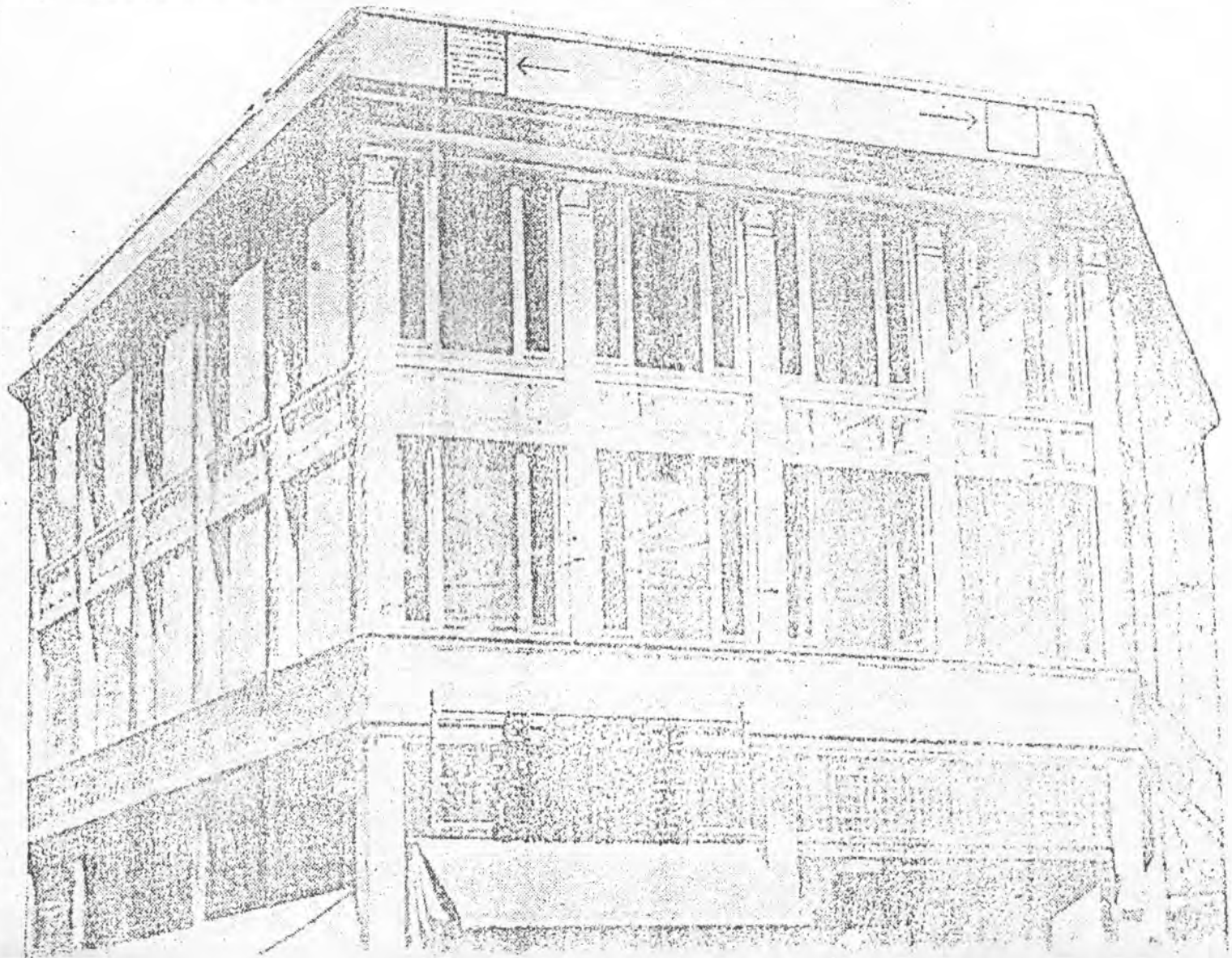
It was a time of forward-looking; a time en the city was striving to forget Sherin and the year 1865.

In the midst of all this quaint energy a an had an idea that he wished to pass to posterity. The man was Jasper ston Smith, one of the most eccentric aracters who ever passed across the local ene, leaving behind him anecdotes of ddities that are yet remembered with affectionate amusement by his contemporaries. The idea is embodied in two stone blocks ich now stare down like the astonished es of their era upon the surging traffic Peachtree street. Above the cornice of e building at 190 Peachtree one of these nes informs the strange bustling crowds 1928 that "This Is the House That Jack Built," while the other relates at more length at this is "J. N. Smith's Building: Commenced 100 years after George Washington's auguration as First President—Paul says: No Man—Let Posterity Heed His

A peculiar mixture of information and monition, yet not nearly so unusual as life and acts of the beloved man who ered them to be placed there.

These acts live in the memory of those w knew and respected the man. In the se of time, the significance of the stones be lost to all but a few, and in the r 2003 they may be regarded in somewise the same light as scientists regard unknown inscriptions they turn up in se of excavating a buried city. However this may be, they will be there in the ar 2003, just as they are at present. Mr. ith saw to that.

The story of how he safeguarded those



Business structure at 190 Peachtree street, which has replaced the "House That Jack Built." Above the cornice are the two stone blocks from the original building. The inscription on one reads: "This is the House that Jack Built." The other states that this is "J. N. Smith's Building; Commenced 100 years after George Washington's Inauguration as First President. Paul says: Gwo no haxu—Let Posterity Heed His Advice."

ilding he erected in 1889, at Peachtree, Forsyth and Carnegie way, which came to be known universally as The House That Jack Built, he took care that they would remain there when in 1909 he leased the building and ground to Edward W. Alfriend. This was the first long-term lease ever consummated in Atlanta and was considered at the time to be a mad undertaking for Mr. Alfriend. The latter acquired the property for a period of ninety-nine years at an annual rental of $7,000. With the growth of the city and the blossoming of the Peachtree section around the building, the idea that Mr. Alfriend was crazy gave way gradually to admiration for his business acumen. A year or so ago he sold the lease to Hugh Richardson for a figure reported to be around $150,000. Now it is estimated to have a value of not far short of $250,000.

But in the original lease from Mr. Smith it was stipulated that the stone tablets should remain in the building and that in case the structure was razed they should be incorporated in any new building that should be erected there. Hence their presence high above the cornice of the building put up by Mr. Richardson. And there they will probably remain for the next eighty years.

The business of assuring himself against the ravages of time and the slings of outrageous fortune seemed to have been an especial hobby with Mr. Smith. A similar safeguard of living quarters was erected behind a couple of favorite rooms which he occupied in what was then known as "The Bachelor's Domain." This building, now a hotel not far from the Candler building, was built by Mr. Smith some time in the eighties or nineties. It lacked street frontage and was to be reached only by a walkway from Pryor street. This Mr. Smith characteristically named "Jasper's Highway," and put up a sign to that effect at the entrance.

In a subsequent lease of the structure to J. D. and Mrs. Bessie Rembert, the owner cannily inserted a clause setting aside the two rooms for his use during his lifetime so that regardless of what use was made of the building his living quarters would remain undisturbed.

The lease of the "House That Jack Built" recently aroused the interest of Sam Massell, of the Massell Realty company, who called it to the writer's attention. Information concerning its exact wording and the "Bachelor's Domain" lease was acquired from the extensive records of the Atlanta Title and Trust company. The two deals have been regarded as setting a precedent in local realty dealings, as they—especially the former—were the first local adaptations of the common English long term lease proceedings.

Interesting though they may be in themselves, they fade into insignificance when compared with the personality of their author. Stories concerning Mr. Smith have long been retained in the memories of Atlantians who were his friends and who had business dealings with him.

For all his eccentricities he was, they agree, one of the finest and most upright men the city has ever produced. He paid his debts promptly and insisted that others do the same. He was a stalwart church member and followed literally the teachings of the apostles, particularly where they referred to business straightforwardness. It is said that he spent fifteen years collecting a comparatively small debt from a man who he believed, was trying to "do" him. But in the end he got it and was satisfied with the accumulated expense account.

Eugene Mitchell, of the law firm of Mitchell & Mitchell, recalls several of the unique stories about the man's personality. There is, for instance, the story of his lawsuit with a painter (portrait, not sign) who was commissioned to execute a likeness of Mr. Smith. In expalnation it should be said that while Mr. Smith dressed in impeccable black and nearly always adorned himself with a silk hat, a stiff white shirt and a wing collar, he had for some obscure reason an antipathy to cravats. In fact he never wore one. One of his friends described his ordinary attire as resembling a "full dress suit except for the tie."

The painter went ahead and executed the likeness of Mr. Smith. Afterwards Mr. Smith indicated that he would like to execute the painter. The reason for this was that the artist had painted in a tie where there was no tie. Mr. Smith said this wasn't realism and refused to accept the portrait. The painter sued him. Mr. Smith won the case.

There was also the story of his humorous newspaper battle with the public regarding the honorable name of Smith. This case was typical of "Jack" Smith's abundant sense of fun. The affair is said to have come about through a petition filed by one of the numerous Smiths—a man who was also well known in the Atlanta of his day—asking that he be allowed to drop the Smith and use a name he had been accustomed to using as a Christian name. As soon as the news was published Mr. Smith arose in humorous journalistic wrath and inferred that the petition insulted the multitude of Smiths throughout the country. He wrote a number of letters to the press affecting to take the matter very seriously, and even threatening to initiate legal action to prevent the change.

Needless to say, the legal action was never begun; as soon as Mr. Smith had had his measure of comedy he let the controversy drop.

Still another story, which has a less humorous tone, is connected with the statue which now rests in Oakland cemetery. Mr. Smith had his own figure carved a considerable time before his death, it is said. It was even put on display at the old "Penny Arcade," which used to be one of the pleasure haunts of Peachtree street in the early nineteen hundreds. There it remained for a long time and was eventually removed to its present location in anticipation of the owner's final rest.

The uncanny prescience of Mr. Smith, which in realty matters was rewarded by a considerable fortune in local property, was also evident in his foreknowledge of his death. One of his friends relates that a few days before his death he made the statement that he was going to have his will drawn up because he knew he was going to die in a very few days. At the time he appeared to be in good health and the friend took his concern lightly. But two or three days later the friend was shocked to learn that Mr. Smith, who always seemed to know things before they came to pass, was again correct.

He died in 1918 while America was engaged in the world-wide strife that toppled so many of the ordered things of his generation. But he made sure of at least one matter: he safeguarded the two inscriptions he had laid in the "House That Jack Built," and due to his precaution they remain today staring down at times and people that must give them cause for wonder.

STRIBLING FINDS HIS PUNCH

(Continued from Page 3)

the Stribling troupe in Montgomery on Christmas night, and left a pair of boxing gloves. Pa volunteered a few boxing lessons, and the new addition to the act was soon the best man of his age on the circuit.

The Stribling act, Comedy Acrobatics, was taken off the billboards during the war, and the family settled down in Macon, where W. L. listened for the bell to start his act, rather than the familiar "Alley oop!" He was known first as "The Fighting Schoolboy," for he went into the ring at seventeen.

It is generally conceded that he is one of the cleverest boxers in the heavyweight ranks. He has been fighting seven years, and no opponent's glove has ever left a permanent bruise or scar on his body. He is one of the few men in the ring who hasn't a cauliflower ear. Jim Corbett is one of the other exceptions.

In recent months Young Stribling has become very much interested in aviation. He has bought a plane, and is dickering for the agency of a well-known machine in the Macon territory. He studied flying at the Wichita Flying school in Kansas when he was out west on a boxing tour, and had eight hours of instruction before even Ma Stribling knew he was taking lessons.

"When Ma found out I was learning to fly, she almost had a fit," W. L. said. "She couldn't stand the idea. And now she's crazy about it, too. She flew with me to Jacksonville and Montgomery recently."

He made his first solo flight the day before the Macon air derby, and on the main day of the exhibition he went up alone as one of the feature attractions of the show. He passed through Atlanta recently by train on his way to Columbus, O., for a fight and his plane was flown to Columbus by the family pilot, Jimmy Kroushop.

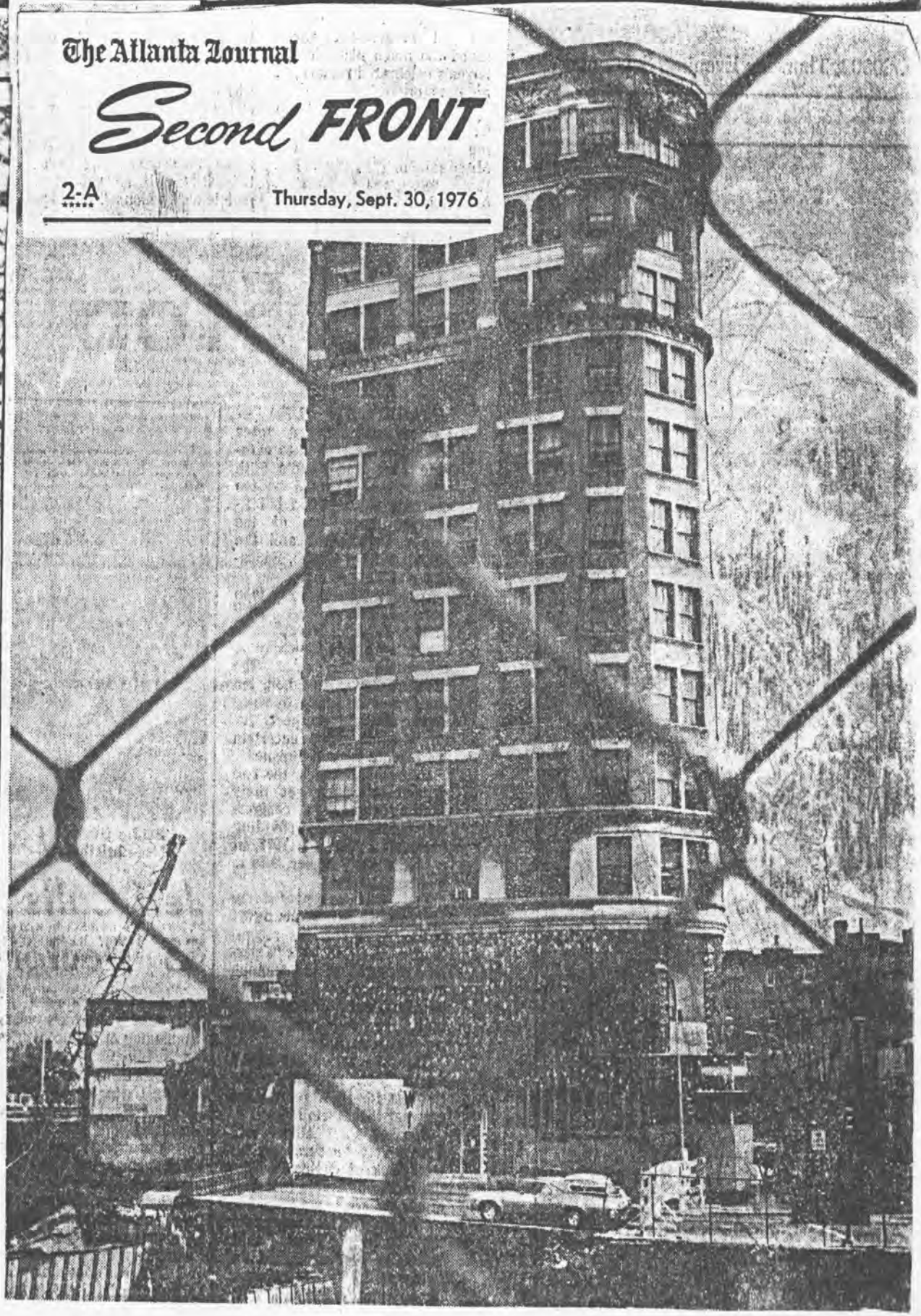
"I've taken up flying simply as a hobby," W. L. said. "I never will give up boxing for it, but I plan to fly to all my fights. I took it up simply as a sporting proposition, for I like all sports. The first money I made boxing I spent on a sport model automobile."

The Atlanta Journal

Second FRONT

2-A

Thursday, Sept. 30, 1976



MARTA WRECKING BALL

Bank Building Endangered

By JIM GRAY

The Atlanta National Bank Building, now vacant but once the queen of downtown skyscrapers, is again in danger of falling to MARTA's wrecking ball.

The city's Urban Design Commission, which has the power to halt demolition because it is located in an area zoned historical, had voted in May to prevent demolition for three years to give investors a chance to save it through renovation.

But Wednesday two City Council members, Carl Ware and Richard Guthman, served notice that an ordinance will be introduced soon to remove the building from the historical zone.

The move may cause the city to be pitted against the design commission in court, its chairman, Randy Roark said. The commission members are appointed by the mayor and council but have autonomous power.

MARTA officials also disclosed Wednesday that they will ask the commission to reconsider.

MARTA has pushed all along to tear the building down because it would be next to the Five Points station. A wall to keep the building from falling down would have to be built if the building is not demolished, MARTA says.

The price tag on the wall has risen from $200,000 to $750,000.

Guthman said Wednesday that another factor in his push for demolition is Mayor Maynard Jackson's backing off a proposal that the building be renovated for $2.9 million by MARTA and occupied by the city. The city would pay MARTA back over 10 years, the mayor suggested in May.

Jackson has written MARTA, however, that the city nows plans to expand its office space next to the present City Hall.

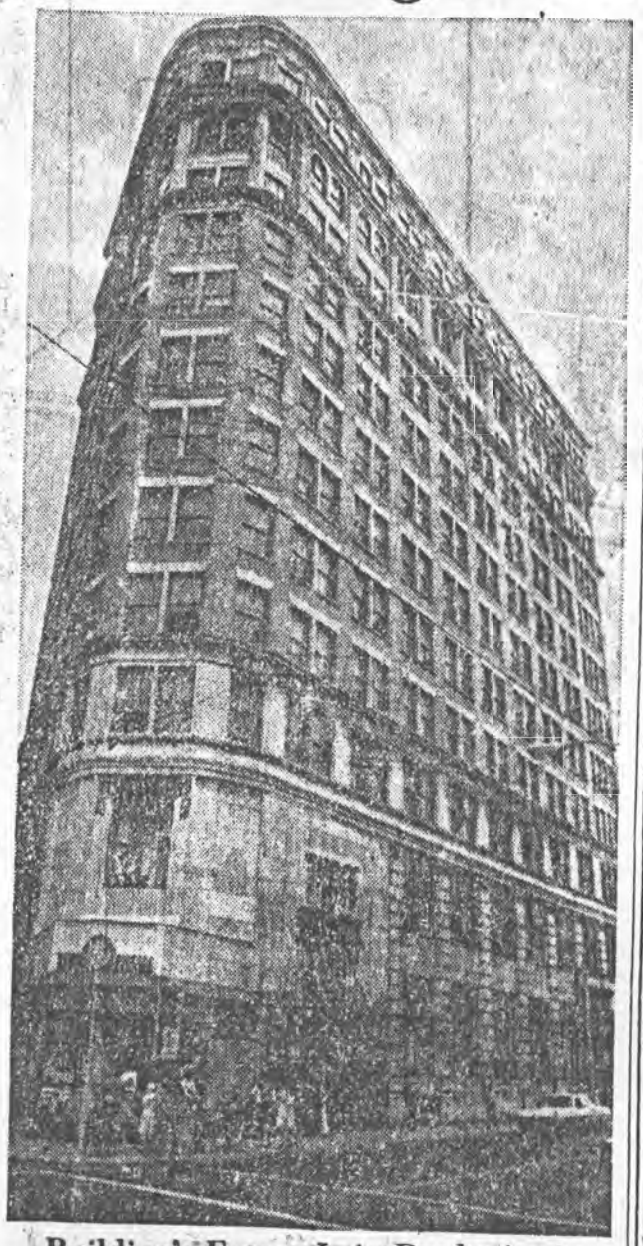
The conflict over the bank building has angered city Commissioner Leon Eplan of the Department of Budget and Planning.

"I am disturbed with the manner in which MARTA has gone about this," Eplan said, accusing the transit authority of "questionable tactics."

Eplan claims MARTA knew a $200,000 price tag for the retaining wall was unrealistic and said he is "annoyed" with MARTA's feasibility studies that favor demolition.

"One by one these buildings are torn down. We are totally abandoning the area, and it's going to be a wasteland," Eplan said.

Franklin Garrett, the city's official historian, said the building is not unique architecturally but that it should be saved if it can be given dignity "instead of standing there like a derelict."



Building's Future Is in Doubt Again

Atlanta Until Board is a possibility if we have to have a temporary lib-

Action Delayed On Five Points Library Space

By ANN WOOLNER

A City Council committee has held up the library board of trustees' proposal to use space at a Five Points building to house central library facilities during construction of the new downtown library.

The finance committee Thursday voted to look at other available space before approving a lease at 10 Pryor St. In other business the committee gave its approval to a proposal that would solve its stated concerns about the concessionaires' lease at Hartsfield International Airport.

The library board studied six downtown locations and a seventh proposal for office space at Ponce de Leon Avenue and Peachtree Street, and decided that the 10 Pryor Street building was best in terms of price, service to the public and usability as a library, said Sherman Hayes, administrative coordinator for the library.

But the finance committee voted to wait before recommending council approval of a 10-year lease so that it could study the financial information gathered by the board about all sites considered.

The three-year lease would put the central library facilities that serve the public in three floors of the 10 Pryer Street Building, while offices and other administrative and maintenance activities would be housed elsewhere in that structure and across the street in the trust company annex, Hayes said.

The relocation is necessary so that the present library can be demolished and a new one built at the Carnegie Way site.

But some library workers are concerned about their safety, according to one employe who declined to be quoted by name.

Board Chairman Fred Shell said, "if it's a major concern to someone, we'll certainly look into" the safety factor.

Hayes said that if the council rejects the 10 Pryor St. location, "it would seem only fair to reopen (proposals) and base the choice only on money" and library usability, rather than considering the convenience to the public.

In other action, the finance committee voted to approve a 30-day consultant's study as to whether the city should contract with a single concessionaire or several smaller ones at what will be the new terminal at Hartsfield.

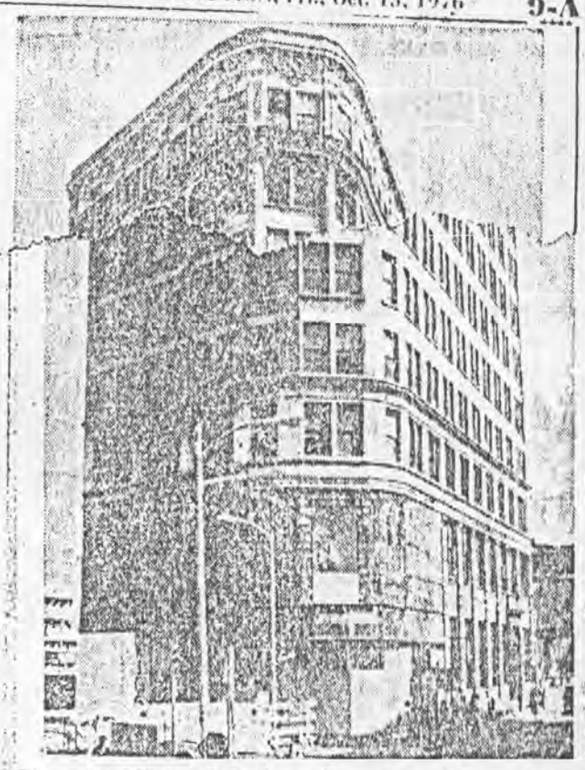
At its last meeting two weeks ago, the committee refused to approve a Finance Department proposal that the city allow a single concessionaire to sublease with others to operate various concessions at the terminal, such as news and food stands.

The committee members said they wanted more information as to why the change in the current system would or would not be preferable, so the consultant agreed to study the matter before preparing plans for either type of lease.

* * *

James Whitnell of Inman Park, president of the Atlanta Chapter of the Victorian Society in America, has returned following his attendance at the Fourth Annual Autumn Symposium of the Victorian Society, held in Philadelphia. The symposium, which was devoted to Gardening in Centennial America, consisted of tours of historic homes and gardens, workshops and lectures.

* * *



Hearing Scheduled on Possible Demolition

Facade Violation Laid to MARTA

By JIM GRAY

MARTA is guilty of "gross abuse" and "reprehensible activity" for demolishing building facades in Underground Atlanta, an angry Urban Design Commission charged Thursday.

The City of Atlanta commission stated in writing June 4 when it issued permission for MARTA to demolish most of the buildings along the north side of Old Alabama Street that the facades must be left intact.

Many of the facades have been destroyed. No "shadow boxes" have been built behind the facades to give Underground patrons the impression that the rear of the buildings remained — as also required in the commission's demolition permit.

In addition, officials of the Bureau of Buildings told the commission that MARTA's demolition contractor violated a stop-work order that was issued Wednesday after the facade destruction was discovered.

The commission, whose members are appointed by the mayor, has the authority to regulate demolition in Underground because it lies in a historic zone.

The June 4 requirement states, "MARTA will take responsible measures necessary to insure that all facades below viaduct level will remain intact to preserve the character of Underground Atlanta."

No one from MARTA appeared at the meeting to explain the destruction.

The commission voted, therefore, to write Mayor Maynard Jackson about the situation. The letter urges that he direct the buildings bureau to stop all work in the area, charges MARTA with "gross abuse," and asks that MARTA be "strongly censured for reprehensible activity."

The commission's demolition permit also required MARTA to insure the facades against damage. Manuel Padron, MARTA planning director, said he did not know if MARTA had complied with the requirement.

In a related matter, the commission scheduled a public hearing for 7:30 p.m. Oct. 20 to consider allowing demolition of the vacant Atlanta National Bank building at the corner of Alabama and Peachtree streets. It also lies in the historical zone.

The commission acted May 27 to place a three-year moratorium on demolition of the 73-year-old structure in hopes that either the city or a private developer would remodel it and keep office workers in the area of MARTA's Five Points station.

But Mayor Maynard Jackson has withdrawn plans for the city to use the building. Two consultants' reports have also urged demolition, stating it is not economically feasible to save the structure.

Commission members reacted bitterly to a City Council threat that it may remove the building from the historical zone if the commission does not reverse itself.

MARTA's Padron came under fire also. In May MARTA said a retaining wall necessary to support the building during station construction would cost $200,000. Now MARTA places the figure at $750,000.

Knocked Atlanta out from priorities for City Hall Annex

Jail, Court, City Hall Top City Priorities

By JIM GRAY

A $12 million city jail, a $6.5 million municipal court building, and a $6.7 million expansion of City Hall are Mayor Maynard Jackson's top-ranked priorities for spending Public Works Employment Act funds.

In a proposed shopping list submitted Wednesday to the City Council, Jackson dropped renovation and relocation of the Battle of Atlanta painting to 12th. The city would seek $5 million in federal money and would issue $7 million in revenue bonds for the Cyclorama project.

Jackson wrote the council that it needs to formulate a formal application soon, with priorities listed, so that it may be submitted to the federal government by Oct. 15.

The mayor notes that federal regulations set a $5 million limit on each project and suggests that the council approve spending about $6.7 million in general obligation bond funds over the next three years to make the projects possible.

Since 1968, the city has been allowed to issue up to $4 million in bonds for schools and up to $4 million in bonds for other purposes without referenda.

In 1977, Jackson proposes, these bond expenditures should be made: $2 million for traffic improvements such as one-way pairing of Spring and West Peachtree streets and the extension of Magnolia Street; $1.1 million for expanding or renovating City Hall; and $900,000 for jail, courts or police buildings.

If the council agrees with Jackson, a public hearing would be held Oct. 18 on the bonds.

Twice since February the council has approved tentative lists of public works projects submitted by the mayor. But Wednesday's list is the first in which firm price tags are placed on projects and in which projects are ranked according to priority.

A combined jail and courts building was estimated in February to cost $12.5 million. Under the new plan, a $12 million jail would take $8.5 million in federal funds and $3.5 million in local bond funds.

Exactly $5 million in federal funds and $1.5 million in city bond money would go to build the second-ranked project, a city court building.

The $6.7 million construction of an east wing to City Hall would involve $1.7 million in bonds over the next three years with $5 million coming from the public works bill.

Jackson says the list was compiled using several criteria. The projects must be badly needed now, ones for which no alternate source of financing is feasible, and so expensive that they could not be built with annual bond issues.

Other projects listed, in order of rank, are: park improvements, $1.4 million; Magnolia Street extension, $2.4 million; park improvements, $4.5 million; City Hall renovation, $2.9 million; new park gymnasiums, $2.7 million; and zoo improvements, $1.3 million.

Also: recreation centers and improvements in parks, $2.2 million; Hightower Road extension, $2.1 million; Cyclorama, $12 million; DeKalb multi-purpose center, $350,000; and police precinct stations, $3.8 million.

Mayor Asks MARTA to Spare Bank Building

By JIM GRAY

The 73-year-old Atlanta National Bank building near Five Points could be saved from MARTA's wrecking ball and renovated for use as a second City Hall under a plan being devised by Mayor Maynard Jackson.

In a letter sent Wednesday to MARTA General Manager Alan Kiepper, the mayor suggested that MARTA spend the estimated $2 million necessary to refurbish the abandoned building and lease the historical structure to the city for 10 years. MARTA's expenses would be recouped from lease payments and interest.

Jackson also speculated that the city might decide to give up its rights to require only park use of nearby Plaza Park. A private developer could build on the state-owned park land instead of on the bank property, Jackson wrote, which would give the downtown area a double shot of revitalization.

MARTA's consideration of the plan is of "major importance to the continued vitality of Atlanta," Jackson wrote.

Kiepper said he will not comment extensively on the plan until he has studied it.

He said the city is "properly concerned" over stabilization of the area, but that MARTA's coming up with the renovation money remains a big question. He said retention of the bank building might restrict future redevelopment of the block.

The mayor's tentative proposal, which would have to be approved by the Atlanta City Council, came on the eve of an expected showdown over the bank building between MARTA and the city's Urban Design Commission.

The commission will meet at 3:30 p.m. Thursday to vote on issuing MARTA a Certificate of Appropriateness, which is required for demolition of buildings in historical districts.

The bank building, located above Underground Atlanta at the corner of Alabama and Peachtree streets, came within the historical district last year when Underground property was changed into park land.

MARTA cannot destroy the bank if it receives no certificate. Its appeal would be made to the courts.

The design commission is required by law to consider "the historical, architectural and aesthetic features of such structure, the nature and characteristics of the surrounding area, the use of such structure, and its importance to the city."

Built in 1903 by Col. George W. Scott as the Century Building, the 12-story edifice was one of the first large office buildings in Atlanta. Most of its office space was abandoned in 1970 when the city condemned its upper floors because of inadequate fire excape stairways. MARTA later bought the land and building.

The building is just east across Peachtree from MARTA's Five Points station, where the east-west and north-south lines will intersect. An inter-line connector is designed to barely miss the bank building, and MARTA has rejected claims that a retaining wall could be built to preserve the bank while a giant hole is dug for the underground station.

Under Jackson's plan, the city would own the building after paying MARTA $300,000-a-year- rent for 10 years. MARTA could cancel the lease at any time during the 10 years, and the city would have the option after 10 years to buy the land on which the building stands.

"We are concerned greatly over the adverse effects of the structural demolition that MARTA will undertake in this station area," Jackson wrote. He added that saving the building would provide "an anchor of activity, encouraging businesses to remain and new firms to locate in the impacted area.

"Without such an incentive, we fear a construction-precipitated future decline and abandonment in this section of Atlanta, jeopardizing the Southside Growth Strategy and this portion of the Central Business District," he concluded.

Chief Administrative Officer Jule Sugarman emphasized that details of the plan are still sketchy and that Mayor Jackson wants to receive MARTA's response before making a final decision on whether to seek lease payments from the City Council, beginning in 1978.

"We could never buy space cheaper," Sugarman said of city departments' shifting to the bank building.

Staff Photo—Charles Pugh

The Atlanta National Bank Building Sits on Shakier Ground Than Ever

Three-Pronged Push On To Demolish Bank Building

By ANN WOOLNER

Movement to allow MARTA to demolish the turn-of-the-century Atlanta National Bank building is coming from three fronts, and a final decision should be made within three weeks.

The structure, which sits across from the future site of MARTA's Five Points station at Peachtree and Alabama streets, had been spared the wrecking ball first through action of the city's Urban Design Commission and then through an agreement MARTA signed with federal and state officials.

But MARTA (Metroplitan Atlanta Rapid Transit Authority) is now trying to get out of that agreement, and will ask the Urban Design Commission to reconsider its action.

And a city councilman Wednesday said he is considering introducing council action to remove the building from the design commission's authority, apparently voiding its action to save the building.

Meanwhile, each day adds a bit onto MARTA's expenses, MARTA spokesmen told the council's development committee Wednesday.

But MARTA would not be stuck with escalating costs had it not used "questionable tactics," charged Leon Eplan, the city's commissioner of budget and planning and a member of the Urban Design Commission.

Eplan said the city needs to keep that building to encourage merchants in the area south of Five Points to stay and to encourage development in a section that "is going to be a wasteland" because of MARTA demolition.

"One by one these buildings are going," Eplan said. "We need to start to recycle the things of value to the city."

But a marketing study shows that the rent that would have to be charged to pay for renovation of the structure could not compete with that in other office buildings downtown, particularly because so much empty office space is available, said Manuel Padron, MARTA's planning director.

Mayor Maynard Jackson last May said the city would consider leasing the building from MARTA for use as a city hall annex in an effort to strengthen the economic viability of that area.

But this month Jackson said leasing the building is no longer attractive because of anticipated federal funds for construction of a new annex adjacent to City Hall.

In a letter to MARTA, Jackson also cited the previously unanticipated expense MARTA would have to bear to protect the building when the city may not have a use for the structure.

Preserving the structure calls for construction of a protective wall. First estimates put the cost of the wall at about $200,000, but the most recent estimate is $750,000, Padron said Wednesday.

The expense has accelerated because the wall's construction was not included in the contract MARTA signed with the firm that is working on the Five Points station. Changing that contract at MARTA's request means "the contractor holds all the cards" in negotiating the change order, Padron said.

Construction of the wall would also delay station construction unless MARTA paid "a premium" for accelerated construction to meet its schedule, he said.

But MARTA knew before the contract was let that "we wanted to preserve the building," Eplan said, although official action was not taken to save it until May.

At that time the Urban Design Commission voted to allow demolition only after a three-year search for a tenant. That action was taken because of the building's structural soundness and historical significance, the area's historical significance and the mayor's statement that the city may try to lease it.

The commission has jurisdiction over the matter because the structure is within the Underground Atlanta Historic District. Its base sits in Underground, so the entire building gets special protection, according to the city attorney's office.

But MARTA is planning to ask the commission to reconsider its action, Morris Dillard, MARTA assistant general manager, said Wednesday.

ATLANTA and ENVIRONS

A Chronicle of Its People and Events

By

FRANKLIN M. GARRETT

VOLUME II

University of Georgia Press
Athens
1969

as the Ivy Street Garage and Bolling Jones Building, it is now one of Atlanta's busiest educational centers—the Atlanta Division, University of Georgia Building. One block north, on the northeast corner of Edgewood and Ivy, the old Mason's Annuity Building was remodeled into the Five Ivy Building.[97] Across Carnegie Way from the library, the former two-story brick home of A. G. Rhodes gave way to the Wynne-Claughton, now Mortgage Guarantee Building.[98]

While the Wynne-Claughton Building was rising skyward, its unique neighbor, "The House That Jack Built," facing three streets, Peachtree, Forsyth and Carnegie Way, became the subject of activity. In April, 1924, Hugh Richardson purchased the leasehold on the old landmark, now remodeled and known as the Richardson Building, 160 Peachtree Street.

The structure was originally built by Jasper Newton "Jack" Smith (1833-1918) in 1889. Flanking the original main entrance were two stone blocks. One is inscribed: "This is the House That Jack Built." The other bears a longer message—a combination of information and admonition: "J. N. Smith's Building: Commenced 100 years after George Washington's inauguration as First President—Paul says: Owe No Man:—Let Posterity Heed His Advice."

In 1909 Mr. Smith leased the building and ground to Edward W. Alfriend for a period of 99 years at an annual rental of $2,000. This was one of the first long-term leases made in Atlanta, and was considered at the time to be a mad undertaking for Mr. Alfriend. It turned out to be very profitable, for 15 years later he sold the lease to Mr. Richardson for a figure approximating $150,000.

Jasper Newton Smith took care that his inscribed stone blocks would remain on the building. In the original lease to Alfriend it was stipulated that they should remain there, and that in case the structure was razed they should be incorporated in any new building that might be erected on the site. Hence, when Richardson rebuilt shortly after acquiring the lease, he had the inscribed blocks inserted just above the cornice, where they remain, looking out upon the busy intersection of Peachtree, Pryor, Forsyth and Carnegie Way—an unusual reminder of an unusual man.[99]

As in 1923, a number of large apartment buildings were completed or in the course of construction during 1924. Among them were the Canterbury Manor, St. Andrew's and Grenada or Spanish Court, all on West Peachtree Street, and the Bonaventure Arms, now Clairmont Hotel, on Ponce de Leon Avenue.[100]

Builders were busy on the outskirts too. Berkeley Park, along and contiguous to Howell Mill Road between Chattahoochee Avenue and Collier Road was developed by the E. Rivers Realty Company. Across town, Mrs. S. B. Turman, widow of the late realtor, began subdividing the family estate, Hexagon Hall, at Lakewood Avenue and McDonough Boulevard. A number of modest but attractive homes were erected in this new subdivision during 1924.[101]

As the 1924 baseball season opened Robert & Company, architects and engineers, finished R. J. Spiller Field, described at the time as "the most magnificent baseball park in the minor leagues." At a cost approximating $250,000, R. J. Spiller had kept his promise of the previous fall—while the old park was burning—to provide new concrete stands for the *Crackers* and their fans.[102]

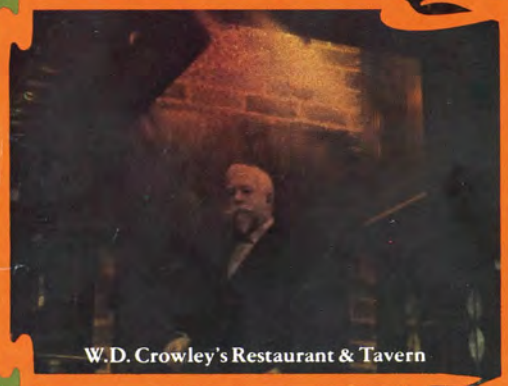
But it was in the field of new hotel construction that 1924 stands above any year in Atlanta's history, before or since. The Biltmore, the Robert Fulton

THE ROOTS OF THIS GREAT CITY START IN UNDERGROUND ATLANTA

Dante's Down The Hatch

Entrance

Wax Museum



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UNDERGROUND ATLANTA

and well-known Decatur physician; James H. "Uncle Jimmie" Hawes, retired Southern Railway engineer, a veteran on the Atlanta-Birmingham run, and a native of Fulton County; Major Joseph Harris Morgan, beloved Confederate veteran and retired insurance man, a native of Poughkeepsie, New York; Colonel Albert H. Cox, distinguished lawyer, a classmate of Henry W. Grady, Judge Peter Meldrim and other prominent men of the state in the noted University of Georgia class of 1868; Felix Camp, noted title attorney and prominently identified with the founding of the Atlanta Title & Trust Company, a native of Cobb County; John Corrigan, veteran Fulton County employee, born in Atlanta at the corner of Central Avenue and Mitchell Street, a son of pioneer citizen Michael Corrigan; William H. Pollard, well-known local labor leader; Francis E. Price, staff photographer for the *Constitution* for 20 years, and a pioneer in aerial photography; Fletcher A. Quillian, attorney, civic leader and former city councilman, a native of White County, Georgia; and Kendrick Scott, a popular young attorney, son of L. D. Scott, principal of Washington Seminary.[222]

(1929)

In his message to council at the beginning of 1930, Mayor Ragsdale noted particularly the inauguration, during 1929, of the Greater Atlanta plan. Under the plan the towns of East Point, College Park, Hapeville, Decatur and Avondale, and certain unincorporated districts of Fulton and De Kalb counties had united in the borough system of administration with Atlanta as the principal borough. Matters of common interest to all these boroughs, he said, would arise, and in that connection spoke of the sewer problems common to all and the necessity of moving some of the present sewage disposal plants.[223]

The mayor also noted the creation of a new ward, the Thirteenth, during the year. It comprised all that territory of the Ninth Ward lying north of St. Charles Avenue, and east of the Southern Railway belt line, extending east to the west side of Briarcliff Road and north to the corporate limits.[224]

Mayor Ragsdale referred with deep regret to the death on November 20, 1929, of veteran Fire Chief William B. Cody, and paid him a high tribute as a courageous and expert fire fighter and a splendid official and popular citizen. The selection of Captain John Terrell to succeed Chief Cody was cited as a wise choice and a deserved promotion.[225]

From the election of Atlanta's first mayor, Moses Formwalt, in 1848, to the election of Samuel B. Spencer, in1874, the term of the city's chief executive had been one year only. The Charter of 1874 provided for a two-year term, which remained in effect until 1929, when the General Assembly, by Act approved July 27, increased the term to four years, with the right on the part of the mayor to succeed himself for one term only in direct succession. By provisions of the same Act the terms of aldermen were increased from three to four years, and those of councilmen from two to three years.[226]

Among the numerous and important municipal improvements of 1929 were the rebuilding of the Mitchell Street viaduct at the Terminal Station;[227] the building of the Bobby Jones and John A. White golf courses which, together with the slightly older Piedmont Park, James L. Key and Candler Park courses, gave the city five public courses;[228] erection of the Pryor, Central Avenue and Wall Street viaducts and a new city hall, and the purchase of Candler Field as a municipal airport.

The metamorphosis of the old State Square in the center of Atlanta was completed in March, 1929, when the new Central Avenue and Pryor Street bridges were opened. Wrote J. Henson Tatum, executive secretary to Mayor Ragsdale:[229]

"Atlanta's greatest viaduct job is finished. The new Pryor Street and Central Avenue bridges, with their laterals, are open to traffic. Pent-up flow of vehicles in Peachtree, Whitehall and other principal downtown streets is greatly relieved. Like water released through a spillway, traffic has sought the viaducts. They are channels of uninterrupted flow, efficient outlets for streams of traffic that have heretofore coursed at stagnant pace through the central district.

"The two viaducts and their laterals, if placed end to end, would form a bridge one mile long, lacking only 122 feet. The Pryor Street structure is 1291 feet in length; Central Avenue viaduct, 1174 feet; Hunter Street lateral connection, 914 feet; Alabama Street lateral, 776 feet; Wall Street lateral, 695 feet and elevated walkway between Whitehall Street and Pryor Street bridge, 288 feet.

"Total cost of the project, including preliminary work [the railroad tracks from east of Piedmont Avenue to west of Forsyth Street had to be lowered from 5 to 6 feet] and property adjustments, is approximately $2,225,000. The bridges were financed by proceeds from sale of bonds [issue of 1926], and contributions by Fulton County. The steam railroads and electric railway directly benefited by their erection.

"Atlanta citizens voted a bond issue of $1,000,000 for the bridges. The Georgia Power Company contributed $400,000; county of Fulton, $386,068; Georgia Railroad, $230,600; and N. C. & St. L. Railway, $167,075. Bonds of the million-dollar issue netted a premium of $41,624, which sum was also appropriated to the enterprise. . . .

"In excavating for footings workmen broke into two old forgotten cisterns, part of Atlanta's waterworks system when the city was dependent upon wells and cisterns for domestic use and fire protection.

"The viaducts were erected by MacDougald Construction Company, of Atlanta, and actual work started in April, 1928. . . .

"Briefly stated, the viaduct project accomplishes the following benefits, among others:

1. Relieves downtown traffic congestion.
2. Abolishes two railroad grade crossings [for many years the busiest in in the city].
3. Permits trains to proceed into and out of Union Station without halting and without uncoupling.
4. Banishes hazard to motorists and pedestrians which was formerly present at the grade crossings.
5. Does away with railroad and public delay.
6. Remakes large area into more attractive district.
7. Enhances property usefulness and property values.
8. Completes the linking of north and south sides.
9. Provides improved approach to Fulton County court house and new city hall.
10. Opens new street car routes through city.

"In 1923 Atlanta built the Spring Street viaduct, spanning the railroad yards. Immediately there sprang up a building boom on Spring, Marietta, Luckie and other contiguous streets. In less than eighteen months $10,000,000 worth of building was started.

"Similar activity in the twin-viaducts area may be expected within the near future. Already the Nashville, Chattanooga & St. Louis Railway has announced and is seeking approval of plans for erection of a $3,000,000 storage warehouse to replace the Union Station,[230] and to build a new depot facing Forsyth Street bridge, approximately three or four hundred yards from the Terminal Station.[231]

"Owners of stores and other structures facing the viaducts are remodeling their buildings or else tearing them down to make way for new and more modern structures. The Kimball House, famous landmark for many years, is undergoing renovation, and the ground floor is being remodeled to accommodate a number of up-to-date shops. Erection of the bridges will lead directly to an expenditure of several million dollars restoring and developing the district.

"The viaducts were built under plans and supervision of W. S. Schultz, consulting engineer, of Memphis, Tennessee, with C. E. Kauffman, Atlanta city engineer, cooperating."

The construction of the viaducts and the changing of street levels created an exceedingly messy situation in that part of town, which obtained for about a year. Excavations were the order of the day. The present writer remembers a large hole in the street in front of the old Walter R. Brown building at the southwest corner of Pryor and Hunter streets. It remained there for months and filled up with muddy water. Some wag, possibly Mr. Brown, had a neat sign painted and stuck in the hole. It read, "No Fishing Allowed Here."

One of the first sizable real estate transactions in the new viaduct area was the sale by the H. H. Dean estate to the Massell Realty Company, of the eight-story Temple Court Building at the southwest corner of Alabama and Pryor streets. The sale, made in April, 1929, involved a consideration of around $150,000. The old Temple Court, one of Atlanta's earliest tall buildings, was originally built in the mid-1880's as a home for the Gate City National Bank in the then most important commercial section of the city. After the failure of the bank in 1893, the building was sold to the Venable family. In 1895, its name was changed to Temple Court and for the next 25 years it was tenanted almost entirely by lawyers. During 1929 the Massell Company tore down the old landmark and erected the 125-room Jefferson Hotel, opened about January 1, 1930, and leased for 20 years to Jake and Harry Abelson.[232]

Throughout the year 1929 construction went forward upon Atlanta's new million-dollar city hall at Washington and Mitchell streets, authorized by the bond issue of 1926. The fifteen-story semi-Gothic structure, designed by G. Lloyd Preacher & Company, Inc., of Atlanta, and erected by the National Construction Company, was built on the site of old Girls' High School, on part of which was the old John Neal, or Richard Lyon mansion, in which General Sherman made his headquarters during his occupancy of the city in the fall of 1864. Construction of the new city hall was begun in the summer of 1928 and was virtually completed in 1929, though it was not until Washington's birthday, February 22, 1930, that the records and affairs of the city's government were moved from the ancient pile on Marietta Street.[233]

In his message to council at the beginning of 1930, Mayor Ragsdale was able to announce the purchase of Candler Field by the city. He said: "It was one of the most important transactions by the city in years. With one airplane factory and an airport Atlanta is in a dominant position in the aviation of the southeast."[234] Wrote Henson Tatum, the mayor's secretary, shortly after the purchase:[235]

"Actual purchase of Candler Field by the City of Atlanta guarantees to the 'cross roads of the air' an airport worthy of Atlanta's strategical position. On April 13, 1929, a check for $94,500 was exchanged for title to the property, and almost at once important local aircraft developments were announced.

"Pitcairn Aviation Corporation [John K. Ottley, Jr., Atlanta manager], which holds the Atlanta-New York and Atlanta-Miami air mail contracts, has revealed plans for erection of a new hangar and shops at the field to cost approximately $75,000. The hangar will replace one in present use and will be as large as all three hangars now at the field. . . .

"Months ago the engineering department of the City of Atlanta completed plans for improvements at Candler Field, anticipating its future purchase by the city.

"Without delay work of expansion will commence, and when it is finished Candler Field will rank as a class 'A' airport in every important respect. The city has set out to make the field conform to every feasible requirement of the highest type landing field, and the Department of Commerce at Washington has agreed to send one of its experts to assist.

"The first thing to engage the city's attention will be further leveling of a portion of the field and extension of the runways. It is proposed to lengthen the north-and-south and east-and-west runways to 2700 feet. When funds are in hand a concrete apron will be laid facing the hangars which will do away with the clouds of dust raised by ship pilots tuning up their motors.

"Approximate cost of improvements will aggregate $240,000. Fulton County is expected to lend substantial assistance, principally by furnishing labor necessary in extending the runways. The city and county together have expended approximately $80,000 on the property since the city leased it five years ago.

"Candler Field embraces 297 acres. Engineering plans contemplate establishment of a public park and athletic grounds at the northern end of the tract, which will not be needed for air purposes for some time to come.

"Atlanta was one of the first cities to establish an airport, and by reason of her geographical location and her importance as a financial and distribution center, took a commanding lead from the start.

"The city's recent purchase of the field was hastened to enable Atlanta to maintain her supremacy and build to keep pace with the future of aviation.

"Just as she is the foremost rail terminus of the Southeast, Atlanta aims to be the leading mail and passenger terminus of the skies."

By the end of 1930 Atlanta had become America's third city in air transport, only New York and Chicago having more planes on regular schedule. Sixteen planes per day, carrying mail, express and passengers, were arriving and departing from Candler Field.

Early in the year Davis Airlines, Inc., headed by pioneer flyer Douglas H. Davis, was operating a daily passenger service between Atlanta and Birmingham. The field had likewise become southeastern headquarters of the aeronau-

The Victorian Society in America
Atlanta Chapter
948 Austin Avenue, N.E.
Atlanta, Georgia 30307

WHEREAS the Victorian Society in America--Atlanta Chapter is dedicated to the preservation of significant landmarks, and

WHEREAS the Carnegie Library has been a building central to the community life of Atlanta since 1900, and

WHEREAS the Carnegie Library is a building on a human scale, eminently suitable to an urban area with increasing pedestrian traffic and a corresponding emphasis on pedestrian amenities, and

WHEREAS the Carnegie Library has been nominated for and is pending listing on the National Register of Historic Places, and

WHEREAS the architectural style and location of this building make it worthy of preservation and adaptive use, and

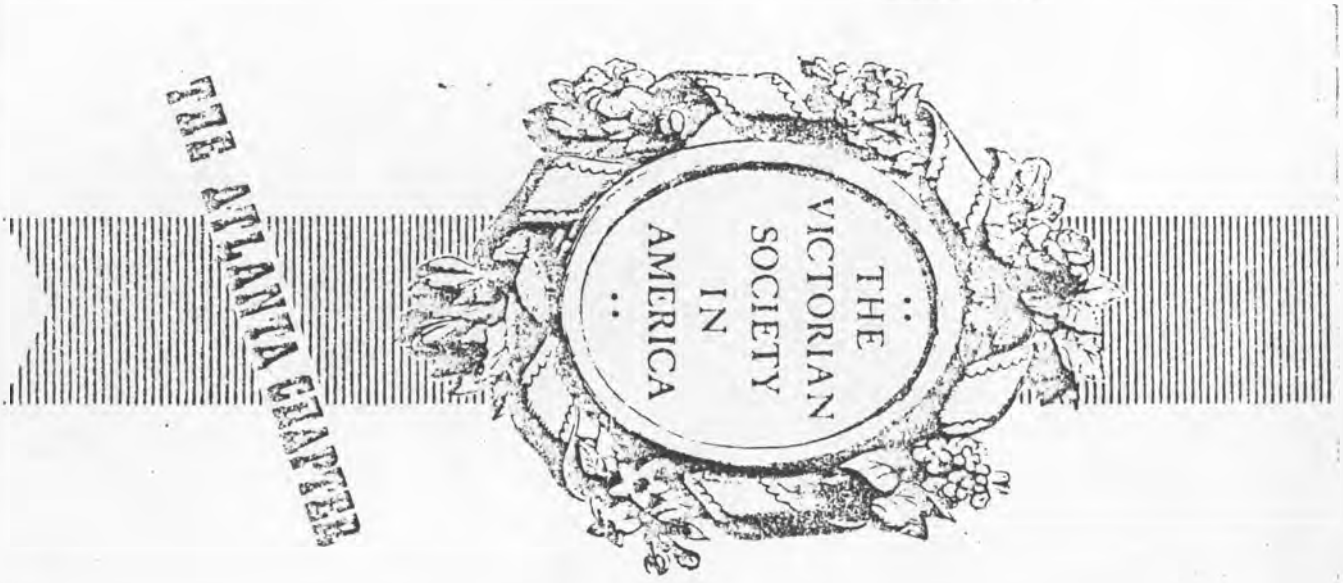
WHEREAS a large number of vacant urban spaces presently exist which are suitable for the location of a new central library facility,

BE IT RESOLVED by the Victorian Society in America--Atlanta Chapter that the Carnegie Library, a building of distinction in the Beaux Arts style, be preserved an an important landmark in Atlanta's architectural and social history.

ADOPTED UNANIMOUSLY May, 1976, at the Annual Meeting of the Atlanta Chapter of the Victorian Society in America.

James L. Whitsitt

President



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Folksingers on the wharf, 2 PM — 2 AM. Paul Mitchell Jazz Trio on the ship, 8:30 PM — 2 AM.

David Sherman

Downtown Atlanta

Alternatives to taking downtown Atlanta were very expensive — $15 million for alt. to take backs of bldgs.
Prob. is that UMTA was doing stuff on weekends (demolition on weekends)

"Change of opinion in the State" re sig. of downtown Atlanta.

Cost: Biggest cost is preserv. of facade of 12 story bldg (Etzeman Bldg.)

Next alternative would cost $14-15 mil.
Preserving bldg. for 3 yrs., getting consultants to do feasibility study of would not be much
$250,000 to build slurry wall, which would, according to UMTA, be necessary to keep bldg. up structurally
Have since come up w/ fig of $1.5 mil. for slurry wall — How good is this estimate?
Tunnel from Main Sta. to Underground Atlanta was idea of SHPO, MARTA, & Urban Design Commission.

Sycamore Street

Problem of 4(f) mitigation costing more than 106 mitigation.
106 compliance increased their cost $100,000.
4(f) called for removal of 2 houses - decision by non professionals — cost of $200,000.
Greatest cost has been citizens' lawsuits.

Archeological surveys have been obtained very inexpensively.

4,000 structures to be impacted by MARTA

SHPO funded $10,000 survey of Downtown Atlanta

MARTA is providing architectural data on bldgs. on the lines and from centers
No historical research is being done
MARTA is funding archeol. survey & excavation. Are putting out a monthly report on archeol. surveys. Aren't getting dets on sites recommended by archeologist.
Ernie is getting the monthly report - Why aren't we?

Oct. 1975: David Sherman met w/ Ed Kastellani of MARTA – decision on Downtown was taking out of Sr boundaries but that he could provide MARTA w/ dets of elig. on any indiv props – & dist.s if he needed it fast.

Jan. 16 – Sherman wrote to Kastellani – encouraged by moves to reuse downtown bldgs.

Feb. 1976 rev. bd. was to meet tour was cancelled because of agreement w/ DOT

March '76 – Kastellani & Sherman spoke again ?

Mar. 4 '76 MARTA applied for demo. permit – for imp. prop. in district. – Eiseman Bldg. Urban Design Commsn called them to task on it, MARTA saved facade but demolished rest of it

Apr. 28 – applied for demo permit for 10 structures in Underground –

Held pub mtg Wed May 19

Granted conditional certf. of approval to demol., excepting 1 bldg.

MARTA has done nothing yet

May 20 - Kiyoshi Mano from UMTA met w/ someone in DC (ask Carol) - doc would be required — we finally got request.

Bob Bettis saw district + drew boundaries.

Don Klima 8/26/76

MARTA has been doing surveys — completed for east line (currently under construction) → surveys indicated that some properties were eligible, a few props. have been submitted to SHPO. Also, a few props. on west line have been submitted to SHPO.

History Group submitted a proposal to MARTA to do a historical/architectural analysis of the lines (other than east) — MARTA liked the idea, but UMTA wouldn't fund it. UMTA also has refused to fund archeological surveys — MARTA is funding these.

(Don thinks the problem lies w/ UMTA, not MARTA.

→ this proposal would allow MARTA to get the responsibility

- Lots of support, local business & Congressional for listing; some address significance.

- 2 NPs
  - one concerning loss of integrity;
  - other not explicit

5) integr of elements of facade
6) zero Mile Post

CONTEXT municipal

Viaducts highway signs

1) integrity of viaducts
- materials strengthened w/ steel support
- piercing
clean-up & replace

2) impact of festival marketplace setting
Alabama St viaduct underneath

3) top of Alab viad
large planters, benches
MALL, now
setting + constr

Jody 10/25/99

4) corner bldg lower level Facade

discrete structures
intersections - functionally, not of hanging

Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

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

1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

STREET & NUMBER: Beginning at intersection of Alabama Street and Central Avenue, the area bounded by the northernmost property lines on Alabama Street (cont'd) __NOT FOR PUBLICATION

CITY, TOWN: Atlanta __VICINITY OF

CONGRESSIONAL DISTRICT:

STATE: Georgia CODE: 13 COUNTY: Fulton CODE: 121

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	X UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	X ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Multiple Owners

STREET & NUMBER:

CITY, TOWN: __VICINITY OF

STATE:

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Fulton County Courthouse

STREET & NUMBER: Pryor Street

CITY, TOWN: Atlanta

STATE: Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Survey of Historic Structures, Sites and Districts: Atlanta Urban Design Commission -- Portions of this district were listed

DATE: November, 1973 __FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS: Atlanta Urban Design Commission

CITY, TOWN: Atlanta

STATE: Georgia

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE__ ____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Atlanta's Historic Downtown District is a three-block equivalent section of the southern portion of the central business district. The street layout is a grid of square and rectangular blocks, angled on a southeast-northwest axis. Adjacent on the east is a district of state, county and city office buildings; on the west is a new air rights development over north-south railroad lines; to the south is an area of warehouse buildings and parking lots; on the north, an east-west railroad line forms a clear boundary. This downtown district contains many substantial remnants of the nineteenth century business and social center of Atlanta, periodically interrupted by intrusions of parking lots and later speculative store and warehouse buildings. The largest number of extant structures are located along Alabama. A considerable number of period buildings also remain on Whitehall* and Pryor Streets, and the intersection of Whitehall and Alabama Streets remains one of the most significant crossing points in the central district. Later buildings and facade changes along these streets have not disturbed the scale of the earlier one to three-story buildings lined up along the grid pattern of the street.

This older business section was profoundly altered in 1928-29 by the construction of a large viaduct system which raised the street level of the area along a five-block section of the east-west railroad line. These viaducts, which span the tracks and are connected by laterals along either side of the railroad gulch, buried sections of the older store fronts and the ground stories of many buildings. It is a portion of this covered area, along Alabama and Pryor Streets, which has been returned to use as an entertainment area known as Underground Atlanta.

The section of the east-west railroad which extends between Pryor Street and Central Avenue was at one time covered over with the railroad passenger station, an iron arched structure which has since been destroyed. However, the original zero milepost marking the southern end of the old Western and Atlantic, now Louisville and Nashville Railroad, which is located across the tracks from the District, remains. At the eastern edge of the District (where Alabama Street meets Central Avenue) and south of this milepost is the Georgia Railroad Freight Depot, 1869, the

* Note: This street has been recently renamed, Peachtree Street, South, but the historic name, Whitehall, has been used throughout this form.

oldest extant structure in central Atlanta. This is a one-story fragment of the original three-story building which suffered a fire in 1935. A later low hipped roof covers the brick Italianate structure in which the typically stylistic stone quoins, arched doorway and arched windows with stone lintels remain. The long rectangular section extending from the rear of this square section was built after the fire. Adjacent to this depot and to the south is a 1914 commercial style reinforced concrete warehouse, the L and N Terminal Building. This long 5-story rectangular block faces Central Avenue. Across the street are two original brick commercial blocks with remodeled facades which are situated at the edge of the viaduct ramp. These have been remodeled on the interior and are connected by some new construction to create a small, several story mall-like complex of shops and commercial operations.

Along the ground level of Alabama Street, extending northwest from the Georgia Railroad Freight Depot, are the 1870's and 1890's first-story facades of the old mixed-use district. On the northern side, the mill-constructed structures of Packinghouse Row with wood framed entrances and shop windows have been altered by the addition of "period" turned posts, but the original two-story brick facades, with segmental arched windows and brick corbeling at the cornice and between stories, remain along the railroad. Along the southside of the street the majority of the facades are original, with the exception of two later brick structures and a facade to which nineteenth century iron piers, obtained from a demolished structure, have been added. The most notable facades on this side of the street are three in which the iron columns are original. Two of the structures, numbers 50-52 and 54-56, extend above the viaduct, while the third, the old Tripod Paint Company, has been refaced at the viaduct level, probably after 1929. In the columns of number 50-52, built c. 1879, relief shields with the letter "L" at ground level signify this structure as the old location of the Lowry Bank. At the viaduct level, this is a three-story brick structure with two recessed bays with paired segmental arched windows and four semi-circular arched lights above, resting on a simple stone coursing. A pattern of small diamonds enlivens the iron column shafts at number 54-56 at ground level. Above these columns at viaduct level is a three-story brick structure with a protruding rectangular bay containing six windows with sill and lintel coursing of stone, and with light corbeling at the top. A pattern of recessed panels and circles is found on the iron

columns of the Tripod Building at ground level, this being typical of a once widespread building-front style in Atlanta.

On the four corners of the intersection of Alabama Street and Pryor Street, the original structures remain, except on the southwest corner where a new structure, the Hotel Jefferson, has been built above the viaduct. Beneath this 1930 addition, however, remain at ground level the rusticated stone pillars, molded and patterned iron window lintels, and the brick surfaces of the original Gate City National Bank of 1883. On the southeast corner stands the Block Building with some alteration due to brick infilling at ground level, and later store fronts added at the viaduct level. The major portion of this five-story, c. 1890, candy factory is original. Slender iron columns and wider fluted corner piers are extant at ground level and the viaduct level. The windows of the stories above are segmental arched with terra cotta caps. A mixture of window groupings, shapes and lintels is used across both street facades. A high parapet wall above the top story is detailed with heavy cornice moldings, including modillions. Sills of light stone or terra cotta are connected along the street facades to form horizontal bands. On the northeast corner of the intersection is the Hotel Jackson (Bentley), c. 1890. At ground level, an original, diagonally placed, recessed entrance is located behind a corner column of pink granite with an elaborately carved floral capital. Heavy rusticated stone piers form doorways in the center of each street facade, while iron columns along the Alabama front provide wide shop windows. The Pryor Street facade has been altered by windows recently added in the brick infilling which was undoubtedly put there after the viaducts were built. The second story of this five-story structure has been altered to accommodate the higher street level created by the viaducts. Above this the original brick walls contain rectangular windows with dripstone window lintels connected across the facades to form a continuous tooth-like pattern. Between the third and fourth, and the fourth and fifth stories is an incised terra cotta band. The parapet wall above the fifth story, with its heavy overhanging cornice of moldings and corbel-like rounded arches makes a strong cap for the building. On the northwest corner at at the ground level, the original Italianate facade of the P. and G. T. Dodd Building has been altered to provide entrances to recent Underground Atlanta businesses, but the original brick and stone arches over the windows remain and the original

facade still faces the railroad on the north side. Above ground, at the viaduct street level, this building, as others on the northside of Alabama Street between Pryor and Whitehall Streets, has been refaced. In the small section of ground-level Alabama Street which is useable between the corner and the dirt-rubble embankment supporting the viaduct are occasional details, such as iron columns and carved stone ornaments from the original facades.

Pryor Street, part of which also exists on two levels, also features several structures remaining from the nineteenth century. On number 100 Pryor Street, at the viaduct level, there are iron columns in the base which were apparently inserted after the building of the viaducts. The walls of this building have been extensively refaced. Number 102 is a four-story brick structure, the ground story of which is beneath the viaduct and reveals recent alterations in the facade. The viaduct level facade has been remodeled as a store front; on the central bay of the third and fourth stories, there are oriel-type wooden framed windows in a semi-circular arched frame of ribbed terra cotta with an enlarged stone keystone. Two rectangular, vertically paired windows with rough stone sills and lintels are in each of the end bays. A high parapet wall rises above with an overhanging cornice of moldings and dentils with a panel pattern beneath. Adjacent, number 104 is a five-story brick structure of which the ground story facade has also been altered. At ground level, however, is a symmetrical facade with three engaged rough stone pillars with iron capitals and iron columns. The central of these extends into the third and fourth stories as a brick engaged pillar between two vertical, recessed window bays which are treated with semi-circular arches at the fourth story, and which have horizontal terra cotta spandrels at the base of each story. On either side, this arched window treatment is recessed between end bays of ribbed pattern and segmental arched windows with stone or terra cotta voussoirs and keystones. The fifth story has two sections of triple rectangular windows with detailed stone heads and deeply recessed round windows surrounded by moldings in the end bays. Above this is a cornice with shallow modillions and dentils and a fret frieze pattern, all of stone or terra cotta.

Returning to Alabama Street, between Pryor and Whitehall Streets, there are several interesting cornice members of stone with details such as scrolled rectangular modillions, dentils and moldings capping the two-story structures. Further significant

buildings stand at the intersection of Alabama and old Whitehall Streets. On the northeast corner, there is the Atlanta National Bank Building, originally the Century Building of 1901-02. Twelve stories tall and a trapezoid with a rear light court in plan, this structure has large display windows on the street level with the front corner angled to blend with that of the street corner. (These have replaced the original ground level monumental entranceway.) Rusticated stone piers extend through the first two stories along the Alabama and Whitehall Street facades, with an entablature and string course molding separating the second and third, and third and fourth stories. The windows in the shaft are grouped in pairs with flat arched terra cotta lintels and narrow sills. The top three stories are organized as the cap of the building with modillions and cornice moldings above the ninth story and the eleventh story, and with double, engaged fluted pillars at the twelfth story, framing the window pairs. The windows in this top portion are both semi-circular arched and rectangular, and there is an overhanging cornice with ornate swag patterning forming a frieze beneath this cornice. Notable details which remain in the interior of the building include an open wrought iron stairway with marble treads in the upper floors and some elaborate office door hardware. On Alabama Street in front of this building, one original gas lighted street lamp from ante-bellum Atlanta has been preserved. At the northwest corner is a two-story block structure of brick with engaged pillars separating rectangular windows, and extending up to a simple terra cotta entablature with scroll modillions, dentils and a plain frieze beneath a parapet roof wall. There are four protruding second story octagonal bay windows facing Alabama Street. Adjacent to the north, and of a complimentary design, stands the Eiseman Building,* a six-story buff brick structure with an altered street level facade. Above this, four stories of windows are vertically grouped into three bays under semi-circular arches framed with slender Ionic pilasters. The arches are elaborated by ornament and figures between, and spandrels with a pattern of recessed and projecting squares. This entire triple arched window treatment is framed with Ionic pilasters, the shafts of which are banded with ornamental strips of terra cotta, and which support an elaborate entablature with an ornamented cornice and consoles forming a parapet wall above a frieze of horizontal rectangular windows. All of the wood-mullioned windows feature wide window panes framed by smaller

*See Addendum

panes on the sides and at the top. On the southeast corner of this intersection is the five-story Connally (now Mark Building) of 1915, a five story rectangular stone block of steel frame* and elaborately ornamented with terra cotta shields bearing the initials C-B paired at the building corners beneath strongly projecting string course moldings across the top of the second and third stories. The second story has segmental arched window openings with projecting sills on brackets. On the third story above the shield patterns are vertically rectangular inserts with ornamental heads. In the top two stories, the rectangular windows are grouped in pairs with ornamented terra cotta spandrels between vertically molded piers which extend through both stories to end with a low profile crenellated pattern along the cornice edge.

From here southward on Whitehall Street may also be found original and extant late nineteenth and early twentieth century architectural construction. Some structures on the west side of the street date from the decade of the 1930's, but all are consistent in scale and orientation with the older buildings. The two-story, tan brick Spruger Uniform Shop is elaborated by a Palladian window motif above an altered street level facade and a stone cornice with egg and dart molding and rectangular end panels with terra cotta or cast stone swag ornamentation. The adjacent five-story Kress Building, 1936, stands next to and is stylistically consistent with the McCrory Building -- a three-story cast concrete-slab structure with a high stepped parapet wall above. There are rectangular windows grouped in triplets in the center section of the facade beneath "scalloped" headings in the third story, and there are single windows in the side sections. There is a concrete fluted relief between the horizontal window sections, and above the third story windows.

Continuing to the south, there are two single-story structures with recent facade alterations, followed by the original Bass Department Store (now occupied by Mary Jane Shoes) which was built in 1899 and connected in the 1930's to the adjacent structure by a cornice line at the second story and a continuous panel in the first story. The original building has a narrow five-story facade with the windows grouped vertically in the top three stories under semi-circular arches. Ornamented spandrels, pilaster capitals and inserts between the arches compliment the leaf-like frieze pattern beneath the original overhanging cornice.

Adjacent to and south of the Connally (Mark) Building are five single or two-story 1930's-40's commercial structures with tile and glass facades. In addition, number 76 Whitehall Street, the Mirror, c.1920's, is a two-story rectangular stone block with a refaced recessed street level entrance. On the second story, the end bays have five horizontally rectangular windows, recessed in a frame beneath a broken semi-circular pediment on consoles; the central bay has one large mullioned window beneath a molded panel carrying the store's sign. An ornamented entablature breaks forward with a cornice carried over the end bays on consoles, and a frieze relief beneath egg-and-dart and astragal moldings. A turned stone spindle ballustrade is centered in a paneled parapet wall at the top. Number 80 Whitehall Street, occupied by the Atlanta Novelty Shop, is a

*Construction

(continued)

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two-story brick building, the base of which has been refaced and the second story of which has four rectangular wood framed windows with lights above, which are composed in a modified pilaster and entablature frame; the "pilasters" are actually a pattern of recessed panels beneath a projecting cornice on rectangular brackets, above which there is a parapet roof wall with a finial over the high center section. Numbers 80 and 86 Whitehall Street are situated in the corner of the W. T. Grant Building, 1907, a four-story L-shaped brick structure in which large areas of glass are recessed and framed by slender cast iron columns with Ionic capitals and a cross-pattern cast iron ballustrade across the bottom sections of the third and fourth story windows. The brick piers between these recessions are ornamented at their bases with terra cotta lion heads. There is at the top a cast metal cornice and fluted frieze with a protruding block relief beneath a metal capped parapet roof wall.

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ADDENDUM: Before this nomination form could be presented to the Georgia Review Commission for consideration, an agreement between the Commissioner of the Georgia Department of Natural Resources and the Commissioner of the Department of Transportation, signed on February 12, 1976, cancelled the scheduled meeting of the Review Commission at which the Downtown District was to be presented. In the interim, the demolition of one of the most significant structures of the district, described herein as the Eiseman Building, was begun as a part of MARTA rapid transit construction. Mitigation of the impact of this federally funded action upon the structure was offered. A section of the facade is being saved for use on a wall of the new rapid transit station on the site. In view of the late stages of transit planning in which historic impact was considered and because of other extenuating circumstances, The Atlanta Urban Design Commission which is the sponsor of this district nomination, has agreed to MARTA's request that this site be deleted from the proposed National Register district. The map boundaries as presented and the boundary description have been amended to reflect this change.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1869-1930 BUILDER/ARCHITECT Multiple

STATEMENT OF SIGNIFICANCE

Atlanta's Downtown Historic District is that portion of the original nineteenth century business district in which a sizeable number of nineteenth and early twentieth century structures maintain a characteristic streetscape. In this area, which was the major business, government and social center of the city from its founding in 1837 into the early years of the twentieth century, the urban environment evolved on a grid of streets in response to economic and social pressures, urban transportation systems and available building technology. It served a mixed use, office, financial, wholesale and retail function until the early 20th century when skyscraper office buildings began to draw office activity and financial institutions northward into the "Five Points" area. It continued to be the major retail center until the post-World War I years when several major retailers and department stores moved into the upper Peachtree Street area. Because of this movement to new sites and the building of a large viaduct system which buried a section of the older, ground-level streetscape, a sizeable number of original buildings remain.

The district is bounded on the east by a continually developing district of city, county and state office buildings, on the South by parking lots and warehouses, on the west and the north by railroad lines. Until recently it was an area that has been neglected by developers and planners. One recent enterprise, Underground Atlanta, by utilizing the extant area under the viaducts has demonstrated the economic feasibility of preserving and adapting older structures. Now, planners are recognizing that the existing older buildings do play a role in the economic activity of the central business district and are offering proposals for their preservation.

The history of this section of the city dates from the founding of Atlanta as a terminus point for a railroad line planned to connect Chattanooga, Tenn. with established Georgia towns. While the actual point at which the survey team drove in the terminus stake was located a few blocks west of the present central business district, the zero milepost of the line was placed at Central

Avenue in the present Underground Atlanta area. This battered concrete post, marked by a Georgia Historical Commission marker, is extant a few hundred yards east of the site of early Atlanta depots in the so-called railroad gulch. The first of the iron-arched depots which stood athwart the tracks between Pryor Street and Central Avenue just north of the district boundary, was destroyed in the Civil War. The second came down when the viaducts were built. Neither the Union Station of 1930, built to replace it nor the Terminal Station of 1904-1905 remain. Therefore, the few railroad buildings that survive in the district, including a fragment of the Italianate Georgia Railroad Freight Depot of 1869, are valuable.

The area south of the railroad tracks, from the beginning, was developed into a mixed-use business center. Hotels and wholesale buildings were built on both sides of the tracks, while both wholesale produce and commission merchants and financial institutions occupied buildings along Alabama Street in the present Underground area. Retail activity spread southward along Whitehall (Peachtree Street, South), Broad and Pryor Streets, and eventually occupied most of Mitchell Street.* Professional offices were located in upper stories of the buildings on all streets. Grocery businesses, originally scattered about along the streets moved out in the late nineteenth century during the time when distinct residential areas began to be developed on the outer edges of the business district. The wagon yards and stables, which were also dispersed through the area in the nineteenth century gave way about the same time to commercial development and newer transportation technology. The undifferentiated functional pattern of the district began to change in the 1890's as specialized skyscraper office buildings, for the most part erected north of the railroad tracks, began to draw professional tenants and financial institutions away from the older area. Wholesale produce activity stayed along Alabama Street and motivated the building of two large, reinforced concrete buildings on the east side of Central Avenue. One of these, the L & N Terminal Building remains a part of the district. Some of the structures (with facades altered as a part of the Underground Atlanta development) that were known at the turn of the century as Packinghouse Row remain on the north side of Alabama Street.

*South of the present district.

By World War I, there had been a clearly discernable shift of the financial-office center north of the railroad tracks in the vicinity of the intersection now known as "Five Points". In addition, retail activity had begun to move toward the Upper Peachtree Street area where the recent development of Peachtree Center is now taking place. The major hotels were also moving into this general area. However, Whitehall Street and the adjacent streets of the old downtown continued to support a variety of retail activities, including the new five and ten cent stores and a proliferation of furniture stores. A wide swath of railroad tracks, running east and west, separated this older area from the newly developing business streets. A coordinated system of viaducts was built in 1928 and 1929 over this railroad gulch. These bridges were all that was implemented from a grand plaza scheme, proposed in 1909 by Atlanta architect Haralson Bleckley, for covering the tracks with a concrete platform supporting walkways and landscaped open spaces. The large viaduct construction project effectively buried the section of the old district that was located along Alabama Street and produced second-story alterations in many of the older structures in order to accommodate the higher street level. By this time, however, the functional changes produced by the movement of older businesses from the district were already accomplished.

The fact that many of the older businesses and institutions moved out of the district and the older structures and street layout was able to accommodate new functions and business activities, has contributed to the preservation of some notable buildings along with the large number of period facades which give the area its characteristic physical environment. Beginning on Central Avenue and lower Alabama Street, the Georgia Freight Depot and the L & N Terminal Building provide an effective boundary and entrance into Underground Atlanta. The extant ground level streetscape of iron columns and other nineteenth century details leads to the intersection of Alabama and Pryor Streets where extant facades remain on all four corners. Two of these corners are occupied above the viaducts by the upper portions of these original c. 1890 buildings. Both are typical High Victorian Italianate designs which represent a style that was once characteristic of the business district of Atlanta. The Jackson (now

Bentley) Hotel Building is especially notable with its typically Victorian polychromy of brick, stone and terra cotta. The white bands which outline the tops of the rectangular windows and the row of small pointed arches forming a corbel-like band under the overhanging cornice edge are distinctive features of the building which was probably designed by E. G. Lind, an architect from Baltimore who worked in Atlanta in the 1880's and early 1890's.

Moving from the upper level of Alabama Street to the ground level intersection of Whitehall Street, there are several notable buildings forming a historically active crossing point in the central district. The Eiseman Building of 1901 on the north west side of this space is one of the most distinguished facades in the central business district. Its designer, Walter T. Downing was one of Atlanta's most interesting and imaginative architects whose work is now beginning to be studied and recognized. Here he provided for the Eiseman Brothers Clothing Company a sensitive adaptation of Beaux-arts Renaissance Revival elements to a commercial facade. The adjacent and contemporary low building on the corner is complementary in its use of classical detailing. On the northeast corner, the intersection is marked by the Century (later Atlanta National Bank) Building of 1901-1902, one of the earliest skyscrapers in the city. The building was designed by Bruce and Morgan, perhaps the most prominent, but certainly the most prolific late nineteenth and early twentieth century Atlanta designers of large commercial structures. The office building, commissioned by George W. Scott, mill owner and founder of Agnes Scott College, was one of the more elaborate designs of the firm and the first to utilize monumental classical detailing. The five story, steel frame Connally (now Mark) Building on the southeast corner of Alabama Street replaced the first Connally Building of the 1870's on this site in 1915. Its elaborately decorated facades by architect W. L. Stoddard document the changing taste of this period for heavier and more traditional detailing.

The streetscape of Whitehall Street is consistent with the other streets in the district, but buildings on this street, long a centrally prominent business street, have housed a concentration of dry goods and department type stores ever since the nineteenth century. Only one of the venerable and still extant Atlanta

businesses which from the nineteenth century well into the twentieth were located along the two blocks of Whitehall Street in the district remains in the area. Rich's Department Store is located on an adjacent block of Broad Street, but Muses, Hirsch Brothers, Regensteins, J. P. Stevens, Froshins and Davison's have moved from the area. One of the more notable facades on the street, the W. T. Grant Building, was originally the home of Rich's. The extant building is this company's 1882 structure remodeled and enlarged in 1907 by Bruce and Morgan. Its elaborated but straightforward commercial style facade with its wide entranceway emphasized the early twentieth century growth and importance of this old Atlanta business. Behind this building extending into Kenny's Alley in the Underground Atlanta area is the old Rich's Annex with a rear facade on which the original store logo of M. Rich and Bros. remains. Along with Rich's on this east side of the street are two other facades which have retained their early twentieth century detailing. The Mirror, with its broken segmental pediments on consoles and balustraded parapet adds a distinctly Neo-Renaissance Revival note, while its neighbor which was originally the location of Froshins (now in the Upper Peachtree area) shows the more rectilinear period detailing. Along the west side of the street in this block, the Whitehall Street facade of the old Bass Department Store preserves late nineteenth century style, while the later 1930's store fronts are complementary in scale and orientation to the period facades.

The Downtown Historic District represents almost all that remains of the original business district of Atlanta. Although this area is marred by some intrusions, including later cosmetic-type ground story facings, and contains many small, modestly detailed commercial structures, the elements that remain include sufficient period detail and represent the general form characteristics of an almost vanished streetscape. That section of the district which was buried by the viaducts is a cultural resource that is unique to this city. In addition, there are many notable individual structures representing a sequence of Atlanta building periods.

Only last year, the American Institute of Architects' guide to the city described the old downtown area as "the most interesting square mile in Atlanta." A part of this assessment was based on its continuing function as the location of a variety of business activities which gave essential balance and diversity to a mixed-use central district.

The viability of this district and the preservation of its physical environment, to some degree already damaged by neglect, is now severely endangered by large-scale rapid transit construction. Faced with the prospect of a cleared and empty area in which immediate new development is both uncertain and of questionable value, the city is seeking to retain the district's vitality. Planning activity which seeks to utilize existing structures to preserve economic and social vitality, is now being focused on this area.

Even if downtown preservation could not be justified on economic grounds, preservation planning theory now suggests that the retention of historic downtowns with their plethora of associations and traditions is a matter of civic piety and necessary continuity. It is important to retain these visible connections to the historical development of the City of Atlanta.

Form No. 10-300a
(Rev. 10-74)

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CONTINUATION SHEET Location ITEM NUMBER 2 PAGE 1

northwesterly to the east right-of-way line of Peachtree Street, South (formerly Whitehall Street); thence southwesterly along said right of way line to the north property line of Number 65 Whitehall Street; thence northwesterly along said property line to the rear property lines of properties facing onto the west side of Whitehall Street; thence southwesterly along said property line to the south property line of the former Bass Department Store Building; thence southeasterly along said property line to the west right-of-way line of Whitehall Street; thence southwesterly along said right-of-way line to a point opposite the southwest corner of the former W. T. Grant Building; thence southeasterly along a line from this corner to the southeast corner of the Atlanta Fixture Company Building; thence northeasterly along the rear property line of this structure to the northeast corner of the building; thence southeasterly*to the west right-of-way line of Central Avenue; thence northeasterly along said right-of-way line to a point opposite the southwest corner of the L and N Terminal Building; thence southeasterly along the south property line of this building to the west right-of-way line of Washington Street; thence northeasterly along said right-of-way line to the northeast corner of the Georgia Railroad Freight Depot; thence northwesterly along the north line of this structure to the west right-of-way line of Alabama Street to the point of beginning.

*Following the rear property lines of structures along Kenny's Alley

GPO 892 455

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Franklin Garrett, Atlanta & Environs (New York, 1954).
Elizabeth A. Lyon, "Business Buildings in Atlanta, 1865-1930: A Study in Urban Growth & Form," Emory University Thesis, 1971.
Sanborn Fire Insurance Maps, 1886, 1892, 1899, 1911
Miscellaneous City and County Records.
Field Survey, Atlanta Urban Design Commission.
Personal inspection, Sarah Hereford and Elizabeth A. Lyon, 1976.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	16	742000	3737000
B	16	742000	3737340
C	16	741140	3737340
D	16	741140	3737700

VERBAL BOUNDARY DESCRIPTION

(SEE LOCATION - ON FRONT OF FORM)

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: Sarah Hereford, Research Assistant and Elizabeth A. Lyon, Consultant

ORGANIZATION: Atlanta Urban Design Commission

DATE: February, 1976

STREET & NUMBER: Atlanta City Hall

TELEPHONE: (404) 656-2840

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 DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 888-443

Attachment 2 – Architectural Historian Resume

MICHELLE HOUSTON, MPS

NEPA Planner/Architectural Historian

Years with the firm

<1

Total years of experience

7

Areas of practice

Section 106 Compliance

Section 4(f)

Section 6(f)

National Environmental Policy Act (NEPA)

Georgia Environmental Policy Act (GEPA)

CAREER SUMMARY

Michelle Houston is an environmental planner and architectural historian with WSP USA. As an environmental planning and cultural resources professional, Michelle has four years of experience in environmental policy and seven years of experience in historic preservation practice. She specializes in producing National Environmental Policy Act (NEPA) or Georgia Environmental Policy Act (GEPA, Georgia project only) documentation for transportation and infrastructure projects. In support of the environmental processes, Michelle executes technical production of draft and final NEPA/GEPA documents in addition to facilitating public involvement activities and agency coordination.

In addition to her experience in environmental planning, Michelle is qualified as a historian and architectural historian under the Secretary of the Interior's Historic Preservation Professional Qualification Standards, as defined in 36 Code of Federal Regulations (CFR) 61. Throughout her career, Michelle has been involved in conducting cultural resource investigations in compliance with NEPA, the National Historic Preservation Act (NHPA), and various state and local regulations.

Prior to joining the Atlanta office of WSP, Michelle produced technical environmental documents such as Categorical Exclusions (CE) and Environmental Assessments (EA) related to transportation and infrastructure projects. As an architectural historian, she has conducted project-specific field work and Section 106 compliance documentation for such agencies as the Georgia Department of Transportation (GDOT), United States Army Corps of Engineers (USACE), Federal Emergency Management Agency (FEMA), Metropolitan Atlanta Rapid Transit Authority (MARTA), and private energy clients. Michelle has also been involved with environmental planning and compliance for local governments such as Cobb County, City of Roswell, and City of New Orleans.

EDUCATION

Master of Preservation Studies (MPS), Tulane University School of Architecture, 2009

B.A., Art History, Millsaps College, 2008

PROFESSIONAL MEMBERSHIPS

Women in Transportation Seminar (WTS), Georgia Chapter, 2017–Present

Society of Architectural Historians, 2012–Present

PROFESSIONAL EXPERIENCE

- I-285 at Bouldercrest Road Interchange Reconstruction, DeKalb County, Georgia: NEPA planner responsible for technical assistance on this project, which would reconstruct the existing interstate interchange. Michelle provides technical assistance with NEPA documentation including public outreach and drafting the Finding of No Significant Impact (FONSI), as well as addressing client/public/agency comments. The project requires extensive community outreach and coordination with roadway design. The project value totals $68.75 million. Client: GDOT. 4/2018 – Present

- Sardis Road Extension/Connector, Hall County, Georgia: GEPA planner responsible for this project, which would construct a connector roadway utilizing portions of new location and an existing road network. Michelle provides technical

production and drafting of GEPA documentation, which includes the identification of potential environmental and community impacts. The $30-million project would require a Practical Alternatives Report (PAR), Section 404 coordination, and avoidance of cultural resources. Client: GDOT. 4/2018 – Present

- Metropolitan Atlanta Regional Transit Authority (MARTA) Arts Center Transit-Oriented Development, Fulton County, Georgia: NEPA planner responsible for drafting the Annotated Environmental Assessment (EA) Outline, responding to agency comments, and technical production of the draft and final EAs for client/public/agency review and comment. This project proposes to construct mixed-use development oriented around the MARTA Arts Center rail station in midtown Atlanta. The $1.8-million project includes coordination with the surrounding business community and the Federal Transit Authority (FTA). Client: MARTA. 3/2018 – Present

- State Route (SR) 11 Widening, Hall County, Georgia: NEPA planner responsible for technical assistance for this proposed project that would widen and reconstruct the existing SR 11 roadway. Michelle provides technical assistance with NEPA documentation, which includes the identification of potential environmental and community impacts, drafting of the EA, and Geographic Information System (GIS) mapping. The $50-million project would require Section 404 coordination and avoidance and minimization of impacts to cultural resources. Client: GDOT. 2/2018 – Present

- Roswell Historic Gateway, Fulton County, Georgia: NEPA planner for this proposed project, which consists of upgrades to the SR 9 corridor including the widening of the facility from three to four lanes, construction of new bridges, construction of three new roundabouts, and additional multimodal infrastructure. Michelle is responsible for technical updates to Draft EA, coordination with environmental subconsultants, and facilitation of agency approval. The $30-million project includes coordination with the National Park Service (NPS) and has numerous cultural and ecological resources along the corridor. Client: City of Roswell. 1/2018 – Present

- Summerville Bypass, Chattooga County, Georgia: GEPA planner for this proposed project, which would construct a new location bypass south of the city of Summerville to connect with an existing section of SR 1/U.S. 27. The SR 1/U.S. 27 facility would then be widened as part of the proposed project. The project is state-funded, and therefore requires compliance with GEPA. Michelle provides technical assistance with GEPA documentation, which includes the identification of potential environmental and community impacts. The $80-million project would require Section 404 coordination and avoidance of cultural resources. Client: GDOT. 1/2018 – Present

- Akers Mill Road Access Ramps, Cobb County, Georgia: Technical NEPA lead responsible for drafting the Categorical Exclusion, managing the environmental schedule, and coordinating with environmental subconsultants. The proposed project would construct new access ramps onto the existing I-75 facility from Akers Mill Road. The $6.5-million project includes coordination with the surrounding business community and the NPS. Client: Cumberland Community Improvement District. 1/2018 – Present

- Interstate 85 (I-85) and State Route (SR) 138 Diverging Diamond Interchange, Fulton County, Georgia: NEPA planner for this proposed project, which would

modify the existing diamond interchange at I-85 and SR 138/Jonesboro Road to a diverging diamond interchange. Michelle's responsibilities include technical production of an Environmental Assessment (EA) for agency authorization of right-of-way (ROW) purchase, management of the environmental schedule, and coordination with environmental subconsultants. The $40-million project includes Section 404 coordination and avoidance of a historic cemetery. Client: GDOT. 12/2017 – Present

PREVIOUS EXPERIENCE

Before joining WSP, Michelle's project experience included:

- Cultural Resources Reports for Transportation and Infrastructure Projects: Primary author/principal on the following projects, which required Michelle's expertise in Section 106 compliance and required field documentation, early coordination, oral history interviews, and deed/historic map research. Document production included extensive crafting of historical narratives, descriptions of historic buildings and construction alterations, interpretation, and application of the National Register of Historic Places (NRHP) criteria and seven aspects of integrity, discussion, and interpretation of project plans as they relate to historic properties. The projects also required coordination with GDOT's Office of Environmental Services, project engineers, and the State Historic Preservation Officer. Client: GDOT, City of Roswell.
    - Cultural Resources Report, Pine Grove Road Culvert Replacement, City of Roswell, Fulton County
    - Historic Resources Survey Report, Assessment of Effects, and Programmatic Categorical Exclusion, PI# 0012824, City of Atlanta Intersection Improvements, DeKalb County
    - Historic Resources Survey Report, PI# 0013971, Briarcliff Road and Lavista Road Intersection Improvements, DeKalb County
    - Historic Resources Survey Report, PI# 0013248, Gordon Highway Widening, Richmond County
    - Historic Resources Survey Report, PI# 0012865, Hereford Farm Road Widening, Columbia County
    - Historic Resources Survey Report Addendum II and Assessment of Effects, BR000-0000-533, PI# 0005533, U.S. 129/SR 11 Bridge Replacement over Bluff Creek, Pulaski County
    - Historic Resources Survey Report, PI# 0012638, HP-151005-001, Multimodal Improvements, City of East Point Livable Centers Initiative, Fulton County
    - Historic Resources Survey Report and Assessment of Effects, PI# 0012875, Pedestrian, Bicycle, and Roadway Improvements, Chamblee Dunwoody Road and Cotillion Drive, DeKalb County
    - Historic Resources Survey Report Addendum, Assessment of Effects Addendum, Categorical Exclusion, STP00-0002-00(669), PI# 0002669, City of Decatur Intersection Improvements, DeKalb County

- Historic Resources Survey Report and Assessment of Effects, PI# 0011639, Buford Highway Bicycle and Pedestrian Improvements, Gwinnett County
- Historic Resources Survey Report Addendum and Assessment of Effects Addendum, CSSTP-0006-00(857), PI#s 0006857 and 0006866, State Route 92 Widening, Cobb and Paulding Counties
- Historic Resources Survey Report Addendum and Assessment of Effects Addendum, CSSTP-0006-00(862), PI#s 0006862 and 731865, State Route 92 Widening, Cobb County
- Section 106 Checklist and Categorical Exclusion, Categorical Exclusion Reevaluation, PI# 0010613, SR 54 and Lester Road Intersection Improvements, Fayette County
- Section 106 Checklist and Categorical Exclusion, Categorical Exclusion Reevaluation, PI# 0010640, Charles W. Grant Parkway Landscaping Improvements, Clayton County
- Historic Resources Survey Report Addendum and Assessment of Effects, NHIM0-0085-02(164), PI# 110600, I-85 Managed Lane, Gwinnett County
- Historic Resources Survey Report and No Historic Properties Affected documentation, PI# 0010939; HP-140422-022, Intersection Improvement Project on Cobb Parkway/U.S. 41 and Road Widening of SR 92, Cobb County
- Historic Resources Survey Report, Categorical Exclusion Reevaluation, PI#s 0010672 and 0012647, SR 81/Emory Street Sidewalk Improvements, Newton County
- Historic Resources Survey Report and Assessment of Effects, PI# 0011640, Hardin/O'Kelly Streets Bicycle Lane and Landscape Improvements, Rockdale County
- Historic Resources Survey Report and No Historic Properties Affected documentation, PI# 0011427, J.W. Braswell Road TIA Improvements, Glascock County
- Historic Resources Survey Report and No Historic Properties Affected documentation, PI# 0011376, Hoyt Braswell Road TIA Realignment, Jefferson County
- Historic Resources Survey Report and Assessment of Effects, PI# 0011374, Gettis Street Resurfacing and Sidewalk TIA Improvements, Hancock County

Contemporary Historic Resources Survey Downtown Atlanta

Downtown Atlanta
CONTEMPORARY HISTORIC RESOURCES SURVEY REPORT

Karen Huebner
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DOWNTOWN CONTEMPORARY HISTORIC RESOURCES SURVEY

FINAL REPORT

Submitted to

Central Atlanta Progress
Atlanta Downtown Improvement District

GEORGIA
DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

CENTRAL ATLANTA PROGRESS
ATLANTA DOWNTOWN IMPROVEMENT DISTRICT
CITY OF ATLANTA OFFICE OF PLANNING
GEORGIA DEPARMENT OF NATURAL RESOURCES, HISTORIC PRESERVATION DIVISION

September 4, 2013

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INTRODUCTION

Executive Summary

In May 2013, the Atlanta Downtown Improvement District (ADID), Central Atlanta Progress (CAP), and the City of Atlanta's Office of Planning contracted with Atlanta Preservation and Planning Services, LLC (APPS) to conduct a survey of the contemporary historic resources in the downtown area of the City of Atlanta. The purpose of the survey was for city planning purposes, to assist preservation activities, and to augment the Georgia Historic Resources Survey.

All resources within the specified geographic area were investigated (see Map 1 on page 3). The survey area comprised 2115 properties, of which 266 resources met the survey criterion of being constructed between 1935 and 1985. Each of these was digitally photographed, documented, and entered into Georgia's Natural, Archaeological, and Historic Resources Geographic Information System (GNAHRGIS). GNAHRGIS is the database of the Georgia Department of Natural Resources, Historic Preservation Division, available online without charge to the public.

In addition to the time frame of the survey, several other criteria were used to determine which properties would be excluded from the survey. No parking lots were included, although parking decks and garages were surveyed. Vacant parcels or properties under construction were obviously excluded.

The surveyed area of the downtown commercial district encompasses about 508 acres, and contains some good examples of the Art Deco, Stripped Classical, International, Brutalism, and Late Modern styles built between 1935-1985. Predominant building types are tall office buildings, parking decks, hotels, and one-to-five story retail/professional buildings. Exceptional examples include the Olympia Building (1937), topped by the 1948 Coca-Cola sign, the Equitable Building (1968), the Atlanta-Fulton County Public Library (1980), the State of Georgia government building complex (1939-1966), the Peachtree Summit Federal Building (1976), and 40 Marietta (1964). The tallest building is the 73-story Westin Peachtree Plaza Hotel (1976), and the deepest is the Peachtree Center Metropolitan Atlanta Rapid Transit Authority (MARTA) station (1982), whose 770-foot long vault is 100 feet below grade.

It is difficult to have any discussion of downtown Atlanta's architecture without manifold mentions of John Portman and the impact of his designs on the city. From the Atlanta Merchandise Mart (now AmericasMart 1) in 1961, through the Atlanta Marriott Marquis in 1985[1], Mr. Portman's work dominates the northern quadrant of the survey area. Peachtree Center, begun in 1961, encompasses fourteen blocks. Beyond the survey scope are other Portman creations: the 1989 Inforum (now the American Cancer Society Center), the 1992

[1] To mention the earliest and latest Portman creations within the survey .

One Peachtree Center (now SunTrust Plaza), the 1992 Atlanta Gift Mart (with a west wing expansion in 2008), and the 2000 SunTrust Plaza Garden Offices.

Prior to this survey, a number of previous preservation projects were undertaken by various entities involving resources in the area covered by the Downtown Atlanta Contemporary Historic Resources Survey. Most of these projects resulted in publications.

- 1975: Atlanta Chapter of the American Institute of Architects, *The American Institute of Architects Guide to Atlanta*.
- 1976: Lynn Gomez-Graves, "Sweet Auburn Historic District National Register of Historic Places Nomination Form".
- 1978: Atlanta Urban Design Commission, *Atlanta Historic Resources Workbook*.
- 1981: Atlanta Urban Design Commission, *Atlanta Historic Resources Workbook*.
- 1987, Atlanta Urban Design Commission, *Atlanta's Lasting Landmarks*, 1987.
- 1982: Richard Cloues, "Fairlie-Poplar Historic District National Register of Historic Places Nomination Form".
- 1984: Darlene Roth, *The Heart of Atlanta: Historic Structures Survey*.
- 1992: Isabelle Gournay, *AIA Guide to the Architecture of Atlanta*.
- No date specified: National Park Service, *Catalog of Historic Structures; Martin Luther King, Jr., National Historic Site and Preservation District*.

There are four historic districts completely or partially within the survey boundaries that have been listed in the National Register of Historic Places (NRHP): Sweet Auburn, Underground Atlanta, Fairlie-Poplar, and Hotel Row Historic Districts.[2] There are only two buildings within the survey boundary that at least partially fall within the survey time frame. The Southern Bell Telephone Company Building was constructed in 1929, but has an eight-story addition on top, built in 1949, and the tower, built in 1963.[3] The Capital City Club was constructed in 1911, but its New Formalism-style parking deck was built in 1960.[4]

The City of Atlanta has a number of historic and landmark buildings and districts that meet the survey criteria. There are several survey buildings within the Martin Luther King, Jr. Landmark District (listed 06/19/1989). The 1937 Third National Bank Building, better known as the Olympia Building, located at 23 Peachtree Street NE, has a City of Atlanta Landmark Building Exterior designation (listed 06/13/1990). Concordia Hall, located at 201 Mitchell Street SW, was built in 1892, and is part of Hotel Row, which has a City of Atlanta Landmark District Exteriors designation (listed 12/23/1991). It is mentioned here because the Art Deco glass tiles on its facade were installed ca. 1935, and are included in the survey.

[2] Sweet Auburn was listed 12/08/1976, NRIS #76000631. Underground Atlanta was listed 07/24/1980, NRIS #80001077. Fairlie-Poplar was listed 09/09/1982, NRIS #82002416. Hotel Row was listed 07/20/1989, NRIS #89000802.
[3] The Southern Bell Telephone Company Building was listed 12/01/1978, NRIS #78000985.
[4] The Capital City Club was listed 09/15/1977, NRIS #77000425.

Other properties within the survey boundary are now, or are approaching, 50 years old that retain a high degree of historic integrity, that embody the distinctive characteristics of an architectural style, or are significant in the history and development of the city. It is recommended that the City of Atlanta consider designating these, and seeking to nominate them to the National Register.

Project Description

This historic resources survey commissioned by ADID, CAP, and the City of Atlanta was funded through a Historic Preservation Fund grant provided through the U.S. Department of the Interior's National Park Service, and administered by the Georgia Department of Natural Resources Historic Preservation Division as part of its Certified Local Government (CLG) Survey and Planning Grant. The grant was matched with in-kind services provided by each of the three commissioning bodies.

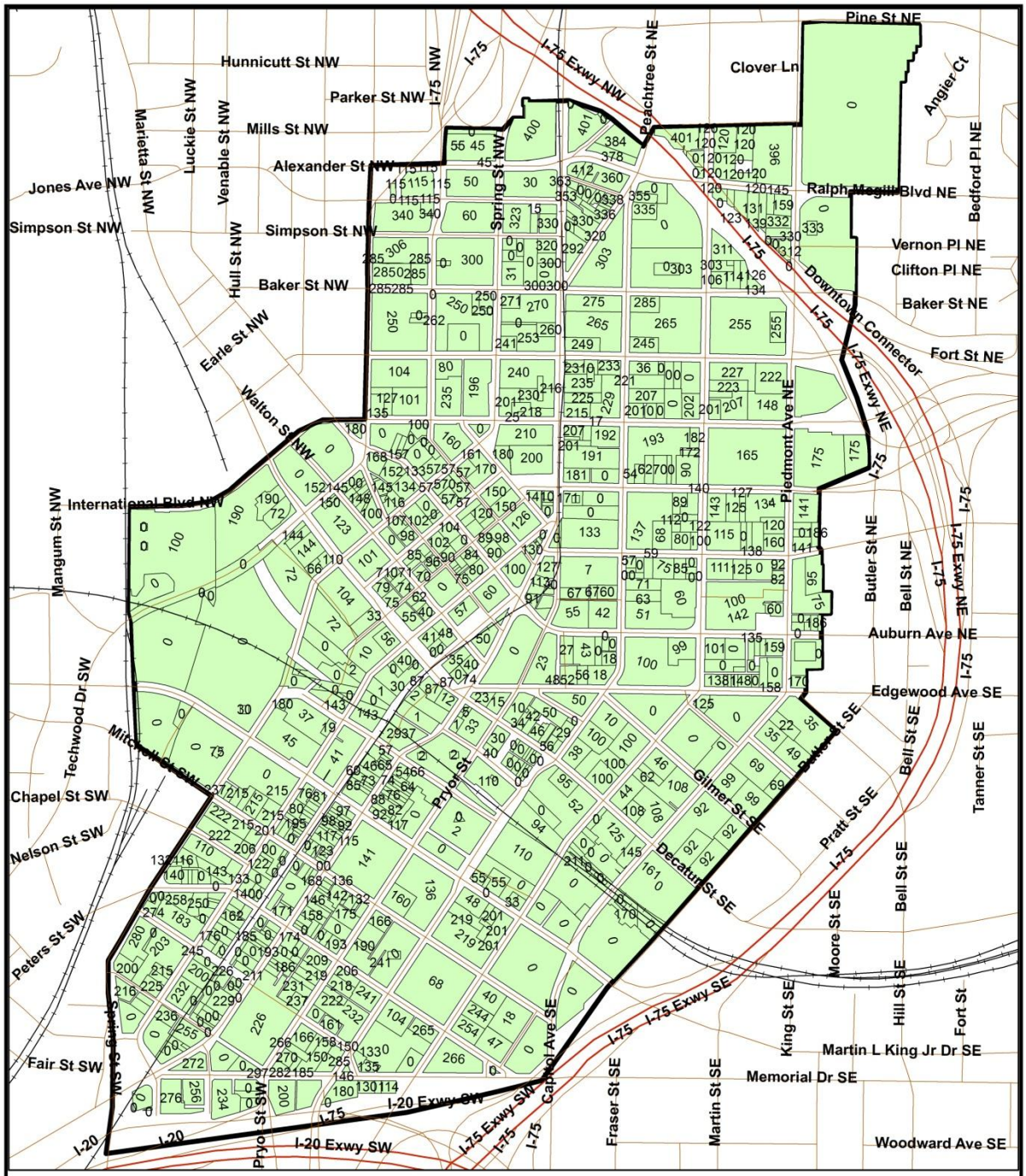
The survey was sponsored by ADID, CAP, and the City of Atlanta. The survey was conducted by preservation consultant Laura Drummond of Atlanta Preservation & Planning Services, LLC; architectural historian Brandy Morrison of Morrison Design, LLC, and preservation consultant Karen Huebner.

The historic resources survey was to include approximately 250 buildings, structures, and objects, constructed between 1935 and 1985, and located within the survey boundaries inside the city limits of Atlanta. The specific survey area included those resources located within the perimeter described by: Ralph McGill Boulevard and Ivan Allen Boulevard to the north; Piedmont Avenue to the east; Memorial Drive to the south; and Spring Street/Mitchell Street/Centennial Olympic Parkway to the west. Properties on both sides of the streets were investigated, but only properties that also met the survey time frame of 1935-1985 were included in the survey. On page 4 is a map of all the properties within the survey boundary.

There are 2115 tax parcels within the defined survey area, but 1813 (86%) of these are outside the scope of the survey (that is, they were constructed before 1935 or after 1985). A total of 266 resources were surveyed, photographed, and entered into the GNAHRGIS database.

Survey Methodology

The survey began in the summer of 2012, when a class taught by Dr. Leslie Sharp of the Georgia Institute of Technology surveyed some of the downtown resources. Students were required to research and document their chosen buildings. Some photographs were included. Approximately 70 resources were surveyed, though a number of them did not meet the survey criteria.



All Parcels Within the Survey Boundary

Downtown Atlanta Contemporary Historic Resources Survey

3 September 2013

1 inch equals 854 feet

N

More students worked on the survey project during the fall semester 2012 in a class taught by Dr. Ray Luce at Georgia State University. Approximately 30 resources were documented, some of which were entered into the GNAHRGIS system by the students.

The team of consultants was awarded the contract in late May 2013. At that time, a series of base map layers were provided by the City's Office of Planning and the Atlanta Regional Commission, after which the team created a map of the proposed survey area. All mapping was done in ArcGIS, a geographic information systems (GIS) software package.

One team member had previous experience entering historic resources into GNAHRGIS, and had attended two GNAHRGIS webinars in July and August 2012, conducted by Information Technology Outreach Services (ITOS) of the Carl Vinson Institute of Government at the University of Georgia. The webinars provided an introduction to the beta version of GNAHRGIS, and instruction on inputting survey data into the new version of the system. ITOS wrote and maintains the software which runs GNAHRGIS.

The team conducted preliminary research into the area to identify historic contexts, patterns of development, and significant historic properties within the survey scope. Following this, the intensive field survey began. The team conducted a parcel-by-parcel investigation of the entire survey area. Resources that met the survey criteria were photographed several times from the public right-of-way. All resources constructed between 1935 and 1985 were documented except paved parking lots and properties owned by the University System of Georgia. Information for each of the 266 surveyed resources will be entered into GNAHRGIS, including at least two photographs of each property.

The *Georgia Historic Resources Survey Manual* was used as the basic guide directing this historic resources survey and for inputting data into GNAHRGIS. The architectural styles referred to in this report are based on Marcus Whiffen's *American Architecture Since 1780, A Guide to the Styles*. This guide was chosen as it is on the National Park Service's list of recommended architectural style guides and dictionaries, and it provided complete coverage of styles within the survey scope. Other sources consulted in the preparation of this report are listed in the bibliography.

Historical research for the preparation of this report was conducted at Georgia State University, the Atlanta Urban Design Commission, the Atlanta Downtown Improvement District, Central Atlanta Progress, the Atlanta History Center, the Architecture Library at Georgia Institute of Technology, and the Georgia State Historic Preservation Office.

After gathering data about every property within the survey boundary, an Excel spreadsheet was prepared containing all relevant information on each resource. The spreadsheet was loaded into Microsoft Access to produce cross-tabulations and tables. A database file was created in Access, which was then input into ArcGIS to be merged with

the parcel data obtained from the City and ARC. The survey maps were then created in ArcGIS.

It should be noted that there is a discrepancy between the actual number of resources entered into GNAHRGIS and the number of tax parcels included in the survey scope. There were actually 302 properties that met the survey criteria. The discrepancy is a result of the fact that the base maps provided by the City of Atlanta are from the Fulton County Tax Assessor's office, and are keyed off the parcel identification number.

Some tax parcels contain more than one resource. For example, the block bordered by Gilmer Street SE, Piedmont Avenue SE, Decatur Street SE, and Courtland Street SE, is a single tax parcel. However, it contains eight different historic resources, seven of which met the survey time frame criterion. Therefore, this tax parcel was subdivided so that each resource could be identified.

In other instances, a single building may span several parcels. The parking deck at the northwest corner of Wall Street SW and Central Avenue SW stretches across six different parcels. Because it was a single resource, only one GNAHRGIS ID number was assigned to each of these six parcels, and instead of counting this as six resources, it counts as only one in the 266 total. As one of the project product outputs is a database keyed on tax parcel ID number, every effort has been made to insure that each tax parcel containing survey resources is correctly identified, and that the correct GNAHRGIS ID number is associated with every relevant parcel.

A public meeting is presently scheduled for September 20, 2013, to inform the AUDC, ADID, CAP, city officials, and the general public of the findings of the historic resources survey.

The majority of images used within this report were taken by Brandy Morrison or Laura Drummond. Exceptions are noted on the image.

DEVELOPMENTAL HISTORY OF DOWNTOWN ATLANTA
Between 1935 and 1985

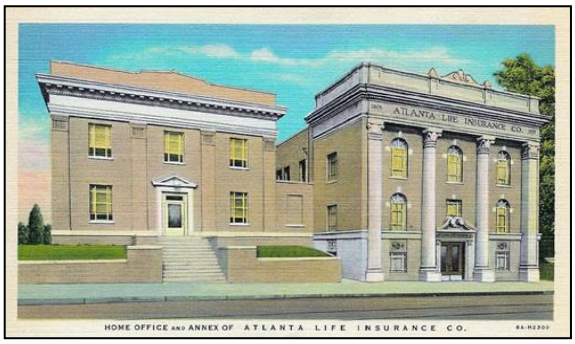
Introduction

Atlanta between 1935 and 1985 was a rapidly changing city. This period was characterized by strong growth in business, government and transportation. Atlanta's business environment saw the fruits of Forward Atlanta with the addition of many national companies, the rise of John Portman's developments, and the establishment of the City as a hotel and convention destination. Government also grew, adding buildings for both state and federal use, and adding many buildings to Georgia State University's campus. Socially and economically, Atlanta was heavily impacted by the Civil Rights movement and icons such as Dr. Martin Luther King, and by the impact of a growing black business class. Underlying all of this was Atlanta's continued dominance as a regional transportation hub. During the mid-twentieth century, the City's transportation emphasis shifted away from trains and toward the automobile, with the construction of interstates, parking decks and parking lots consuming more land than any other property type.

Business

Atlanta's business expansion was influenced largely by publicity campaigns and organizations created to make Atlanta a center for business. In 1925, the Forward Atlanta campaign was formed. It was an aggressive expansion effort launched in 1925 by the City to attract new growth and investment from around the country. In 1941 the Central Atlanta Improvement Association was created, and this became Central Atlanta Progress in 1967. This was complemented by the Atlanta Development Authority, developed in 1976 during the leadership of Mayor Maynard Jackson.

As with most cities, growth in the 1930s-40s was slow due to the depression and subsequent war. There are a few notable exceptions, however. Kress built a new department store south of the railroad on Peachtree Street SW in 1936. The Olympia Building, constructed in 1937 at Five Points, is a triangular wedge of a building designed by Ivey & Crook. Atlanta Life Insurance Company expanded its 1905 building on Auburn Avenue in 1936, contributing to Auburn Avenue's reputation as "Sweet Auburn", a hub of business activity for the African-American community (image at right).



Postcard showing the original Atlanta 1905 Life Building (right) and its 1936 addition (left). From DiscoverBlackHeritage.com.

While growth through the 1930s and 1940s was slow, in the early 1950s , "all hell (broke) loose on Atlanta's skyline."[5] Skyscrapers lined Peachtree and Marietta streets, with vast parking decks on the back sides of the skyscrapers. The Fulton National Bank was constructed at 55 Marietta Street NW in 1958. The Atlanta Constitution built a streamlined building at the intersection of Alabama and Forsyth streets (Robert & Company, 1947), and a new Atlanta Journal-Constitution building at 72 Marietta Street in 1972. Georgia Power built a high-rise at 270 Peachtree Street NW (1961), and a later black glass office building in 1981 on Piedmont Avenue NE. In 1964, Tomberlin & Sheetz designed a curvaceous concrete skyscraper for the First Federal Savings & Loan (image at left) at 40 Marietta Street NW. The Equitable Building was constructed in 1968, designed by Skidmore, Owings & Merrill of New York City. In 1969, the Citizens Trust Bank constructed a new office tower on Piedmont Avenue.

First Federal Savings & Loan Building, Tomberlin & Sheetz, 1964, 40 Marietta Street NW. From DOCOMOMO GA.

Mangel's in 1934. From Craig, Atlanta Architecture: Art Deco to Modern Classic.

Renewed business also activity brought about the replacement or renovation of Atlanta's older buildings. South of the railroad gulch many of Atlanta's oldest buildings were re-skinned, such as Mangel's (74 Peachtree Street SE, 1935, pictured at right). In 1968, Skidmore Owings & Merrill designed a bronze-toned skyscraper to replace Burnham & Root's historic Equitable Building (1892). In 1969, the old Trust Company of Georgia was replaced with the marble-clad SunTrust building, the historic columns retained as a sculptural element on the plaza. On Marietta Street, the Third National Bank Building (now the Metropolitan) was completely re-clad in metal sheathing so that the historic masonry building underneath is no longer visible.

One renovation with particular cultural significant was the expansion of Rich's Department Store (1924, Philip Shutze), adding the 1948 Store for Homes and the 1952 Store for Men. The 1948 "Crystal Bridge" spanning over Forsyth Street SW became an icon featuring the Rich's Christmas tree lighting (see image on page 9). The bridge was also the first example of air rights sold by the City of Atlanta. In the Store for Homes, the Pink Pig, a porcine train

[5] Kermit B. Marsh, ed., *The American Institute of Architects Guide to Atlanta, (*Atlanta, GA: Wtlanta Chapter of the American Institute of Architects, 1975) 45.

for the children to ride in, was a holiday tradition. Furthering the building's significance, on October 19, 1960, Dr. Martin Luther King participated in a sit-in at Rich's Magnolia Tea Room, resulting in his arrest. Sympathetic assistance from the Kennedy campaign helped to result in John F. Kennedy's election to the Presidency[6].

Rich's Home Store with the traditional downtown Christmas tree in 1949. Carolers line the bridge. From Atlanta Time Machine.

It was in this business climate that developer and entrepreneur John Portman began to develop his properties, changing downtown forever. Beginning with his Merchandise Mart in 1961 (today AmericasMart 1), he constructed a mini-city of his own. This was followed by more AmericasMart buildings, the office towers and shopping mall at Peachtree Center (image at left), and the distinctive glass cylinder of the Westin Peachtree Plaza and amorphous Atlanta Marriott Marquis. His buildings are characterized by formed concrete walls, expansive atriums and pedestrian bridges. Today, the portions of Atlanta north of Ellis Street NE, south of Baker Street NE, east of Spring Street NW, and west of Courtland Street NE are dominated almost entirely by Portman's designs. The impact of Portman's developments was so great that the American Institute of Architects (AIA) stated in 1975 that "today Peachtree Center *is* downtown and Five Points has been turned into a park."[7]

Postcard of Peachtree Center ca 1970, by John Portman. From cardcow.com

<u>Government</u>

As the state capital, Atlanta's growth was accelerated by the construction of government buildings at all levels. The U.S. government built a new Federal Reserve building at 104 Marietta Street (1964), in the Late Modern style. A large sculptural eagle was mounted in the front plaza, but this was relocated when the Federal Reserve moved to Midtown.

Between the 1930s-1960s, the state was constructing a campus of marble-skinned buildings around the capital, housing departments of Justice, Agriculture, Transportation,

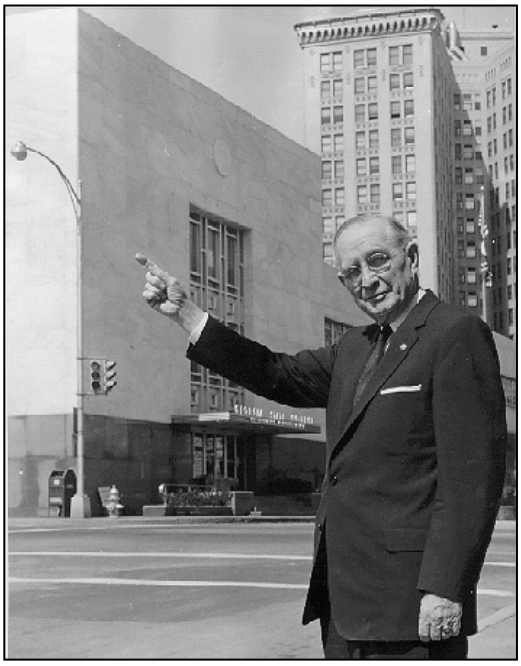
[6] Martin Luther King, Jr. Research and Education Institute, "Martin Luther King, Jr. and the Global Freedom Struggle: Sit-ins." © The King Institute. http://mlk- kppo1.stanford.edu/index.php/encyclopedia/encyclopedia/enc_sit_ins/.

[7] Marsh, 7.

Federal Emergency Relief Administration, Industry and Trade, and general offices. They were designed by notable architects such as A. Thomas Bradbury and A. Ten Eyck. Generally, they are consistent in design, with marble cladding and chrome and brass details, and feature decorative details such as bas relief sculptures by Julian Hoke Harris. Buildings which depart from this style are the Georgia Building Authority, which is a small plain brick cube, and the James H. "Sloppy" Floyd Veterans Memorial Building, which is a twenty-story office building clad in brick and overlooking a landscaped plaza.

At the municipal level, the City and Fulton County were also active in construction. The Atlanta-Fulton County public library built the Central Library in 1980. It is a Brutalist building, designed by Marcel Breuer, with massive textured concrete walls and minimal windows. It was his last major work. A plaza in front of the building has a sculpture, "Wisdom Bridge" by Richard Hunt (commissioned 1980, dedicated 1990). In 1958-59, Fulton County built a Criminal and Civil Courts Building, designed by Bradbury and with similar detailing to his designs of state buildings. Grady Hospital, to the east of the survey area, built several medical buildings along Piedmont Avenue, including Piedmont Hall, Armstrong Hall, and the Thomas K. Glenn Memorial Building.

Also in this period, Georgia State University was expanding its campus to the east of downtown. After multiple moves, the then-President George Sparks acquired the six-story 1925 Ivy Street Garage (also known as the Bolling Jones Building) in 1946. It was Atlanta's first parking garage and featured poured concrete ramps. Re-named Kell Hall for an early professor and dean, the ramps, still extant, were supposed to allow disabled veterans returning from World War II ease of movement via wheelchair and crutches throughout the building. Sparks Hall was added in1955 (image at right), and the Arts and Humanities Building (1969) cluster along Hurt Park, and display the common theme of marble cladding and sleek, modern detailing similar to what is found in the other governmental buildings. Later buildings depart from this early period stylistically, and reflect the trends of Urban Renewal. Library North (1966), Classroom South (1968), Langdale Hall (1971), and Sports Arena (1973) are all monolithic brick structures with limited windows and entrances, connected by large plazas and pedestrian walkways[8].



GSU President George Sparks opening his namesake building in 1955. From GSU "Making History", http://100.gsu.edu/

[8] Georgia State University, "Making History: Georgia State 100; 1913-2013", http://100.gsu.edu.

Arts and Recreation

Royal Peacock. From discoverblackheritage.com

Atlanta is the center for recreation and entertainment for the region, and many of its downtown venues were built in this time period. The oldest remaining downtown performing arts venues are on the east side of town, the Royal Peacock (1939, pictured at right) and the Atlanta Municipal Auditorium (1909, converted to GSU's Alumni Hall and renovated by Robert & Company in 1941-1943 after a fire). One of the most notable events in Atlanta was the 1939 premiere of the movie, "Gone With the Wind", held at the Lowe's Grand theater (destroyed by fire in 1978). Later venues include the Omni (Thompson, Ventulett, Stainback, 1973), the Rialto (1962), and the Boisfeuillet Jones Civic Center (1967). These venues together have hosted some of the world's most famous entertainment acts as well as global leaders.

Between 1935 and 1985, downtown Atlanta was not only adding buildings, but artwork and parks as well. Two large parks were built in this time frame. In 1939, Hurt Park (100 Edgewood Ave SE) was dedicated in memory of Joel Hurt, featuring a circular marble fountain as its centerpiece. A block away, Woodruff Park (1973) is bordered by Peachtree Street, Edgewood Avenue, Park Place, and Auburn Avenue. It underwent significant changes in preparation for the 1996 Olympics.

Several other smaller pocket parks can be found downtown, including the Marietta Street Islands (dedicated 1981), Margaret Mitchell Square (1986), and Hideo Sasaki's Georgia Plaza Park in front of the State Capitol Building (1969-1972). Built on a subterranean parking deck by A. Thomas Bradbury, this plaza originally contained water features which have since been turned into planting areas. Additionally, many of the MARTA stations and major buildings in town have constructed public plazas, the largest of which is at the Five Points MARTA station, connecting it to Marietta Street via Broad Street.

Postcard of Plaza Park. From Georgia Archives postcard collection.

One location that has persistently been proposed for park space is the heart of Atlanta, the area around the historic railroad gulch. Architect Harrison Bleckley repeatedly offered a design for a grand piazza in the early twentieth century, hoped to be called Bleckley

Plaza. These were never constructed. One park from the time period which was executed was Plaza Park (since demolished, image at right). Plaza Park was constructed in 1949 over the railroad gulch and according to a period postcard created "a resting place for many pedestrians". Today the area houses a new public space, Underground Atlanta. Underground was developed in 1968-69 as a shopping and entertainment venue surrounded by Atlanta's historic storefronts and railroad infrastructure.

Adding to the culture of downtown are dozens of commissioned artworks, public and private. Many can be found on the numerous public buildings built in this time frame. Sculpted bas-reliefs by Julian Hoke Harris adorn the Agriculture Building, Federal Emergency Relief Building, and the CNN Center MARTA station (the latter taken from the nearby Atlanta Constitution building). There are two Phoenix sculptures celebrating Atlanta's rise from the ashes, one located on the MARTA plaza at Broad Street, the other at Woodruff Park. Many of the larger buildings in Atlanta feature commissioned artwork as well, such as Willi Gutmann's "The Big One" at Peachtree Center, and the repurposed columns from the historic Equitable Building that are now in the plaza of the SunTrust Bank building. A more commercialized form of art can be seen with numerous historic signs, such as the Coca-Cola sign atop the Olympia building (1948, rebuilt 2003) and the Pipe Corner of the South sign on the Forsyth-Walton building.

The Pipe Corner of the South sign, installed in the 1950s, 44 Forsyth Street SW.

Residential

Prior to being the central business district for the state, much of Atlanta was residential, as evidenced by the one story residence located at 70 Ellis Street NE, still nestled between skyscrapers and parking decks. In the time period we are discussing emphasis was shifting to business development so little housing was constructed. What was constructed was multi-story condominium and apartment buildings. One such building was the Landmark Condominiums at 215 Piedmont Avenue NE (1963). The residential lofts at 300 Peachtree Street NE (1962) are another example.

Transportation

Little changed Atlanta's landscape more than transportation. Atlanta was born as a railroad hub, but by 1935 transportation was shifting toward the personal automobile. This can be clearly seen in the urban landscape. Three Interstates carve through the area, creating distinctive boundaries between downtown and its surrounding neighborhoods. To support this automobile-oriented transportation system, nearly nineteen percent of the structures built between 1935 and 1985 were parking decks, along with the numerous paved parking lots. As if to emphasize the transition away from the railroads, Atlanta's Union station and Terminal station in were both demolished in 1972.

Early in Atlanta's automotive history, parking decks were built with care to resemble buildings and have architectural style of their own. A noteworthy example is a modest garage and warehouse located at 48-52 Edgewood Avenue NE (1939). It features a stylized automobile in decorative bas-relief (see image at right). Some office buildings, such as Tucker & Howell's Chamber of Commerce Building (1960) included parking on the lower levels. As time wore on, parking decks became less decorative and more utilitarian in purpose.

An early parking deck with stylized automobile, 48-52 Edgewood Avenue NE.

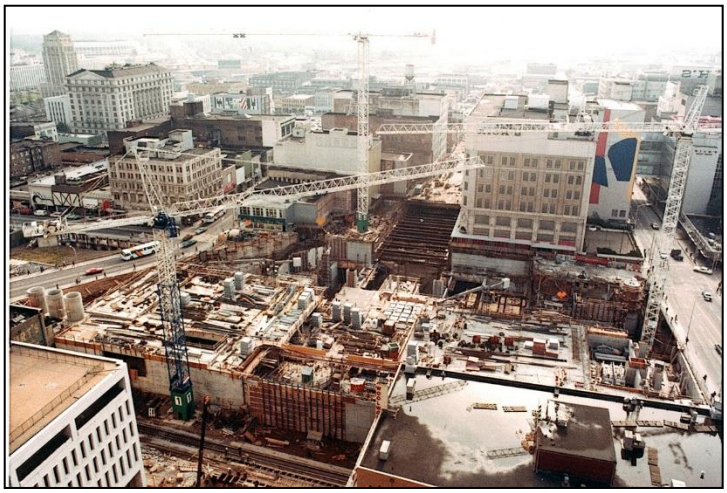
One of the more common utilitarian enhancements included connecting parking garages to buildings via pedestrian bridges. Many hotels, such as the Westin Peachtree Plaza, emphasized these parking conveniences by creating distinctive covered drop-off zones with fountains and sculptural elements. To make way for these parking structures, Atlanta's downtown business landscape had to adjust, including the demolition of many occupied or usable buildings. Most cited of these, Atlanta's historic Kimball House Hotel, was razed in 1959 and replaced with a parking deck which still stands. Separate from parking decks, parking lots were built extensively to support the office and convention businesses.

Little had a greater impact on downtown than the construction of the Interstates (see image below left). Begun circa 1948, Interstate 75/85 was constructed to the north and east of the survey area, and in the early 1960s, Interstate 20 was constructed, forming the southern boundary. These, along with their accompanying ramps and street modifications changed Atlanta's street grid and transportation patterns. Buildings along the interstates responded to these changes by aligning themselves to this new street grid. One such building is the Department of Transportation Building, with angled walls reflecting the neighboring interchange and ribbon windows looking toward the expressways the Department helped create (A.

Aerial photograph of Atlanta, Georgia, showing demolition for the Downtown Connector of Interstates 75/85. Edgewood and Auburn Avenues are seen in the foreground. Early 1950s. From Atlanta Journal Constitution Photographic Archives. Special Collections and Archives, Georgia State University Library

Thomas Bradbury, 1956-57, demolished in 2012).

In 1966, the Metropolitan Atlanta Rapid Transit Authority, MARTA, was formed, and by the 1970s construction was underway on several downtown train stations (see image at left). It was a colossal undertaking with dramatic ramifications for the heart of Atlanta's railroad district. The central hub was formed in the railroad gulch at Five Points, with spokes heading north-south along Peachtree and east-west along the gulch. Many buildings were removed in the process, including a building designed by I.M. Pei (46 Broad Street, 1951), and the Eiseman Building, which was recycled as artwork in the Five Points MARTA station. MARTA construction was also significant enough that buildings in construction at the time began to orient themselves to transit stations and even incorporate them into the design. The Georgia State station is built into the Sloppy Floyd building; the Peachtree Center station is integral to Portman's Peachtree Center; and the Civic Center station is connected by a transit plaza to Toombs, Amisano & Wells' Peachtree Summit building (1975).



MARTA construction at Five Points in 1978. From AtlantaTimeMachine.com.

Conclusion

Atlanta in 1935 was positioning itself to be a national city. Fifty years later, it was branding itself an international one. The transition was brief and dramatic, encouraged by explosive business growth, government services and transportation infrastructure. Many buildings were built and many were lost, some living their entire life in that fifty-year period. By 1985, Atlanta's landscape was a mixture of modern high rises and historic commercial buildings, with a web of parking structures and surface lots between them. This is the Atlanta that was constructed in the middle of the twentieth century.

SURVEY RESULTS

Survey Area

The historic resources survey included buildings, structures, objects, and landscape features (such as public parks) constructed between 1935 and 1985, and located within the defined boundaries, as follows: Ralph McGill Boulevard and Ivan Allen Jr. Boulevard to the north; Piedmont Avenue to the east; Memorial Drive to the south; and Spring Street, Mitchell Street, and Centennial Olympic Park Drive to the west. See map on page 4 for the survey area boundaries.

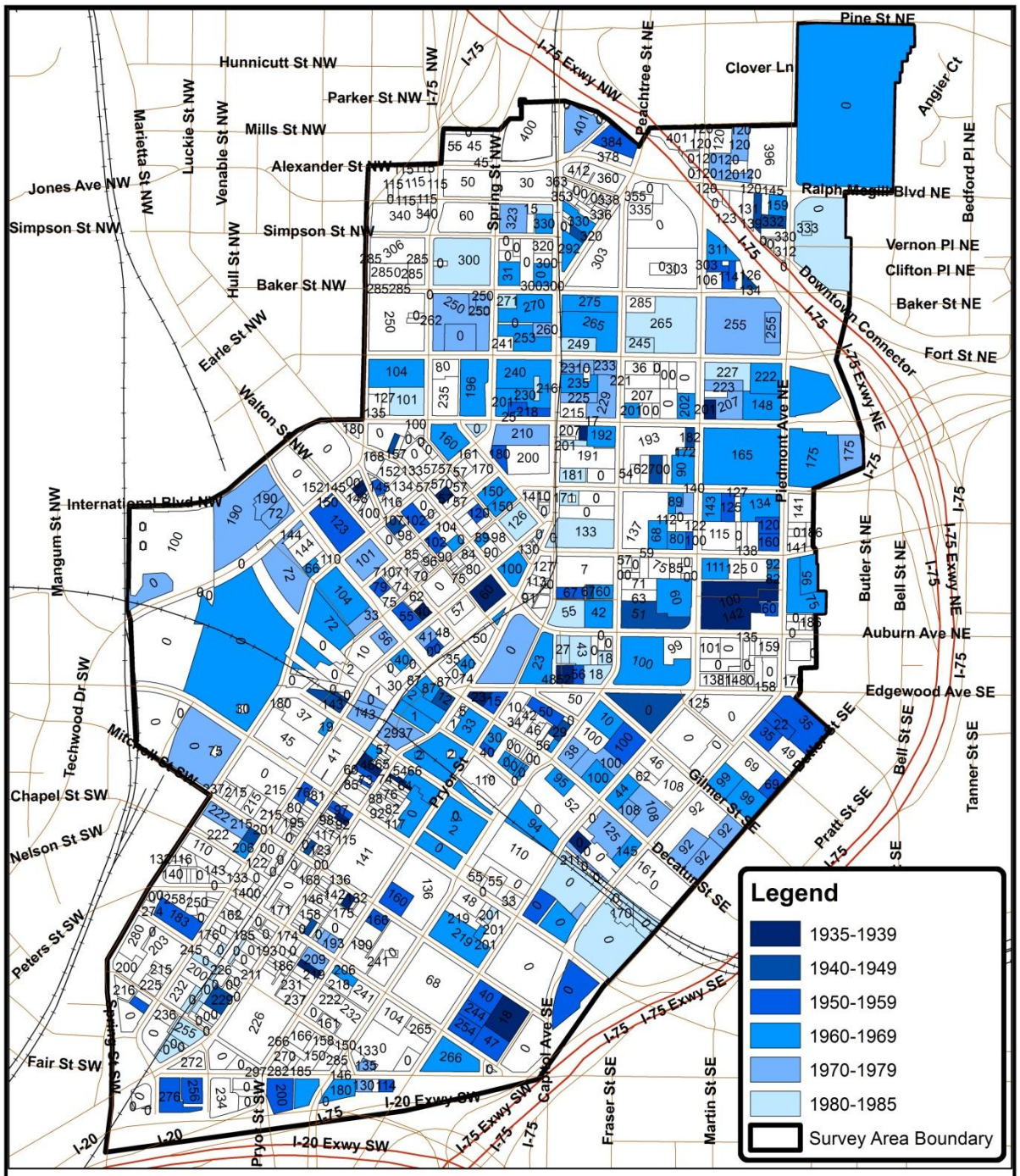
A total of 2115 properties were surveyed, of which 266 resources met the survey criteria. One exception was included, Margaret Mitchell Park, constructed in 1986 but designed in 1985. There were 302 tax parcels that met the survey criteria, but because several buildings spanned multiple parcels, the total unique resources which were entered into the GNAHRGIS system was 266. A total of 1813 properties were determined to be beyond the scope of the survey project, with construction dates before 1935 or after 1 985. Also omitted from the survey were vacant parcels, buildings under construction, or parcels containing only surface parking.

Construction Dates

A summary of the construction dates, by decade, can be seen in the table at right. [Note: Margaret Mitchell Square is the resource built in 1986.] The sixties were the median decade, with more buildings constructed that decade than in either the three prior or three following survey time periods.

Construction Decade	Count
1935-1939	22
1940-1949	20
1950-1959	59
1960-1969	89
1970-1979	43
1980-1985	32
1986	1
TOTAL	266

The map on page 16 shows the surveyed buildings by construction date decade. None of the buildings from the 1930s survive north of Andrew Young International Boulevard, and only a few from the 1940s and 1950s. Buildings constructed in the 1960s are scattered throughout the survey area, with a large concentration on either side of John Portman Boulevard (formerly Harris Street), not surprisingly as this is the location of Peachtree Center. The railroad corridor also shows a concentration of 1960s resources. South of the rail line are relatively few resources, as buildings older than 1935 predominate in this area. Resources constructed in the latter years of the survey scope are also predominantly north of International, although a few buildings from the 1980s extend south along the Peachtree Street corridor. Exceptions south of the railroad are government buildings, Georgia State University buildings, and a number of small offices and retail stores along Memorial Drive.



Surveyed Buildings Constructed Between 1935-1985

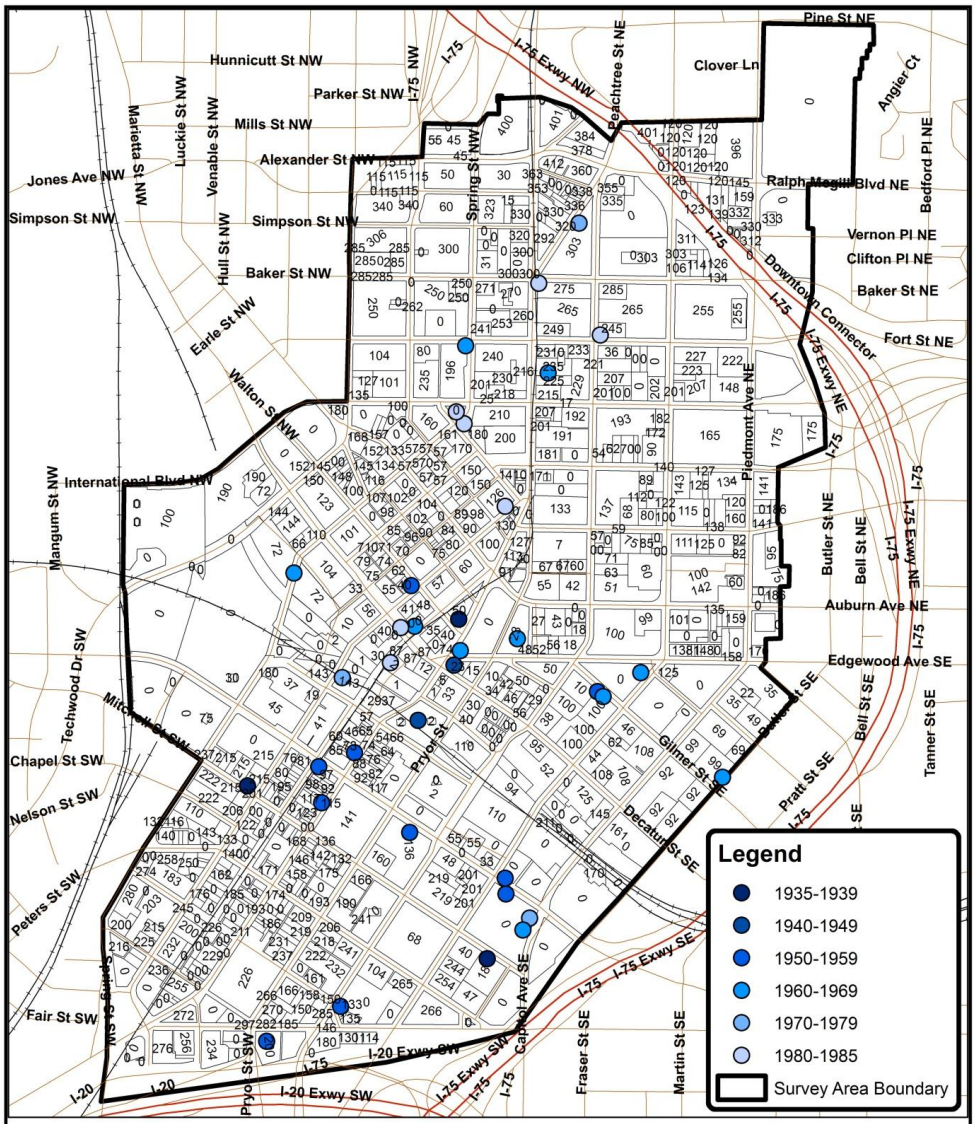
Downtown Atlanta Contemporary Historic Resources Survey

3 September 2013

1 inch equals 854 feet

N

The map below shows surveyed objects by construction/installation decade. These points were added individually to the map as they do not correspond to existing tax parcels. The objects represented here include free-standing statuary, bas-relief sculptures affixed to buildings, signs, monuments, and one roadway viaduct (the Spring Street viaduct constructed in 1968). Few of the 35 surveyed objects were created before 1950. The largest concentration is south of Five Points, and includes the statuary on the grounds of the Capitol, plus a number of bas-relief sculptures on public buildings, including both state and county government buildings. A few of the objects are architectural facade elements salvaged from much older buildings that have fallen into disrepair or have been demolished. These architectural features have been re-installed in other locations, and they are included in the survey as their re-purposing occurred during the survey time frame.



Current Use of Buildings and Properties

The table at right shows the current use of the properties within the survey area that meet the survey criteria, and the map on page 19 shows the locations of the major building types. Not surprising for the downtown area, the predominant single building use is as a professional or office building.

Current Use	Count
Athletic Facility	2
Auditorium	1
Automobile Parking/Storage	45
Commercial	17
Communications Facility	1
Condominiums	4
Entertainment Venue	1
Financial Institution	2
Flag Pole	1
Food Services	1
Gaslight	1
Government Office	13
Health Care Clinic	2
Hotel	13
Medical Office	3
Motel	1
Not in use	13
Pediatric Hospital	1
Professional/Office	50
Public Library	1
Public Park/Plaza	13
Rapid Transit Station	6
Religious	3
Restaurant	3
Restaurant/Bar	5
Roadway Viaduct	1
Sign	8
State Police Department	1
Theater	1
Traveler Services	5
University Building (various)	17
Utility Office	1
Various	2
Warehouse	3
Wholesale	2
Work of Art	22
TOTAL	**266**

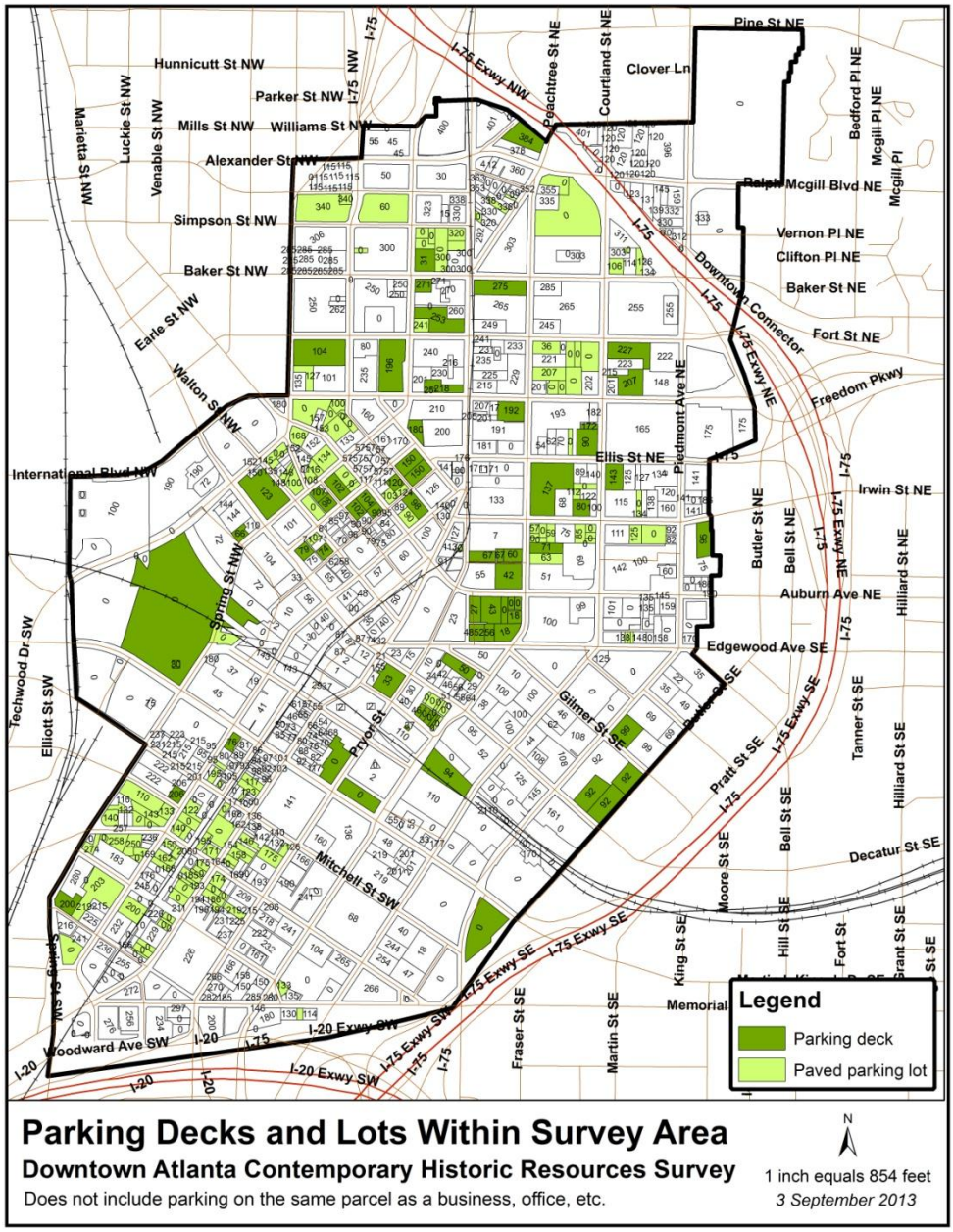
There are 45 parking decks that meet the survey criteria. Adding in the 144 paved parking lots not included in this table, there are 189 parking facilities within the survey area, the highest number devoted to any one property use. More than 108 acres of the survey area, nearly 19% of the 582 total acres, are devoted to parking lots or parking decks. This does not include the sometimes large parking lots that are part of another resource, such as the substantial parking areas at the Civic Center and the Georgia Power offices. A map of all the parking facilities within the survey area, regardless of year built, is on page 19[9].

The Georgia State University campus is a large presence in downtown Atlanta, with seventeen of its buildings meeting survey criteria. There are others which are too new, and a few which are too old for the survey, but the University is having, and will continue to have, a significant impact in the area as its student enrollment continues to increase.

Amenities that meet the survey criteria include the Atlanta-Fulton County Public Library, the Boisfeuillet Jones Civic Center, the Rialto Center for the Performing Arts, six MARTA stations[10], and thirteen public parks or plazas, including Hurt Park (1940), Woodruff Park (1973), Peachtree Center Station Plaza (1982), Hardy Ivy Park (1966), and the Georgia Plaza Park (1969), to name a few.

[9] It should be noted that paved parking lots were not included in the survey. The designation on the map of paved parking lots is derived from land use codes from the Fulton County Tax Assessor's office.

[10] While there are technically only five MARTA stations within the survey area (Peachtree Center, Five Points, Georgia State, Garnett Street, and Dome/GWCC/Philips Arena/CNN), Peachtree Center has two different entrances in distinct locations and on different tax parcels, so is counted as another station.



There are 22 documented works of art, including "Expelled Because of Color" on the Capitol grounds (John Riddle, 1976); "Big White with Yellow Square" in front of AmericasMart 2 (William Goodwin, 1964); "Early Mace" (Charles O. Perry, 1971, image at right), originally in front of the South Tower of Peachtree Center, now at SunTrust Plaza (image at right); and two bas-relief metal sculptures affixed to the Fulton County Department of Health and Wellness (artist unknown, ca.

"Early Mace", 1971. From the Charles O. Perry Studio.

1961, image below).

Unknown title or artist, ca. 1961, southern bas-relief on the Fulton County Department of Health and Wellness.

The table at right shows the top five building types that meet the survey criteria. These five building types comprise 176 of the 220 total surveyed buildings, or about 80% of the surveyed buildings. The map on the next page shows the distribution of these five types of resources throughout the survey area. Not surprisingly, the greatest concentration of tall office buildings and hotels is in the northern section.

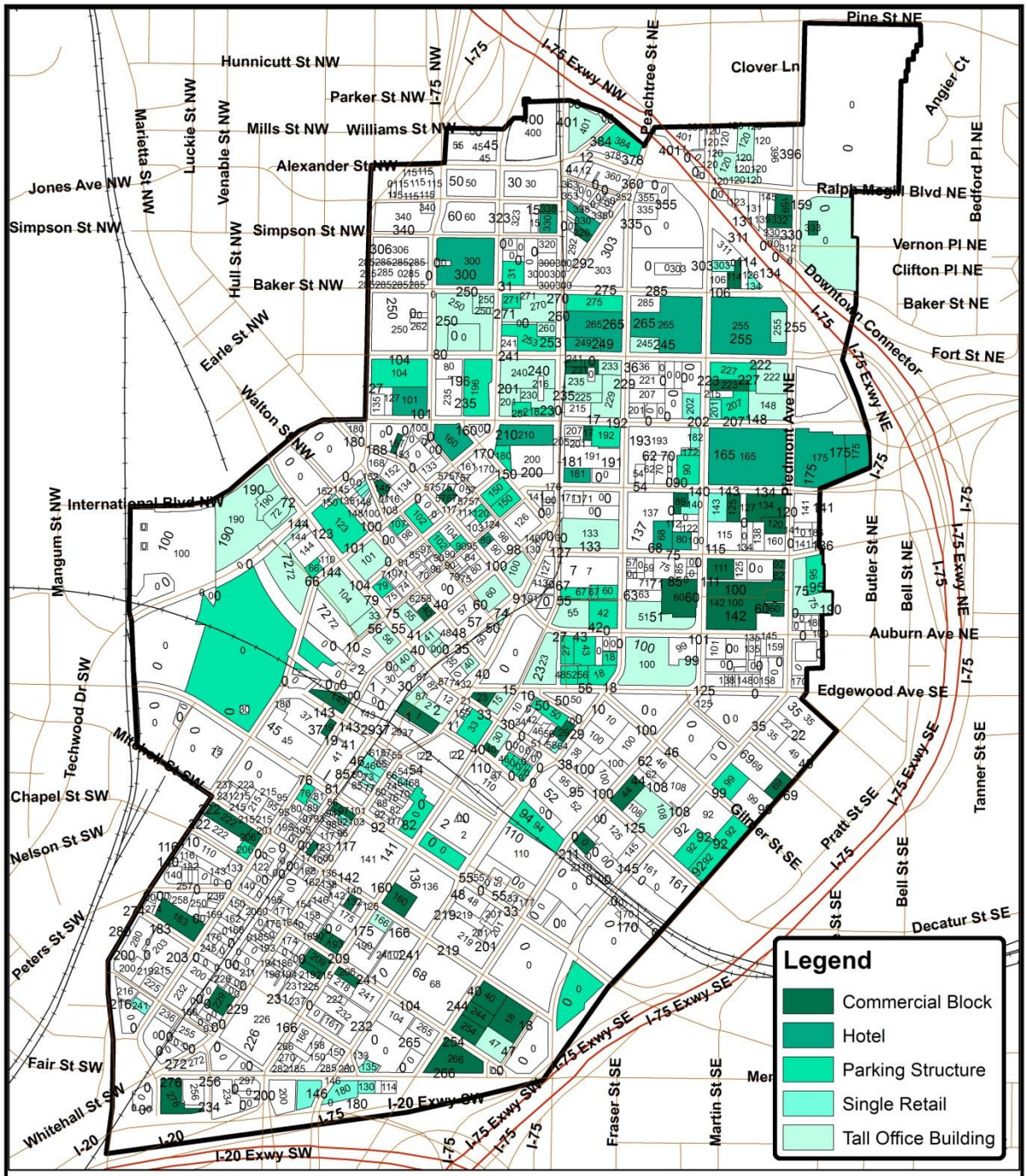
Building Type	Count
Commercial Block	51
Parking Structure	45
Tall Office Building	40
Single Retail	24
Hotel	16
Total	**176**

Physical Condition and Integrity

Most of the buildings in the survey area appear to be in very good to good condition. Many of the parking decks, however, are substandard. Only a few properties are empty and are consequently in very poor condition. The properties most in need of repairs are farther away from the Peachtree Street corridor, especially in the southwest sector of the survey area.

Demolition by neglect is not the major preservation problem in downtown Atlanta; rather, the loss of historic integrity through inappropriate renovation is the greater threat. While many historic buildings have been lost to the wrecking ball, another common scenario is updating and modifying an existing structure. These changes include application of completely new facades, and often the addition of multiple stories to the top of the building.

A number of the small businesses on the east, south, and southwest fringes of the survey area have fallen into disrepair, and many have been lost as paved parking expands.



Major Building Types Constructed Between 1935-1985

Downtown Atlanta Contemporary Historic Resources Survey

3 September 2013

1 inch equals 854 feet

Survey Character Areas

The survey area can be subdivided into sections with distinctive characters, attributable not only to the buildings, but the streetscapes and landscaping that surrounds them. These sections are:

1. Five Points and the Peachtree Street Corridor
2. Peachtree Center
3. Sweet Auburn
4. Georgia State University
5. Fairlie-Poplar
6. Downtown South
7. Southwest Commercial Corridor
8. Downtown West.

Five Points and the Peachtree Street Corridor

Five Points is the oldest of the character areas, and is the demarcation point of Atlanta's unusual street patterns. Because Atlanta's *raison d'etre* was the railroad, it is not surprising that the roads follow the rail lines. While the entire survey area can be said to have a grid street layout, the grid shifts in proximity to the railroad lines that run along the southern border of the survey area and extend northwest along Marietta Street. From Five Points extending north two blocks is a one-block wide transition area with Robert W. Woodruff Park at its center. To the north and east is a north-south street grid pattern; to the west and south are the diamond-shaped grids (northwest/southeast-northeast/southwest) of Fairlie-Poplar and the heart of the Georgia State University campus.

The park itself is almost encircled by newer, tall office buildings of concrete, marble, glass and metal, with a few, much earlier, brick and stone commercial block buildings preventing a canyon-like effect. Peachtree Street itself is four lanes, while most side streets at the southern end are 2-3 lanes; all are paved with asphalt. Peachtree runs along a granite ridge, and the land slopes gradually downward both east and west of the road. Streetscape features include sidewalks (usually concrete), street lights, street trees, and trash receptacles. Seating is virtually non-existent except in the parks and plazas.

Peachtree Street is truly Atlanta's Main Street. It is a prestigious address, and many of the City's major buildings form the walls of the corridor. Office buildings and hotels are in the skyscraper category, while the majority of the commercial block buildings, ranging from three to six stories, house restaurants. The interspersed smaller buildings allow sunlight to reach the street most of the day.

One block off Peachtree in either direction, however, the scene alters. Buildings are shorter; sidewalks are narrower; especially to the east are fewer street trees. These are the areas where the many parking decks and parking lots are located.

The intersection of Peachtree Street and Andrew Young International Boulevard (another four-lane road) is covered with colored, hexagonal pavers forming a map of the world. The intersection also marks the beginning of John Portman's Peachtree Center.

Peachtree Center

A part of John Portman's Peachtree Center, the 1976 Westin Peachtree Hotel is at the southwest corner of the Peachtree-International intersection. The circular glass tower is a departure from the concrete-clad Brutalism the 1961 AmericasMart 1, but with it, Mr. Portman continued his design aesthetic of turning "the traditional components of street life inward."[11] The architect's website claims that Peachtree Center is a "pedestrian-friendly complex,"[12] which is true inside the complex of buildings and towers, all inter-connected via encapsulated walkways well above street level. The tall (20+ stories), concrete, zero lot line structures provide limited access and today there is no exterior ornamentation to those viewing them from the outside. Unfortunately, many of the original exterior public art works and landscaping have been removed by current owners.

The complex[13] is comprised of five office buildings, three convention hotels (the Hyatt Regency and the Marriott Marquis in addition to the Westin), three trade mart buildings[14], a health club, a retail mall, and multiple parking decks. Peachtree Center extends from Williams Street in the west to Piedmont Avenue in the east, and from Ralph McGill Boulevard in the north to Andrew Young International Boulevard in the south. The building types map on page 21 demonstrates the number of hotels and parking structures surrounding the Center, most of which are full during market weeks.

Sweet Auburn

South of the Peachtree Center complex and east of the Peachtree Street corridor is a section of the survey area that marks the beginning of the Sweet Auburn Historic District, most of which extends east of the survey boundary. Auburn Avenue is a historic street with national, state, and local significance. This section has a more open feel, with fewer tall buildings. Trees are larger; some buildings are set back from the sidewalk; a few have small parking lots in front of the buildings. The one of the survey area's four gas stations is located here (1955 Shell station at 160 John Wesley Dobbs Avenue NE), as are the four car rental agencies. A large number of paved parking lots (as opposed to parking decks) contribute to the open feel. The sidewalks are not as wide as those in the previous two sections. An ongoing project causing major traffic disruptions is the installation of the new,

[11] Isabelle Gournay, *AIA Guide to the Architecture of Atlanta* (Athens, GA: The University of Georgia Press, 1993) 51.

[12] John Portman & Associates website, "Peachtree Center Project Description," n.d., p. 1.

[13] The complex as described here includes only those structures within the scope of this survey. However, the complex has continued to grow, and now also includes the Marquis Two office tower, the SunTrust Plaza office tower, and the SunTrust Garden Offices.

[14] A fourth trade mart building, the Information Technology Mart or Inforum, was built in 1989; it is today the American Cancer Society Center.

east-west Atlanta Streetcar line, running 2.7 miles along Peachtree Street, Luckie Street, Edgewood Avenue, and Auburn Avenue (image below).

Atlanta Streetcar construction looking east along Auburn Avenue from Piedmont Avenue.

The western boundaries of the Sweet Auburn National Register Historic District and the City of Atlanta's Martin Luther King, Jr. Landmark District both cross into the survey area, and several surveyed resources are contributing buildings to those districts.

Georgia State University

The area south of Sweet Auburn and extending west to Woodruff Park is the campus of Georgia State University, a significant and increasingly comprehensive presence in downtown Atlanta. There are important historic buildings within this area which are slated for demolition (*e.g.*, Kell Hall, 1925) or extensive renovations under the new master plan.[15] Currently, University System holdings extend to Fairlie Street in the west, the north side of Ellis Street in the north, east of the Downtown Connector, and the south side of Decatur Street, with recent acquisitions along Auburn Avenue, Piedmont Avenue, and Park Place.

The core of the campus is south of Edgewood Avenue in the diamond-grid street pattern. Some of this area has street trees, but many of the buildings are zero lot line with no landscaping. While the buildings are generally less than ten stories, many are massive, covering entire blocks. In addition to the tall, arched streetlights are smaller, straight streetlights that serve pedestrians rather than automobile traffic. Along Decatur Street, traffic calming concrete medians have been installed due to the large numbers of students crossing the street to get to parking decks and the MARTA station.

Fairlie-Poplar

This historic section of the survey area is perhaps the most distinctive. The Fairlie-Poplar Historic District is west of the Peachtree Corridor and begins at Five Points. This older neighborhood is generally characterized by narrower streets, some on-street parking, and much larger street trees. There are tall buildings (offices and government), but most are 3-5 stories, and many date from the late 1800s. Sidewalks are wide and pedestrian streetlights have been installed. Street level retail includes many restaurants and eateries as well as boutique shops. There are a number of parking decks, condominiums, three theaters, and a federal courthouse.

[15] Sasaki Associates and Robert & Company, Georgia State University Master Plan Update, October 2012. http://facilities.gsu.edu/files/2013/07/Physical-Master-Plan-7-9-2013.pdf.

Marietta Street, the southern boundary, is five lanes wide. The former sixth lane has been converted to the Marietta Islands, a line of wide, landscaped medians with trees, shrubbery, and statuary—all fenced in to discourage jaywalkers. Marietta Street is home to a number of tall office buildings. The area farther west of Peachtree Street to Spring Street lacks the intimacy of scale of the core historic district.

Downtown South

This area south of the Georgia State University campus is characterized by the State of Georgia governmental buildings signifying Atlanta's Capital status. The Capitol (1889), Atlanta City Hall (1931), and three historic churches (all constructed well before 1935), are not included in the survey. However, their monumental presences, well-landscaped grounds, and large shade trees serve to anchor the sector and provide a stately ambience. Government-related structures surround the Capitol on three sides. To the south are the 1939 Federal Emergency Administration of Public Works Building (now the Paul D. Coverdell Legislative Office Building) and the State Law and Justice Building. Behind these are the 1954 244-254 Washington Street office buildings and the 1958 State Health Building. Further south is the 1966 Industry and Trade Building. To the southwest is the 1931 State Highway Board Building (now the Department of Transportation, too old for inclusion in the survey). Similarly, north of the Capitol is the 1963 State Agriculture Building. All of these buildings have marble-clad exteriors with brass and chrome details, and spare Stripped Classical styling. The legislative office building's three Capitol Square entrances, and the south entrance to the Agriculture building are each flanked by bas-relief sculptures by Julian Hoke Harris. See image at right, the eastern bas-relief at the main entrance to the Agriculture Building.

"Farming" bas-relief sculpture on the Agriculture Building, 19 MLK, Jr. Drive, 1954, Julian H. Harris.

Northwest of the Capitol is the 1980 Twin Towers State Office Building (now the James H. "Sloppy" Floyd Veterans Memorial Building), a 20-story Late Modern red-beige brick high rise set back from the roadway, creating an impersonal distance not noticeable further south.

At the very south end of this section is Memorial Drive, which is flanked by small, mid-twentieth century, single-story office/retail buildings, which today house a variety of businesses and offices. The tall, ca. 1950s Delta Airlines sign is located here, still visible from traffic traveling north on the Downtown Connector (I-75/(-75).

Southwest Commercial Corridor

McCrory's (now Metro Mall) and S. H. Kress, 67-75 Peachtree Street SW.

This character area begins just south of Five Points on the west side of the survey area. It includes Underground Atlanta, the Five Points MARTA Station, and the rows of small shops and businesses that flank the north-west roads, including Peachtree, Broad, and Forsyth streets. Many of these storefronts date from the early twentieth century and are not included in the survey, but some have had substantial, and now historic, renovations of their front facades. Two striking examples are the 1926 S. H. Kress and Company building at 67-71 Peachtree Street SW, and the ca. 1890s McCrory's next door at 73-75 Peachtree. Both received new Art Deco front facades within the survey time frame (see image left). Unfortunately, a number of the small stores are in disrepair, and the large number of paved parking lots contribute to a somewhat deserted feel along the central and southern sections of this corridor.

Immediately east of the three-street-wide corridor are a number of prominent government buildings, including the Fulton County Court buildings and Government Center complex, the Atlanta Public Schools building, the City's Municipal Court complex, the Atlanta Police Department, and the City Detention Center. The majority of these were constructed after 1985.

Immediately west of the corridor is the Martin Luther King, Jr. Federal Building at 77 Forsyth Street SW, and the Sam Nunn Atlanta Federal Center, both with construction dates outside the survey criteria.

Downtown West

This area is busy with traffic—both automotive and pedestrian, with the convention and sporting events facilities, as well as the tourist attractions, and Centennial Olympic Park. The Georgia World Congress Center, the Dome, the Aquarium, the World of Coca-Cola, and the Atlanta Chamber of Commerce, as well as the park, as just west of the area covered by this survey, and most would not be included as their construction dates are post-1985. However, this area received an enormous boost from the 1996 Olympics, and is an ever-increasingly attractive location for new development. The Dome will be replaced by a new stadium for the Atlanta Falcons in a few years, and will be located in the general area.

Buildings within this area included in the survey are the 1979 MARTA Station, appropriately named Dome/GWCC/Philips Arena/CNN; the CNN Center complex, including the Omni International, and the massive CNN Deck parking structure. There are very few street trees in this area, although the public parks and plazas just beyond the survey boundaries provide welcome relief to the pedestrians, many of whom, however, are hastening to the indoor attractions.

ARCHITECTURAL ANALYSIS

In analyzing the architectural styles of the Atlanta buildings surveyed to date as a part of the Downtown Atlanta Contemporary Historic Resource Survey, Marcus Wiffen's *American Architecture Since 1780: A Guide to the Styles*, Revised Edition, 1992 has been used. Whiffen was selected based on its inclusion in a National Park Service recommended list of style books.

In that the time period for the Downtown Atlanta Contemporary Historic Resource Survey is 1935 to 1985, the chapters in *American Architecture Sine 1780* that will be focused on are Chapter 5, "Styles That Reached Their Zenith in 1915-1945" and Chapter 6, "Styles That Have Flourished Since 1945". At the same time there are styles referenced in both chapters that do not appear in Atlanta's urban environment.

Chapter 5 includes Art Deco, Streamline Moderne, and the International styles of which Atlanta has some very good examples. Just outside the present boundaries of the survey area is the Atlanta Constitution Building as an example of the Streamline Moderne. It was designed by Robert and Company and completed in 1947. The rounded corner sits at the intersection of Forsyth and Alabama streets (143 Alabama Street SW) and also serves as the main entrance to the building.

The International Style is still evident in what was once the home of Fulton National Bank Building (see image right) at 55 Marietta Street NW. The bank was designed by Wyatt C. Hedrick and completed in 1958. The red brick has since been clad with stone at the base and painted a matching shade on the upper floors. However, the ribbon window configuration remains and the new stone is level with the surrounding wall surface.

Fulton National Bank Building, 1958

As to "Styles that Have Flourished Since 1945", good examples were found of Miesian, New Formalism, Brutalism, and Late Modern in the survey area. There can be no mistaking the Equitable Building (see image page 30) at 100 Peachtree Street NW as an example of the Miesian style. Designed by Skidmore, Owings & Merrill and completed in 1968, it has many attributes similar to New York's Seagram Building, the embodiment of the Miesian style as conceived by Mies van der Rohe.

Equitable Building, 1968

The New Formalism is evident in the Boisfeuillet Jones Atlanta Civic Center completed in 1967. Its design by Robert and Company is strictly symmetrical and the columns are carefully modeled. The walls' only ornament is made by laying the brick in a flush and projecting pattern.

The Atlanta Fulton County Central Library (see image below) was designed by Marcel Breuer and was his last major before his death. It was completed in 1977 and is the city's best example of Brutalism. Located on the site of the previous Carnegie Library (126 Carnegie Way NW), the "new" library is clearly related to Breuer's Whitney Museum in New York City. The building's massiveness, weight and the rough surface of the exposed concrete all denote it as a Brutalist design. However it should be noted that the original entrance to the library was subsequently changed to what was considered to be a more open and welcoming appearance.

Atlanta-Fulton County Central Library, 1977

The 101 Marietta Street Building (see image page 31), also known as Centennial Tower, is an example of the Late Modern style. It was built in 1975 and is essentially a rectangular box constructed of glass curtain walls. However it should be noted that the base of the building was re-clad with stone to give the building a more "current" look for the 1996 Centennial Olympics. Also, at the same time the roof line of the building was delineated by lighting in a triangular shape.

101 Marietta, aka Centennial Tower, 1975

While there are clearly examples in Atlanta of the architectural styles as set out by Marcus Whiffen, a great number of the buildings in the survey area do not easily fall into his classifications. Some buildings simply make references to or are a variation of a particular architectural style. Other less distinctive or characteristic buildings have been classified as Late Modern or Commercial Plain-style (early twentieth century) based on their date of construction. An example would be the ca. 1930s Good Food Building (Dailey's Restaurant and Bar) (see image at below) at 17 Andrew Young International Boulevard NE.

Good Food Building, ca. 1930s

An additional style that has been included in the survey is Stripped Classical or Modern Classic, an architectural term as defined by Robert Craig in his book *Atlanta Architecture: Art Deco to Modern Classic, 1929-1959.* The Capitol Hill buildings, many of which were designed by A. Thomas Bradbury between the years 1938 and 1965, called for a specific style – a style that would be characterized by "simplicity" and "the adaptation of ancient forms for modern purposes". All of which was further enhanced by the numerous bas reliefs of Julian Hoke Harris (see images page 32).

State of Georgia Agriculture Building, 19 MLK, Jr. Drive, 1953.

"Animal Husbandry" bas-relief on theState of Georgia Agriculture Building, 1954, Julian Hoke Harris.

Another issue that the use of the Whiffen book presents is the fact that there is no mention of John Portman, or any of his buildings in the book (see image page 33). Leland Roth in *A Concise History of American Architecture* writes:

> One architect who more than any other individual effected a change in attitudes toward public space has been John Portman, and though many critics claim his work has a certain kitsch quality, it is nonetheless true that he has shaped more actively used and commercially productive public spaces than any other single architect.[16]

[16] Leland M. Roth, *A Concise History of American Architecture* (New York: Harper & Row, Publishers, 1979), 353.

It is also true that Portman was building more square footage in Atlanta's downtown business district than anyone else at the time.

Peachtree Center buildings from left: North Tower (1967); South Tower (1970); International Tower in background (1974).

Portman's building in Atlanta began with the construction of the Hyatt Regency Atlanta Hotel (originally the Regency Hyatt House Hotel) in 1967, at 265 Peachtree Street. The Edwards and Portman design introduced the open atrium form of hotel building, which has since been reconfigured in Portman's other Atlanta hotel, the Atlanta Marriott Marquis (at 265 Peachtree Center Avenue, completed in 1985) and duplicated around the world. Where building sites were more constrained, Portman used the cylindrical tower first to add on to the Hyatt Regency in 1971 and then to build the Westin Peachtree Plaza (originally the Peachtree Center Plaza Hotel), completed in 1976, at 210 Peachtree.

Portman increased his total square footage of construction in the city by the building of two major projects – AmericasMart and Peachtree Center. AmericasMart 1 (Atlanta Merchandise Mart), at 240 Peachtree Street, was completed in 1961. In addition to showroom display space, there were also two eating establishments in the building. In 1979, AmericasMart 3 (Atlanta Apparel Mart) was completed at 250 Spring Street.

Development of Peachtree Center began in 1965 with construction on the east side of Peachtree Street at 231 and on the west side at 230. Edwards and Portman utilized precast concrete panels with slender floor to ceiling windows in these first buildings. This same basic concept, with some variations, would be used in the other towers of the Center, which rose between 25 and 35 stories. These towers include: the North Tower (Gas Light), 1968, Edwards and Portman; South Tower, 1970; International Tower (Cain), 1974; Harris Tower, 1975; Marquis One, 1985, and Marquis Two, 1988, John Portman and Associates. Portman arranged these towers around below-grade shopping and dining in the same manner as the architects for Rockefeller Center had done three decades earlier.

Portman's 18.9 million square feet of construction in downtown Atlanta would ultimately encompass 14 blocks and include 3 convention hotels, 10 office buildings, 3 trade marts, a retail mall (Peachtree Center Shopping Gallery, completed in 1970), a health club and multiple parking decks (i.e. Trailways Bus Terminal and Parking Deck, 104 John Portman Boulevard, completed 1964; and Courtland Street Parking Garage, 227 Courtland Street, completed 1985;), as well as interior and exterior plazas and a park, all featuring dozens of commissioned artworks, both public and private.

Buildings designed by John Portman and Associates, but after the timeframe of this survey include: Peachtree Center Athletic Club, added to the top of the Courtland Parking Garage, completed in 1989; American Cancer Society Center (formerly the Inforum) at 250 Williams Street, completed in 1989; AmericasMart 2 (Atlanta Gift Mart) at 230 Spring Street, completed in 1992; SunTrust Plaza (One Peachtree Center), 303 Peachtree Street, completed in 1992; and the SunTrust Plaza Garden Offices, completed in 2000. Tying all 14 blocks together is a series of skybridges that connect buildings, cross over streets and move buyers, conventioneers, shoppers and office workers from one location to another. The impact that John Portman has had in Atlanta's downtown cannot be overstated.

Some additional considerations when analyzing the architectural styles in Atlanta's central business district might include the following:

- The expansion of the time frame in which an architectural style might be utilized as the city was not necessarily in the forefront of design as a New York or Chicago might be;
- The emergence of the city as a regional and then national and international headquarters site;
- The use of nationally known architects to design the headquarter buildings, sometime teaming up with local architects;
- The abandonment of corporate stock plans that might have been used for smaller projects in smaller cities;
- The proximity and abundance of certain building materials, both natural and man-made, to the greater Atlanta area; and
- The city's never ending urge to redo, modernize or update the existing urban landscape including its structures and parks.

Seeing as the survey includes parking structures, some observations about this ubiquitous feature of Atlanta's urban landscape are in order. At present it seems that the City's parking structures can probably be divided into those that are independent operations and those that are constructed in conjunction with another building, whether they are physically attached or not. When free-standing parking structures were first constructed there seems to have been some attempt to give them a presence on the street. If a parking

structure was constructed in conjunction with an office building there were often some architectural details that referenced it to the main building.

As time went by, the free-standing parking structure no longer attempted to disguise its purpose. However, those parking structures connected to a major building generally continue to have more detail, higher quality building materials and some consideration given to the relationship between the two structures. Another type of parking structure found throughout the city is the combination structure that combines parking with another use. These usually consist of parking over the other use (*e.g.*, retail, office), such as AAA Parking at 31 Baker Street NW (see image below), built in 1962, but there are other instances of parking under the alternative use. Portman's 1968, five-story parking garage also housed the Continental Trailways Bus Terminal. The 13-story Atlanta Gift Mart was constructed on top in 1992.

NATIONAL REGISTER ELIGIBILITY

Current National Register Properties

Of the historic resources that met the criteria of the Downtown Atlanta Contemporary Historic Resources Survey, only two are individually listed in the National Register of Historic Places. There are also four National Register Historic Districts within the survey area.

1. The Southern Bell Telephone Company Building, located at 51 Ivy Street NE (now 51 Peachtree Center Avenue NE), was originally a six-story commercial block building. It was built in 1929 in the Art Deco style by the architectural firm of Marye, Alger, and Vinour. In 1947, a major expansion began which added eight stories to the building's height. Designed by Schutze and Armistead, the work was completed in 1949. The tower was added in 1963. Now called the AT&T Communications Building, it was listed in the National Register on 1 December 1978, NRIS #78000985. The later additions fall within the survey scope; therefore, the building was included here.

2. The Capital City Club, located at 253 Spring Street NW, is a four-story Neo-classical Revival style building constructed in 1911, designed by architect Donn Barber. A fifth story was added later. The New Formalist parking deck was added in 1960. The Club was listed in the National Register on 15 September 1977, NRIS #77000425. The parking deck falls within the survey scope; therefore, the building was included here.

3. The Sweet Auburn Historic District has a period of significance from the 1890s through the 1940s. Its boundaries are generally the Auburn Avenue corridor between Courtland Street NE and Bell Street NE. Only seven of the district's resources are located within the survey area, and only four of those meet the survey criteria. The district was listed in the National Register on 8 December 1976, NRIS #76000631.

4. The Fairlie-Poplar Historic District has a period of significance from the late nineteenth through the early twentieth century. Its boundaries are roughly Luckie Street, Peachtree Street, Marietta Street, and Cone Street. Only three of the district's resources meet survey the criteria. The district was listed in the National Register on 9 September 1982, NRIS #82002416.

5. The Underground Atlanta Historic District has a period of significance from 1874-1949. Its boundaries generally are by Martin Luther King, Jr., Drive, Central Avenue, Wall and Peachtree streets. None of the buildings in the district met the survey

criteria. The district was listed in the National Register on 24 July 1980, NRIS #80001077.

6. The Hotel Row Historic District has a period of significance from 1875-1949, and includes the buildings located at 201-235 Mitchell Street SW. Concordia Hall, at 201 Mitchell Street SW, was built in 1892. Art Deco-style glass tiles were added to the facade ca. 1935, and are included as architectural facade elements in the survey. The district was listed in the National Register on 2 July 1989, NRIS #89000802.

Properties that Appear to be Individually Eligible

There are a number of properties in the survey area that "appear" to be eligible for individual listing in the National Register. These were judged according to the criteria set forth in 36 CFR 60.4[17], which state that any building, site, structure, district, and object may be eligible for listing in the NRHP if it:

a) is associated with events that have made a significant contribution to the broad patterns of our history; or
b) is associated with the lives of persons significant in our past; or
c) embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
d) has yielded, or may be likely to yield, information important in prehistory or history.

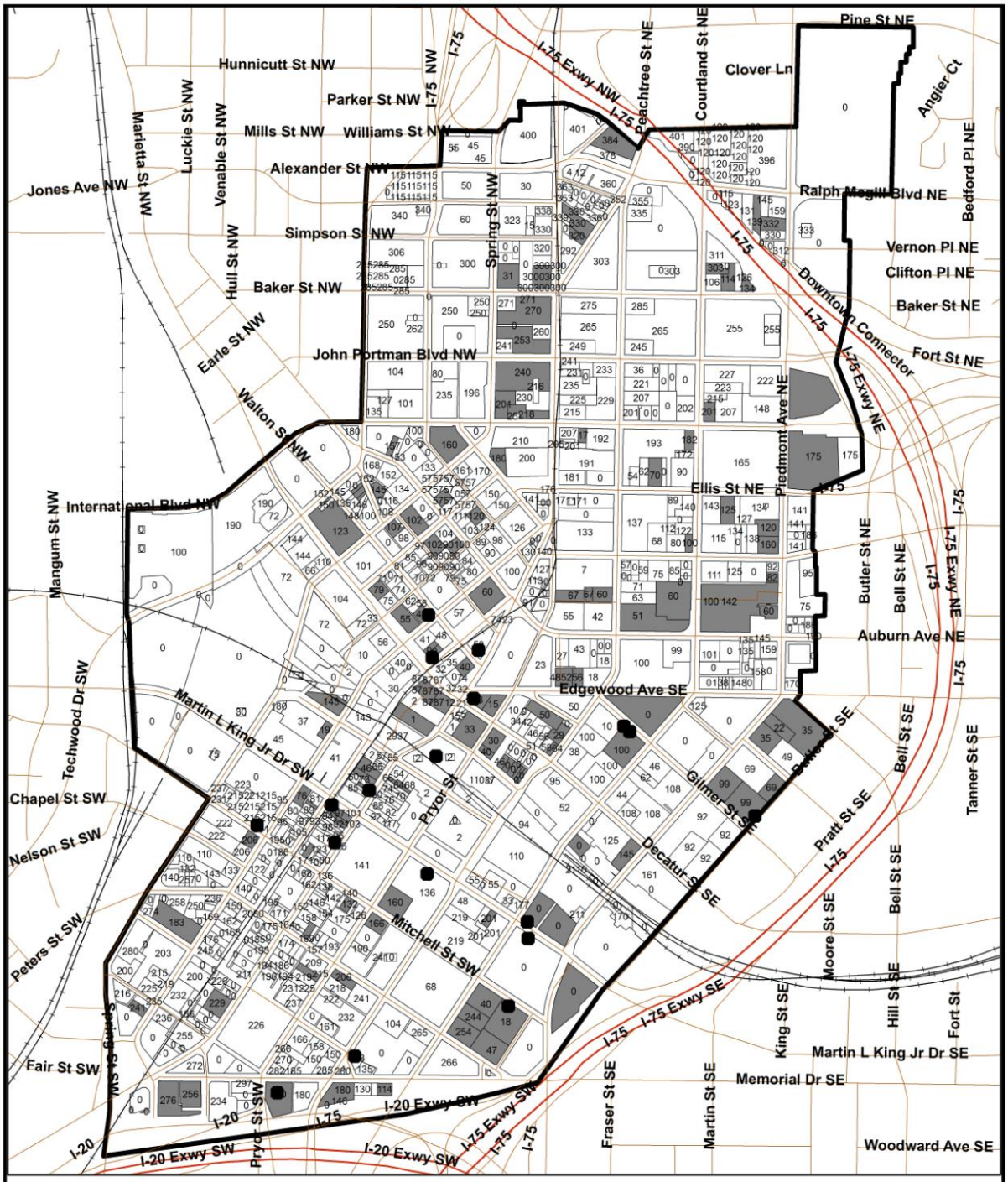
For a property to qualify, it must meet one of the above four criteria by being associated with an important historic context, and by retaining historic integrity of those features necessary to convey its significance.[18] In the case of a historic resource survey, where resources could be evaluated only from the public right-of-way, it is difficult to assess their eligibility for listing in the NRHP. Because of that circumstance, the following judgments should be considered to be only preliminary. Of the 266 properties that met the survey criteria, 49 properties were judged to be individually eligible, most under Criterion C. Another 25 properties "may" be individually eligible. However, the majority (72%) were considered ineligible for individual listing in the NRHP.

While many properties are not individually eligible, some of them are located in areas where there is a concentration of other buildings with which they share a common history, and with which they are linked by arrangement and by physical development. Such a group of properties could meet the requirements for a nomination to the NRHP as a

[17] Code of Federal Regulations, Title 36: Parks, Forests, and Public Property, Chapter I: National Park Service, Department of the Interior, Part 60: National Register of Historic Places, Section 60.4: Criteria for Evaluation.
[18] National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation.* (Washington, DC: U.S. Department of the Interior, National Park Services, Cultural Resources, 1997), p. 3.

historic district. See the map on page 40 which shows all surveyed properties that are fifty years old, i.e., built between 1935-1963.

It should be noted that this historic resource survey report does not in any way change the Fairlie-Poplar, Sweet Auburn, Underground Atlanta, or Hotel Row Historic District nominations to the National Register of Historic Places. District boundaries, the period of significance, and the contributing/non-contributing status of properties within the districts are in no way affected by this survey report or any recommendations included herein. Any amendments to any of the above-mentioned Historic Districts must be made through the NRHP process in 36 CFR 60, as amended.



Surveyed Properties Built Between 1935-1963

Downtown Atlanta Contemporary Historic Resources Survey

Buildings in Gray; Objects as Black Points *3 September 2013* 1 inch equals 844 feet

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Table of GNAHRGIS Identification Numbers

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
31743	120	COURTLAND ST SE	GSU Courtland Building	14 005200050474	1936	Commercial Block	No academic style	Professional/Office
31754	18	CAPITOL SQ SW	Federal Emergency Administration of Public Works Building, or the Federal Emergency Relief Administration (F.E.R.A.) Building; Paul D. Coverdell Legislative Office Building	14 007700110246-A	1939	Commercial Block	Stripped Classical	Government Office
31847	142	AUBURN AVE NE	Atlanta Life Insurance Company Annex	14 005100081132	1936	Commercial Block	Classical Revival	Not in use
80631	253	SPRING ST NW	Parking deck for the Capital City Club	14 007800040277	1960	Parking Structure	New Formalism	Automobile Parking/Storage
80686	2	LOWER ALABAMA ST SW	Part of Underground Atlanta	14 007700140029	1968	Variety	Variety	Various
80908	51	PEACHTREE CENTER AVE NE	Southern Bell Telephone Company Building; AT&T Communications Building	14 005100081090	1948	Tall Office Building	Art Deco	Communications Facility
201510	34	PEACHTREE ST NW	National Bank of Georgia; SouthTrust Bank; 34 Peachtree; One Park Tower	14 007800130623	1961	Tall Office Building	Late Modern	Professional/Office
226003	150	CARNEGIE WAY NW	Lanier Public Parking	14 007800120947	1966	Parking Structure	Late Modern	Automobile Parking/Storage
240939	215	PRYOR ST SW	King & King Law Office	14 007700090166	1937	Commercial Block	Italian Renaissance Revival	Professional/Office
240942	229	PEACHTREE ST SW	Tax Solutions and Tara Bonding	14 007700081033	1947	Commercial Block	International	Professional/Office
240943	166	PRYOR ST SW		14 007700100015	1950	Tall Office Building	Stripped Classical	Professional/Office

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
240947	80	LUCKIE ST NW	Rialto Theater; Rialto Center for the Performing Arts (GSU)	14 007800121010	1962	Theater	No academic style	Theater
240958	200	MEMORIAL DR SW	Blue Bird Service Center; Alpha Bonding Company	14 007600021329	1959	Gas/Service Station	No academic style	Commercial
240959	33	PRYOR ST SW	Underground Parking	14 007700030196	1960	Parking Structure	No academic style	Automobile Parking/Storage
240960	101	MARIETTA ST NW	Centennial Tower	14 007800110567	1975	Tall Office Building	Late Modern	Professional/Office
240974	111	JOHN WESLEY DOBBS NE	Mack Scogin Merrill Elam, Architects	14 005100080928	1967	Commercial Block	Late Modern	Professional/Office
240975	30	PRYOR ST SW	Lawyer's Title Building; Trust Company Building; GSU College of Education	14 007700040658	1962	Tall Office Building	No academic style	University Departments / Classrooms
240976	100	DECATUR ST SE	GSU William Russell Pullen Library; Library North	14 005200010486-B	1966	University Library	Brutalism	University Library
240977	89	LUCKIE ST NW	Quality Hotel	14 007800120558	1964	Hotel	No academic style	Hotel
240978	10	PEACHTREE CENTER AVE NE	GSU Art and Music Building; Arts & Humanities	14 005200010486-E	1969	University Classroom Building	Brutalism	University Departments / Classrooms
240979	95	DECATUR ST SE	GSU Business Administration Building; Classroom South	14 005200010528	1968	University Classroom Building	No academic style	University Departments / Classrooms
240980	100	LUCKIE ST NW	Parking deck	14 007800120921	1961	Parking Structure	No academic style	Automobile Parking/Storage
240981	69	JESSE HILL JR DR SE	Thomas K. Glenn Memorial Building	14 005200030351	1953	Commercial Block	International	Medical Office
240983	99	JESSE HILL JR DR SE	Fulton County Department of Health and Wellness and Aldredge Health Center	14 005200030344	1961	Medical Clinic	International	Health Care Clinic

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
240999	140	DECATUR ST SE	GSU Urban Life Building	14 005200020519-A	1971	Tall Office Building	Late Modern	University Departments / Classrooms
241003	114	BAKER ST NE	Georgia PTA Building	14 005100020767	1959	Commercial Block	International	Professional/Office
241101	180	MEMORIAL DR SW	Childcare	14 007600021352	1969	Single Retail	No academic style	Commercial
241103	256	MEMORIAL DR SW		14 007600011262	1952	Warehouse	No academic style	Storage
241105	135	MEMORIAL DR SW	DUI School and Bail Bonds	14 007700100460	1977	Single Retail	No academic style	Commercial
241115	130	MEMORIAL DR SW	Capitol Police Division, State of Georgia Department of Public Safety Building	14 007600020404	1978	Single Retail	Late Modern	State Police Department
241116	114	MEMORIAL DR SW	Limousine service	14 007600021154	1953	Gas/Service Station	No academic style	Commercial
241119	182	COURTLAND ST NE	Mingles Bar & Grill; Sol's Liquor	14 005100050509	1949	Single Retail	Commercial Plain Style	Restaurant/Bar
241127	140	COURTLAND ST NE	Budget	14 005100080076	1973	Single Retail	No academic style	Traveler Services
241133	303	COURTLAND ST NE	Enterprise Rent-a-Car	14 005100020908	1952	Single Retail	Commercial Plain Style	Traveler Services
241135	201	COURTLAND ST NE	Harlem Nights	14 005100051093	1935	Single Retail	Colonial Revival	Restaurant/Bar
243159	143	ALABAMA ST SW	Atlanta Constitution Building; Georgia Power Atlanta Division Building	14 007700020650	1947	Commercial Block	Streamline Moderne	Professional/Office
243474	101	ANDREW YOUNG INTL BLVD NE	Holiday Inn	14 007800070860	1985	Hotel	No academic style	Hotel
243475	42	AUBURN AVE NE	Parking deck	14 005100070390	1964	Parking Structure	No academic style	Automobile Parking/Storage

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243478	100	AUBURN AVE NE	Herndon Plaza; Atlanta Life Financial Group	14 005100081082	1980	Commercial Block	Late Modern	Professional/Office
243480	134	BAKER ST NE	Club Goose Bumps	14 005100020684	1947	Single Retail	No academic style	Restaurant/Bar
243481	31	BAKER ST NW	Parking deck	14 007800040293	1962	Parking Structure	Late Modern	Automobile Parking/Storage
243482	126	CARNEGIE WAY NW	Atlanta Fulton County Library, Central Library and Library System Headquarters	14 007800121002	1980	Public Library	Brutalism	Public Library
243486	102	CONE ST NW	LAZ Parking	14 007800120871	1959	Parking Structure	No academic style	Automobile Parking/Storage
243487	102	CONE ST NW	Central Parking	14 007800120053	1959	Parking Structure	No academic style	Automobile Parking/Storage
243488	68	JOHN WESLEY DOBBS NE	Part of the addition to the Ramada Inn at 80 John Wesley Dobbs	14 005100080118	1964	Hotel	Late Modern	Not in use
243489	143	COURTLAND ST NE	Avis	14 005100080951	1967	Single Retail	No academic style	Traveler Services
243490	165	COURTLAND ST NE	Originally Marriott Motor Lodge; now Sheraton Atlanta	14 005100050988	1966	Hotel	Late Modern	Hotel
243491	90	ELLIS ST NE	Parking deck	14 005100051051	1965	Parking Structure	Late Modern	Automobile Parking / Commercial
243492	202	COURTLAND ST NE	Hertz	14 005100051077	1966	Single Retail	No academic style	Traveler Services
243493	223	COURTLAND ST NE	Georgia Department of Labor	14 005100050442	1970	Commercial Block	No academic style	Professional/Office
243495	207	COURTLAND ST NE	Parking deck	14 005100051101	ca. 1970s	Parking Structure	No academic style	Automobile Parking/Storage
243496	227	COURTLAND ST NE	Courtland Street Parking Garage	14 005100050947	1985	Parking Structure	Late Modern	Automobile Parking/Storage
243497	255	COURTLAND ST NE	Hilton Atlanta	14 005100020916	1974	Hotel	Late Modern	Hotel

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243498	250	PIEDMONT AVE NE	Hilton Hotel and office complex; Georgia Department of Labor	14 005100021070	1975	Tall Office Building	Late Modern	Professional/Office
243499	311	COURTLAND ST NE	Travelodge Motel; Red Roof Inn;Motel 6	14 005100020858	1964	Motel	Streamline Moderne	Motel
243501	64	DECATUR ST SE	Walter's Shoe Store	14 007700040088	1962	Single Retail	Commercial Plain Style	Commercial
243503	100	EDGEWOOD AVE NE	Hartford Building; United Way Building; Robert W. Woodruff Volunteer Service Center	14 005100110485	1965	Tall Office Building	Late Modern	Professional/Office
243505	100	EDGEWOOD AVE SE	Hurt Park	14 005200020014	1940	Public Park	N/A	Public Park
243506	89	ELLIS ST NE	Safe House	14 005100080910	1967	Commercial Block	No academic style	Professional/Office
243507	125	ELLIS ST NE	First Congregational Church office building	14 005100080175	1958	Commercial Block	International	Religious
243508	40	FORSYTH ST NW	Forsyth-Walton Building	14 007800110138	ca. 1930s	Commercial Block	No academic style	Professional/Office
243509	44	FORSYTH ST NW	The Pipe Corner of the South	14 007800110138-X	ca. 1950s	Sign	Neon sign	Sign
243510	50	HURT PLAZA SE	Hurt Plaza Garage	14 007700040021	1956	Parking Structure	No academic style	Automobile Parking / Commercial
243511	250	SPRING ST NW	Atlanta Apparel Mart; AmericasMart 3	14 007800030815	1979	Tall Office Building	Brutalism	Wholesale
243513	104	JOHN PORTMAN BLVD NW	LAZ Parking Deck	14 007800070779	1964	Parking Structure	No academic style	Automobile Parking/Storage
243514	160	JOHN WESLEY DOBBS NE	Shell gas station	14 005100080977	1955	Gas/Service Station	Streamline Moderne	Traveler Services
243517	119	LUCKIE ST NW		14 007800120145	ca. 1930s	Commercial Block	No academic style	Professional/Office
243518	157	LUCKIE ST NW	Stevens & Wilkinson offices; Parking Company of America	14 007800070316	1946	Commercial Block	Late Modern	Professional/Office

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243519	40	MARIETTA ST NW	First Federal Savings and Loan Building; Forty Marietta Building; U.S. Department of Housing and Urban Development (HUD)	14 007800110328	1964	Tall Office Building	Late Modern	Professional/Office
243520	41	MARIETTA ST NW		14 007800110609	1975	Tall Office Building	Late Modern	Professional/Office
243521	55	MARIETTA ST NW	Fulton National Bank Building; Bank South Building; 55 Marietta Building	14 007800110419	1958	Tall Office Building	International	Professional/Office
243522	56	MARIETTA ST NW	Western Union Building; Telecom Tower; Telx Building	14 007800110260	ca. 1970s	Tall Office Building	Late Modern	Professional/Office
243523	72	MARIETTA ST NW	Atlanta Journal Constitution Building	14 007800110518	1972	Tall Office Building	New Formalism	Professional/Office
243524	79	MARIETTA ST NW	AAA Parking deck	14 007800110062	1957	Parking Structure	No academic style	Automobile Parking/Storage
243525	104	MARIETTA ST NW	Federal Reserve Bank of Atlanta; State Bar of Georgia Bar Center	14 007800110559	1964	Tall Office Building	Late Modern	Professional/Office
243526	145	NASSAU ST NW	Centennial Towne	14 007800070555	ca. 1950s	Commercial Block	No academic style	Commercial and Professional/Office
243527	146	NASSAU ST NW		14 007800070621	ca. 1930s	Single Retail	Commercial Plain Style	Not in use
243528	148	NASSAU ST NW	Keenan Law Firm	14 007800070613	ca. 1930s	Single Retail	Colonial Revival	Professional/Office
243529	152	NASSAU ST NW		14 007800070605	ca. 1930s	Single Retail	Commercial Plain Style	Professional/Office
243530	60	PEACHTREE CENTER AVE NE	Parking deck	14 005100070143	1963	Parking Structure	No academic style	Automobile Parking/Storage
243531	192	PEACHTREE CENTER AVE NE	International Garage Peachtree Center	14 005100040476	1967	Parking Structure	No academic style	Automobile Parking/Storage

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243532	201	PEACHTREE CENTER AVE NE	Truva Restaurant	14 005100051085	1968	House	No academic style	Restaurant
243533	245	PEACHTREE CENTER AVE NE	Marquis One Office Tower	14 005100020973	1985	Tall Office Building	Late Modern	Professional/Office
243534	265	PEACHTREE CENTER AVE NE	Atlanta Marriott Marquis	14 005100020999	1985	Hotel	Neo-Expressionism	Hotel
243536	23	PEACHTREE ST NE	Olympia Building; Third National Bank	14 007700030139	1936	Commercial Block	Stripped Classical	Professional/Office
243537	91	PEACHTREE ST NE	Central City Park; Robert W. Woodruff Park	14 007800130680	1973	Public Park	N/A	Public Park
243538	91	PEACHTREE ST NE	"Atlanta From the Ashes"	14 007800130680-X	1969	Statuary	N/A	Work of Art
243539	133	PEACHTREE ST NE	Georgia Pacific Center	14 005100070374	1982	Tall Office Building	Late Modern	Professional/Office
243540	171	PEACHTREE ST NE	Peachtree Center MARTA Station South Entrance. North entrance is at 216 Peachtree St NW.	14 005100070010	1982	Rapid Transit Station	Brutalism	Rapid Transit Station
243541	181	PEACHTREE ST NE	Ritz Carlton Atlanta	14 005100040609	1984	Hotel	Late Modern	Hotel
243542	201	PEACHTREE ST NE	Peachtree Center Station Plaza	14 005100040468	1982	Public Park	N/A	Public Park
243543	218	PEACHTREE ST NW	Parking Deck	14 007800080281	1954	Parking Structure	No academic style	Automobile Parking / Commercial
243544	225	PEACHTREE ST NE	South Tower	14 005100040492	1970	Tall Office Building	Late Modern	Professional/Office
243545	229	PEACHTREE ST NE	Cain Tower; International Tower	14 005100040542	1974	Tall Office Building	Late Modern	Professional/Office
243546	230	PEACHTREE ST NW	230 Peachtree Center Building	14 007800080257	1965	Tall Office Building	Late Modern	Professional/Office
243547	231	PEACHTREE ST NE	Peachtree Center Shopping Gallery; Peachtree Center Mall	14 005100040575	1975	Commercial Block	Late Modern	Commercial

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243548	233	PEACHTREE ST NE	Harris Tower; Peachtree Center Harris Building	14 005100040583	1976	Tall Office Building	Late Modern	Professional/Office
243549	235	PEACHTREE ST NE	Gas Light Tower; North Tower	14 005100040484	1968	Tall Office Building	Late Modern	Professional/Office
243550	240	PEACHTREE ST NW	Atlanta Merchandise Mart; AmericasMart 1.	14 007800080018	1961	Tall Office Building	Brutalism	Wholesale
243551	241	PEACHTREE ST NE	Georgia Federal Savings and Loan Building; SunTrust	14 005100040690	ca. 1970s	Commercial Block	No academic style	Professional/Office
243552	249	PEACHTREE ST NE	Part of the Hyatt Regency Atlanta	14 005100010495	1982	Hotel	Late Modern	Hotel
243553	260	PEACHTREE ST NW	Coastal States Building	14 007800040178	1971	Tall Office Building	Miesian	Professional/Office
243554	265	PEACHTREE ST NE	Regency Hyatt House; Hyatt Regency Atlanta. 1971 cylindrical tower addition: Ivy Tower; Radius Tower	14 005100010503	1967	Hotel	Late Modern	Hotel
243555	270	PEACHTREE ST NW	Georgia Power Company; 270 Peachtree;	14 007800040285	1961	Tall Office Building	Late Modern	Professional/Office
243556	275	PEACHTREE ST NE	Parking deck for the Hyatt	14 005100010404	1967	Parking Structure	No academic style	Automobile Parking/Storage
243557	292	PEACHTREE ST NW	Hardy Ivy Park	14 005000080275	1966	Public Park	N/A	Public Park
243558	320	PEACHTREE ST NE	Max Lager's and WoodFired	14 005000080150	1948	Commercial Block	No academic style	Restaurant/Bar
243559	330	PEACHTREE ST NW	Hyatt Place	14 005000080267	1962	Hotel	Late Modern	Hotel
243561	100	PEACHTREE ST NW	Equitable Building	14 007800120723	1968	Tall Office Building	Miesian	Professional/Office
243562	180	PEACHTREE ST NW	Central Parking	14 007800080356	1950	Parking Structure	No academic style	Automobile Parking/Storage
243563	210	PEACHTREE ST NW	Peachtree Center Plaza Hotel; Westin Peachtree Plaza	14 007800080232	1976	Hotel	Late Modern	Hotel

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243564	216	PEACHTREE ST NW	Peachtree Center MARTA Station North Entrance. South entrance is at 171 Peachtree St NE.	14 007800080307	1982	Rapid Transit Station	Brutalism	Rapid Transit Station
243565	82	PIEDMONT AVE NE	Gourmet Services	14 005100080720	1960	Commercial Block	New Formalism	Food Services
243566	120	PIEDMONT AVE NE	Dialysis Clinic	14 005100080985	1950	Commercial Block	No academic style	Medical Office
243567	134	PIEDMONT AVE NE	C.A.R.E. Building	14 005100080969	1969	Commercial Block	International	Professional/Office
243568	222	PIEDMONT AVE NE	Oxford Industries Building	14 005100051002	1965	Tall Office Building	Brutalism	Professional/Office
243569	332	PIEDMONT AVE NE		14 005000090472	1948	Commercial Block	Streamline Moderne	Professional/Office
243570	67	PARK PL NE	Candler Building Garage	14 005100070267	1952	Parking Structure	No academic style	Automobile Parking / Commercial
243571	67	PRYOR PL NE #REAR	Parking deck	14 005100070135	1948	Parking Structure	No academic style	Automobile Parking/Storage
243573	120	RALPH MCGILL BLVD NE	Environmental Protection Agency Building; Renaissance Lofts; Renaissance Square Bldg 2	14 005000150664	1974	Tall Office Building	Late Modern	Condominiums
243574	139	RALPH MCGILL BLVD NE		14 005000090654	1940	Apartments	Late Modern	Professional/Office
243575	159	RALPH MCGILL BLVD NE		14 005000090852	1965	Commercial Block	Late Modern	Not in use
243576	241	RALPH MCGILL BLVD NE	Georgia Power Headquarters	14 005100031954	1981	Tall Office Building	Late Modern	Utility Office
243577	107	SPRING ST NW	Parking garage	14 007800120020	1948	Parking Structure	No academic style	Not in use

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243578	160	SPRING ST NW	American Motor Hotel; Atlanta Marriott Downtown	14 007800070787	1960	Hotel	No academic style	Hotel
243579	196	SPRING ST NW	Continental Trailways Bus Terminal and Parking Garage; Atlanta Gift Mart added on top in 1992; AmericasMart 2	14 007800070878	1968	Parking Structure	No academic style	Automobile Parking/Storage and Wholesale
243580	271	SPRING ST NW	Parking garage	14 007800040145	ca. 1980s	Parking Structure	No academic style	Automobile Parking/Storage
243581	300	SPRING ST NW	Days Inn; Hotel ATL	14 007800030831	1983	Hotel	No academic style	Hotel
243582	323	SPRING ST NW	Butler Building	14 007900130390	1972	Warehouse	No academic style	Automobile Parking/Storage
243583	123	WALTON ST NW	Parking deck	14 007800100287	1957	Parking Structure	Late Modern	Automobile Parking/Storage
243584	152	WALTON ST NW	Subway	14 007800100345	1956	Single Retail	No academic style	Restaurant
243585	300	WEST PEACHTREE ST NW	Peachtree Towers Condominiums	14 007800143311	1962	Apartments	Late Modern	Condominiums
243586	330	WEST PEACHTREE ST NW	Best Western Inn at the Peachtrees	14 007900130325	1964	Hotel	Post Modern	Hotel
243587	338	WEST PEACHTREE ST NW	Atlanta Chiropractic	14 007900130267	1983	Commercial Block	No academic style	Medical Office
243588	401	WEST PEACHTREE ST NW	Peachtree Summit Federal Building	14 005000070599	1976	Tall Office Building	Late Modern	Professional/Office
243589	120	WILLIAMS ST NW	Parking deck	14 007800120806	1955	Parking Structure	Brutalism	Automobile Parking/Storage
243590	395	PIEDMONT AVE NE	Boisfeuillet Jones Atlanta Civic Center	14 0050 LL0217	1968	Civic Center	New Formalism	Auditorium
243591	23	PEACHTREE ST NE	Coca-Cola Sign	14 007700030139-X	1948	Sign	Neon sign	Sign
243652	17	ANDREW YOUNG INTL BLVD NE	Good Food Building	14 005100040229	ca. 1935	Commercial Block	Commercial Plain Style	Restaurant/Bar

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243653	0	PEACHTREE ST NE	Georgia Pacific Plaza	14 007800130169	1980	Public Plaza	N/A	Public Plaza
243654	0	PEACHTREE ST NW	Margaret Mitchell Square	14 007800120848	1986	Public Park	N/A	Public Park
243655	148	ANDREW YOUNG INTL BLVD NE	Piedmont Building; Georgia Department of Labor	14 005100051010	1968	Tall Office Building	Late Modern	Professional/Office
243954	25	ANDREW YOUNG INTL BLVD NW	Pittypat's Porch	14 007800080281-X	1967	Parking Structure	No academic style	Automobile Parking/Storage
243955	25	PARK PL NE	Sign and Columns from the original Equitable Building, 1892, Burnham & Root	14 007800130748-X	1969	Architectural Façade Elements	Beaux Arts Classicism	Work of Art
243957	14	MARIETTA ST NW	First National Bank; Andrew Young School of Policy Studies	14 007700030030	1940	Bank	Late Modern	University Departments / Classrooms
243958	25	PARK PL NE	Trust Company Bank Building; SunTrust Building; 25 Park Place	14 007800130748	1969	Tall Office Building	Late Modern	University Departments / Classrooms
243959	60	COURTLAND ST NE	AT&T, MasterMind Graphics, other businesses	14 005100081108	ca. 1960	Commercial Block	Brutalism	Professional/Office
243961	55	PARK PL NE	55 Park Place	14 005100070382	1983	Tall Office Building	Late Modern	Professional/Office
243962	40	PRYOR ST SW		14 007700040187	1950	Commercial Block	International	Not in use
243963	0	SPRING ST NW	Walton Spring Park	14 007800070811	ca. 1980	Public Park	N/A	Public Park
243964	100	COURTLAND ST NE	Thrifty Rental Cars	14 005100080100	1956	Gas/Service Station	Late Modern	Not in use
243965	50	PEACHTREE ST NW	Muse's neon sign	14 007800130755-X	1939	Sign	Neon sign	Sign
243966	70	ELLIS ST NE		14 005100050582	1948	Warehouse	International	Warehouse
243967	0	CARNEGIE WAY NW	"Emerging"	14 007000000003	1981	Statuary	N/A	Work of Art
243968	126	CARNEGIE WAY NW	"Wisdom Bridge"	14 007800121002-X	1982	Sculpture	N/A	Work of Art

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243969	100	EDGEWOOD AVE SE	Sculpture	14 005200020014-X	1969	Sculpture	N/A	Work of Art
243971	245	PEACHTREE CENTER AVE NE	"Les Lions d'Atlanta"	14 005100020973-X	1985	Statuary	N/A	Work of Art
243973	229	PEACHTREE ST NE	"The Big One"	14 005100040542-X	1968	Sculpture	N/A	Work of Art
243974	303	PEACHTREE ST NE	"Early Mace"	14 005100010511-X	1971	Sculpture	N/A	Work of Art
243976	275	PEACHTREE ST NE	Unknown	14 005100010404-X	1985	Sculpture	N/A	Work of Art
243977	0	SPRING ST NW	German Sundial	14 007800070811-X	1983	Sculpture	N/A	Work of Art
243978	196	SPRING ST NW	"Big White with Yellow Square"	14 007800070878-X	1964	Sculpture	N/A	Work of Art
243986	30	ALABAMA ST SW	Five Points MARTA Station	14 007700020668	1979	Rapid Transit Station	Late Modern	Rapid Transit Station
243987	30	ALABAMA ST SW	1901 Eiseman Building Façade Elements	14 007700020668-X	1979	Architectural Façade Elements	Beaux Arts Classicism	Work of Art
243988	48	ARMSTRONG ST SE	Armstrong Hall	14 005200032829-A	1951	Dormitory	International	Professional/Office
243989	34	BROAD ST NW	Chamber of Commerce Building; GSU Bennett A. Brown Commerce Building	14 007800110534	1956	Tall Office Building	No academic style	University Offices
243990	34	BROAD ST NW	State of Georgia Metal Sculpture	14 007800110534-X	1960	Sculpture	N/A	Work of Art
243991	0	FORSYTH ST SW	MARTA Garnett Station--main building	14 007700081058	1981	Rapid Transit Station	Brutalism	Rapid Transit Station
243992	0	GARNETT ST SW	Part of MARTA Garnett Station Plaza	14 007700080811	1981	Public Plaza	N/A	Public Plaza
243993	67	PEACHTREE ST SW	S. H. Kress & Company	14 007700030980	1936	Single Retail	Art Deco	Commercial

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
243994	97	PEACHTREE ST SW	H. L. Green Company 5¢-$1.00 store	14 007700060953	1951	Commercial Block	International	Not in use
243995	87	BROAD ST SW	Miller's Rexall Drugs	14 007700020320	ca. 1950	Single Retail	Art Deco	Commercial
243996	97	PEACHTREE ST SW	H. L. Green Company neon sign	14 007700060953-X	1951	Sign	Neon sign	Sign
243997	18	CAPITOL SQ SW	6 panels of bas-relief sculptures; 2 flanking each entrance	14 007700110246-X	1939	Bas-relief Sculpture	N/A	Work of Art
243998	40	CAPITOL SQ SW	State Law and Justice Building; Judicial Building	14 007700110246	1954	Commercial Block	Neoclassical Revival	Government Office
243999	47	TRINITY AVE SW	State of Georgia Health Building	14 007700110246-D	1958	Tall Office Building	Stripped Classical	Government Office
244000	244	WASHINGTON ST SW	244 Washington	14 007700110246-B	1954	Commercial Block	Stripped Classical	Government Office
244001	254	WASHINGTON ST SW	254 Washington	14 007700110246-C	1954	Commercial Block	Stripped Classical	Government Office
244002	266	WASHINGTON ST SW	Trinity-Washington Building; Industry and Trade Building	14 007700110261	1966	Commercial Block	Stripped Classical	Government Office
244003	201	WASHINGTON ST SW	Campbell-Eagen Educational Building	14 007700070341-A	ca. 1985	Church Building	Gothic Revival	Religious
244004	201	WASHINGTON ST SW	Oglesby Building	14 007700070341-B	1968	Church Building	No academic style	Religious
244005	206	WASHINGTON ST SW	"Expelled Because of Color"	14 007700110014-X	1976	Sculpture	N/A	Work of Art
244006	206	WASHINGTON ST SW	"Flame of Freedom"	14 007700110014-Z	1969	Monument	N/A	Work of Art
244007	206	WASHINGTON ST SW	Replica Statue of Liberty	14 007700110014-Y	1951	Statuary	N/A	Work of Art
244008	219	WASHINGTON ST SW	Georgia Plaza Park; Talmadge Plaza; sometimes called City Plaza Park or Steve Polk Plaza	14 007700070408-X	1969	Public Park	N/A	Public Park

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
244009	133	CENTRAL AVE SW	Delta sign	14 007700100353-X	ca. 1950s	Sign	Neon sign	Sign
244010	90	CENTRAL AVE SE	90 Central Parking Deck	14 007700070374	1967	Parking Structure	Late Modern	Automobile Parking/Storage
244012	44	COURTLAND ST SE	GSU J. C. Camp Student Center; University Center	14 005200020519	1965	Commercial Block	Stripped Classical	University Offices
244013	100	DECATUR ST SE	GSU Library Plaza	14 005200010486-C	1972	Public Plaza	N/A	Public Plaza
244014	125	DECATUR ST SE	GSU Sports Arena	14 005200050466-B	1973	Sports Facility	Late Modern	Athletic Facility
244015	140	DECATUR ST SE	GSU Urban Life Plaza	14 005200020519-B	1971	Public Plaza	N/A	Public Plaza
244016	145	DECATUR ST SE	GSU Sports Annex	14 005200050466-A	1960s	Sports Facility	Brutalism	Athletic Facility
244017	165	DECATUR ST SE	GSU N Deck	14 005200060283-B	1973	Parking Structure	No academic style	Automobile Parking/Storage
244018	165	DECATUR ST SE	GSU K Deck	14 005200060283-C	1973	Parking Structure	No academic style	Automobile Parking/Storage
244019	118	GILMER ST SE	GSU S Deck	14 005200060283-A	1971	Parking Structure	No academic style	Automobile Parking/Storage
244020	38	PEACHTREE CENTER AVE NE	GSU General Classroom Building; Langdale Hall	14 005200010486-D	1971	University Classroom Building	No academic style	University Departments / Classrooms
244021	18	PEACHTREE CENTER AVE NE	GSU T Deck	14 005100100080	1980	Parking Structure	No academic style	Automobile Parking/Storage
244022	56	EDGEWOOD AVE NE	SunTrust Buildings; GSU 25 Park Place Annex	14 005100100122	1954	Parking Structure	International	Automobile Parking/Storage
244023	4852	EDGEWOOD AVE NE	SunTrust Buildings; GSU 25 Park Place Annex	14 005100100148	1939	Parking Structure	Art Deco	Automobile Parking/Storage and Professional/Office

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
244025	19	FORSYTH ST SW	McDonald's Restaurant	14 007700020544	1961	Commercial Block	No academic style	Restaurant
244026	76	FORSYTH ST SW	LAZ Public Parking	14 007700020304	1956	Parking Structure	No academic style	Automobile Parking/Storage
244027	183	FORSYTH ST SW	U.S. Post Office	14 007700050343	1951	Commercial Block	International	Not in use
244028	241	FORSYTH ST SW	Copitech Corporation; Magic City	14 007700080050	1950	Single Retail	No academic style	Entertainment Venue
244029	33	GILMER ST SE	Shining Light Award to Dr. George M. Sparks	14 005200010486-Y	1963	Gas light post	N/A	Gaslight
244030	33	GILMER ST SE	GSU Sparks Hall	14 005200010486-A	1955	University Classroom Building	Stripped Classical	University Departments / Classrooms
244031	33	GILMER ST SE	Blue Key National Honor Fraternity Flag Pole	14 005200010486-X	1957	Flag Pole	N/A	Flag Pole
244032	35	JESSE HILL JR DR SE	Hughes Spalding Pavilion; Hughes Spalding Children's Hospital; Children's Healthcare of Atlanta at Hughes Spalding	14 005200032829	1952	Hospital	No academic style	Pediatric Hospital
244033	99	JESSE HILL JR DR SE	Metal sculptures on front (east) façade Fulton County Department of Health and Wellness	14 005200030344-X	1961	Bas-relief Sculpture	N/A	Work of Art
244034	99	JESSE HILL JR DR SE	Parking Garage for the Fulton County Department of Health and Wellness and Aldredge Health Center	14 005200030344-A	1961	Parking Structure	International	Automobile Parking/Storage
244035	22	PIEDMONT AVE SE	Piedmont Hall	14 005200032829-B	1951	Dormitory	Neoclassical Revival	Professional/Office

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244036	205	JESSE HILL JR DR SE	Twin Towers State Office Building; James H. "Sloppy" Floyd Veterans Memorial Building	14 005200050524	1980	Government Office	Late Modern	Government Office
244037	1	M L KING JR DR SW	Georgia Building Authority	14 005200050359	ca. 1960s	Government Office	Stripped Classical	Government Office
244038	0	M L KING JR DR SE	No. 1 Parking Deck (Georgia Building Authority)	14 005200080273	ca. 1957	Parking Structure	No academic style	Automobile Parking/Storage
244039	19	M L KING JR DR SW	Georgia Department of Agriculture Building	14 005200050342	1953	Government Office	Stripped Classical	Government Office
244040	19	M L KING JR DR SW	"Animal Husbandry" and "Farming" bas-relief sculptures	14 005200050342-X	1954	Bas-relief Sculpture	N/A	Work of Art
244041	75	M L KING JR DR SW	Underground Atlanta Parking Garage	14 007700040864	1968	Parking Structure	No academic style	Automobile Parking/Storage
244042	95	M L KING JR DR SW	Underground AtlantaGarage	14 007700030972	1968	Parking Structure	No academic style	Automobile Parking/Storage
244043	0	MARIETTA ST NW	Henry Grady Square; Marietta Islands; Marietta Street Pedestrian Corridor	14 007000000002	1981	Public Park	N/A	Public Park
244044	72	MARIETTA ST NW	Department of Watershed Management	14 007800110518-A	1968	Warehouse	No academic style	Storage
244045	100	CENTENNIAL OLYMPIC PKWY NW	Omni MARTA Station; Dome/GWCC/Philips Arena/CNN MARTA Station	14 007800090462	1979	Rapid Transit Station	No academic style	Rapid Transit Station
244046	30	SPRING ST SW	CNN Deck	14 0078 LL0074	1968	Parking Structure	No academic style	Automobile Parking/Storage
244047	66	SPRING ST NW	Centennial Parking	14 007800100261	1968	Parking structure	No academic style	Automobile Parking/Storage
244048	0	SPRING SW	Spring Street Viaduct	14 007000000001	1968	Roadway Viaduct	Stripped Classical	Roadway Viaduct

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244049	75	SPRING ST SW	Richard B. Russell Federal Building and U.S. Court House	14 007700010180	1979	Courthouse	Late Modern	Federal Courthouse and Offices
244050	157	TRINITY AVE SW	Georgia Municipal Association	14 007700060805	1976	Commercial Block	No academic style	Professional/Office
244051	46	WALL ST SW	Parking deck spans 6 parcels	14 007700040294	1960	Parking Structure	No academic style	Automobile Parking/Storage
244052	50	UPPER ALABAMA ST SW	Plaza Park; Peachtree Fountains Plaza	14 007700140029-X	1943	Public Plaza	N/A	Public Plaza
244053	169	TRINITY AVE SW	Atlanta Recovery Center	14 007700060839	ca. 1940	Medical Clinic	No academic style	Health Care Clinic
244054	209	PRYOR ST SW		14 007700090158	1970	Commercial Block	New Formalism	Not in use
244055	206	PRYOR ST SW	Georgia Department of Education	14 007700090216	1960	Commercial Block	Jacobean	Not in use
244056	160	PRYOR ST SW	Fulton County Court Complex: Charles L. Carnes Building, aka the Justice Center Building	14 007700070010-B	1959	Commercial Block	No academic style	Government Office
244057	136	PRYOR ST SW	"Agriculture" and "Commerce"	14 007700070010-X	1950	Bas-relief Sculpture	N/A	Work of Art
244059	170	PIEDMONT AVE SE	MARTA Georgia State Station	14 005200050516	1980	Rapid Transit Station	No academic style	Rapid Transit Station
244060	215	PIEDMONT AVE NE	The Landmark	14 00510013C01	1963	Apartments	Late Modern	Condominiums
244061	175	PIEDMONT AVE NE	Wyndham Garden Hotel; GSU Piedmont North, Building B	14 005100062041-A	1972	Hotel	No academic style	University Student Housing
244062	175	PIEDMONT AVE NE	Baymont Inn & Suites; GSU Piedmont North, Building A	14 005100062041	1963	Hotel	No academic style	University Student Housing
244063	95	PIEDMONT AVE NE	GSU J Deck	14 005100091651-X	1969	Parking Structure	No academic style	Automobile Parking/Storage
244064	75	PIEDMONT AVE NE	Citizens Trust Building	14 005100091651	1969	Tall Office Building	No academic style	University Offices

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244065	92	PIEDMONT AVE NE	American Friends Service Committee	14 005100080712	1968	Commercial Block	No academic style	Not in use
244066	60	PIEDMONT AVE NE		14 005100081157	1956	Commercial Block	International	Not in use
244067	73	PEACHTREE ST SW	McCrory's; Metro Mall	14 007700030402	1950	Single Retail	Art Deco	Commercial
244068	117	PEACHTREE ST SW	Pigeon Hole Parking neon sign	14 007700060102-X	ca. 1950s	Sign	Neon sign	Sign
244069	81	PEACHTREE ST SW	The Bootery	14 007700030428	ca. 1950	Single Retail	Art Deco	Commercial
244070	64	PEACHTREE ST SW	Lerner Shops; Rainbow	14 007700030758	1939	Single Retail	Art Deco	Commercial
244071	2	PEACHTREE ST SW	"The Phoenix"	14 007700030048-X	1981	Sculpture	N/A	Work of Art
244072	2	PEACHTREE ST SW	First National Bank Building; Wachovia Bank of Georgia Building; State of Georgia Building	14 007700030048	1966	Tall Office Building	Late Modern	Professional/Office
244073	1	PEACHTREE ST SW	Multiple retail, 5 storefronts	14 007700030923	1960	Commercial Block	No academic style	Commercial
244074	384	PEACHTREE ST NE	Parking deck	14 005000070565	1954	Parking Structure	No academic style	Automobile Parking/Storage
244075	29	PEACHTREE CENTER AVE SE	GSU Science Annex and I-Deck	14 007700040641	1946	Commercial Block	No academic style	University Departments / Classrooms
244076	1	PARK PL SE	One Park Place	14 007700030329	1955	Tall Office Building	No academic style	University Offices
244077	201	MITCHELL ST SW	Glass tiles on Concordia Hall	14 007700020247-X	1935	Architectural Façade ElementS	Art Deco	Architectural Façade Elements
244078	222	MITCHELL ST SW	Citizens & Southern Bank Mitchell Street Office	14 007700050459	1972	Commercial Block	No academic style	Financial Institution
244079	206	MITCHELL ST SW	Citizens & Southern Bank Mitchell Street Office	14 007700050459-A	1949	Commercial Block	No academic style	Financial Institution

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
244080	206	MITCHELL ST SW	Parking deck for Citizens & Southern Bank Mitchell Street Office	14 007700050459-B	1968	Parking Structure	No academic style	Automobile Parking/Storage
244081	171	MITCHELL ST SW	Rondo's Candles and Nita's Beauty Salon	14 007700060177	1946	Commercial Block	No academic style	Commercial
244082	132	MITCHELL ST SW		14 007700060748	1937	Commercial Block	International	Commercial and Professional/Office
244083	276	MEMORIAL DR SW	Georgia Department of Transportation Central Office Annex West	14 007600011288	ca. 1950	Commercial Block	International	Professional/Office
244084	200	MEMORIAL DR SW	Blue Bird Service Center sign	14 007600021329-X	1959	Sign	Neon sign	Sign
244085	146	MEMORIAL DR SW	State Patrol Building	14 007600021345	ca. 1950s	Single Retail	No academic style	Government Office
244086	18	MARIETTA ST NW	Third National Bank Building; Atlanta Federal Savings and Loan Building; The Metropolitan	14 007700031947	1960s	Bank	Late Modern	Condominiums
244087	190	MARIETTA ST NW	Omni International; CNN Center	14 007800100485	1976	Tall Office Building	Late Modern	Various
244088	81	PEACHTREE ST SW	The Bootery neon sign (store name + parrot; hanging perpendicular sign gone)	14 007700030428-X	ca. 1950	Sign	Neon sign	Sign
244089	211	PIEDMONT AVE SE	Georgia Building Authority Annex	14 005200050359-X	ca. 1970s	Government Office	No academic style	Government Office
244090	60	LUCKIE ST NW	Peachtree and Broad Building; Helen M. Aderhold Learning Center (GSU)	14 007800121028	1935	Tall Office Building	No academic style	University Departments / Classrooms
244091	101	PEACHTREE ST SW	AWA Africa Hair Braiding	14 007700061050	ca. 1935	Single Retail	No academic style	Commercial

GNAHRGIS ID Number	Street No.	Street Name	Building Name(s)-oldest first	Tax Parcel ID	Year Built	Building Type	Architectural Style	CurrentUse
244092	103	PEACHTREE ST SW	Secret Essence & Beauty	14 007700060995	ca. 1935	Single Retail	No academic style	Commercial

Underground Atlanta NRHP Nomination Form

FHR-8-300 (11-78)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

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received MAY 13 1980
date entered JUL 24 1980

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Underground Atlanta Historic District

and/or common Underground Atlanta; Underground

2. Location

Roughly bounded by Martin Luther King, Jr., Dr., Central Ave., Wall and Peachtree Sts.

street & number [see continuation sheet] ___ not for publication

city, town Atlanta ___ vicinity of congressional district 5th-Wyche Fowler

state Georgia code 013 county Fulton code 121

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	X private	X unoccupied	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	X entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	X transportation
		___ no	___ military	___ other:

4. Owner of Property

name Multiple Owners (more than 50)

street & number

city, town ___ vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Clerk of the Superior Court, Fulton County Courthouse

street & number Pryor Street

city, town Atlanta state Georgia

6. Representation in Existing Surveys

title [see continuation sheet] has this property been determined elegible? X yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_x_ original site
___ good	___ ruins	_x_ altered	___ moved date _____
_x_ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Summary Description

The Underground Atlanta Historic District consists of several components: an approximately two-block area of buildings bounded by Alabama Street, Central Avenue, Peachtree Street, and the rear lot lines of properties along the north side of Martin Luther King, Jr. Drive; viaducts on Central, Pryor, Alabama and Wall streets; store fronts along the north side of Alabama Street below the viaduct; the Georgia Railroad Freight Depot at the east end of Alabama Street; and the Zero Mile Post under the Central Avenue viaduct. The buildings within the district are several stories high and built of brick with stone, iron, sheet metal, and terra cotta details. Built during the late-nineteenth and early-twentieth centuries, they are generally Victorian in style, with some examples of Neoclassical and Functional design. These buildings form continuous business blocks in the area. The viaducts are constructed of reinforced concrete, featuring Neoclassical detailing, and date from the late 1920s. They effectively raise the real street level one story, leaving the original ground floors "underground" in the district. The store fronts along the north side of Alabama Street under the viaduct are the surviving lower portions of buildings demolished to make way for the MARTA rapid-rail line. The Georgia Railroad freight depot is the remaining part of an Italianate railroad facility. The Zero Mile Post is a small stone marker post. Excluded from the district are the rights-of-way for the Georgia Railroad tracks and the MARTA rapid-rail line, the contemporary parking lots and decks between Alabama Street and Wall Street, and Plaza Park to the west of the intersection of Pryor and Wall streets.

Historical Development

Originally, the two-and-a-half-block area of the Underground district was a part of the larger gateway to the city. The history of this gateway to Atlanta mirrors the dynamic growth of the city as it expanded from a railroad and pedestrian town of the mid-nineteenth century into a regional automobile and air metropolis of the late-twentieth century. The phases of growth and development may be divided into the following time periods: (1) 1850 to 1864 - antebellum patterning, (2) 1865 to 1900 - post-war growth and rebuilding, (3) 1900 to 1927 - early-twentieth-century advances, (4) 1928 to 1968 - bridging the railroad gulch, (5) 1968 to 1972 - Underground Atlanta redevelopment, and (6) 1972 to the present - Metropolitan Atlanta Rapid Transit Authority (MARTA) rapid-rail destruction and reconstruction. Each of these phases has brought profound changes to Atlanta and each may be witnessed in the Underground district.

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(2) Location

All of those properties in the City of Atlanta, Georgia, fronting on or having access to an area defined by a viaduct system situated between Wall Street on the north, Peachtree Street on the west, Central Avenue on the east, and property lines just north of Martin Luther King, Jr. Drive on the south; also included are the viaducts, the Zero Mile Post, and the Georgia Railway Freight Depot.

(6) Representation in Existing Surveys

Title: (a) Historic Structures Field Survey: Atlanta, Fulton County
(b) Category One List of Historic Sites, Structures, and Districts

Date: (a) 1976 (a) State
(b) 1978 (b) Local

Depository: (a) Historic Preservation Section, Georgia Department of Natural Resources
(b) Atlanta Urban Design Commission

Address: (a) 270 Washington Street, S.W., Atlanta, Georgia
(b) 10 Pryor Street, Atlanta, Georgia

Underground Atlanta was designated a "Historic Atlanta District" by the City of Atlanta on December 16, 1968.

Underground Atlanta was determined eligible for listing in the National Register on July 19, 1976. This determination of eligibility was requested by the Urban Mass Transportation Administration under the name "Downtown Atlanta Historic District."

The Western and Atlantic Zero Mile Post, located within the Underground Atlanta Historic District, was individually listed in the National Register on September 9, 1977.

The Georgia Railroad Freight Depot was included in the Historic American Engineering Record: Inventory of Historic Engineering and Industrial Sites in Georgia, 1976.

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1850 - 1864

The Zero Mile Post (1850, listed on the National Register on September 19, 1977) of the Western and Atlantic Railroad marked the beginning point of the State-built line which ultimately made possible the development of the city as a part of a new national transportation network. To the west of this marker, the central passenger station (1853-1864) was built athwart the railroad tracks which ran from east to west and which created a "gulch" which divided the fledgling town in half. The one- and two-story utilitarian frame-and-brick buildings which sprang up on grid street patterns which ran parallel to the railroad tracks north and south of the divide were destroyed in 1864, along with the passenger station, by Union soldiers who were attempting to keep Atlanta from being used as a supply center for the Confederate Army.

1865 - 1900

After the Civil War destruction in late 1864, Atlanta began to be rebuilt almost immediately. A new Union Station, an iron arched shed (1865-1930), was built on the site of the previous terminal. North of the railroad divide, a hotel district developed, anchored on the west by the Kimball House (1870-1883 and 1886-1959) and on the east by the Markham House (1875-1896). The first Kimball House, located on most of the block bounded by Wall, Pryor, Decatur and Peachtree streets, was destroyed by fire in 1883 and rebuilt on the same site. The six-story, High Victorian-styled Kimball House I contained 317 guest rooms, while its smaller, three-story rival, the Markham House, located on the east side of Central Avenue between the railroad tracks and Decatur Street, had only 107. To the south of the railroad divide, the Georgia Railroad Freight Depot (1869) was constructed on Central Avenue (then Loyd Street) as the eastern anchor of a prosperous mixed-use commercial, service, and industrial district which developed along Alabama, Pryor and Peachtree (then Whitehall) streets. As the economy of the city expanded, the one- and two-story brick-and-frame structures constructed in this area in the late 1860s began to be replaced by more substantial masonry-and-steel buildings of the 1880s and 1890s. The significant buildings in Underground Atlanta today date from this phase of expansion, including 50-52 Alabama (c. 1879); the five-story Block Building (c. 1886) at 66-68 Alabama; the Bentley Hotel (c. 1890) at 67-69 Alabama; 62-64, 58-60, 54-56 Alabama (all late 1890s); and 101-103, 104-106, and 102 Pryor Street (all late 19th century).

The activities in the Underground Atlanta district in the 1890s were primarily commercial, but there were also service and industrial uses of the structures. Alabama Street between Central and Peachtree contained a number of wholesalers, including meat ("Packinghouse Row" was the name for the north side of the street near Central), grain and flour, groceries, and cotton, and such retail stores as a

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candy store, a paint store, a saloon, and drugstore. Service activities included a bank, a Chinese laundry, and a barbershop, as well as two hotels. Manufacturing took place in Frank E. Block's candy factory at Alabama and Pryor.

1900 - 1927

In the first three decades of the twentieth century, the centrality of the Underground Atlanta district began to diminish. The Markham House burned in 1896 and the newer, more fashionable hotels were built further north. The Piedmont Hotel (four blocks north on Peachtree at Luckie) opened in 1903; twenty-one years later, the Biltmore, the Robert Fulton (now Georgian) and the Henry Grady opened much further north on Peachtree and West Peachtree streets. This shift in the hotel district was made possible by the introduction of the automobile (and automobile cabs) which could move visitors quickly from the train station to places of accomodation and by the building of the new Atlanta Terminal Station (1905-1974) several blocks to the west of the Underground Atlanta district.

The advent of the automobile also brought other important changes to the Underground district. As more people began to use cars, downtown congestion increased and the attractiveness of many retail activities decreased. Parking was a major problem in Atlanta, as well as other major cities, forcing such retailers as grocers to relocate outside of the downtown. But the major problem for the Underground district was its lack of accessibility to businesses on the north side of the railroad gulch. The tracks had been a hazard and an inconvenience with which residents of the small walking and street-car city of the nineteenth century could live, but the tracks were a barrier to automotive passage which twentieth-century citizens wanted removed. Between 1910 and 1930, many plans were suggested for covering over the railroad tracks which divided the city in half. Perhaps the most ambitious plan was that of Atlanta architect Haralson Bleckley, who in 1909 designed a system of viaducts to bridge the railroads with a platform of steel and concrete. No strictly utilitarian scheme, Bleckley's plan called for a series of attractive boulevards, landscaped parks and pedestrian walkways which would be bordered by retail shops, hotels, and office buildings. Problems were encountered with financing and railroad cooperation; as a result, this City Beautiful-styled plan was not realized.

Despite the failure of grand designs and pressures from the automobile, the Underground district did not atrophy in the early-twentieth century. The office tower, which was becoming increasingly important to downtown Atlanta, was constructed in the Underground district during this period. The Century Building (1902-1976), a fourteen-story steel-frame building designed by the Atlanta firm of Bruce and Morgan, was built on the northeast corner of Alabama and Peachtree streets.

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Then, in 1914-1915, the five-story Connally Building (now called the Mark Building) was constructed at the southeast corner of the same intersection. The construction of the elaborately ornamented Mark Building capped a revitalization of commercial structures which had been taking place just south on the same block of Peachtree Street. Built for Atlanta's Rich's Department Store in 1882, 84 Peachtree Street had its four-story facade remodeled in 1907 in the fashionable style of the Chicago School, a style which could also be seen in its neighboring, two-story building at 10 Peachtree Street (c. 1910). By way of contrast, the two-story building at 76 Peachtree Street (c. 1908) was built with a facade reflecting the Beaux Art Classicism popularized by Chicago's Columbian Exposition of 1893.

1928 - 1968

The pressures to provide access over the railroad tracks led in the late 1920s to the construction of the "twin viaducts," a bridging structure which raised the street levels of the north-south streets of Pryor and Central Avenue and the east-west streets of Wall and Alabama. Hardly a City Beautiful scheme, this utilitarian structure was fabricated of reinforced concrete with column-and-girder construction. The effects of the twin viaducts on the Underground Atlanta district were dramatic: first, several buildings were demolished south of Alabama along Central Avenue to build the bridge; second, all of the stores at ground level along Alabama Street became underground basements of buildings whose new entrances had to be constructed at viaduct level; third, several buildings on Pryor (south of Alabama) also had to rebuild entrances at the viaduct level (the second story) of their buildings; fourth, the Union Station was isolated and partially demolished and, in 1930, it was torn down completely, replaced by the new Union Station several blocks west; fifth, an underground network of streets and alleys (which included Alabama and Pryor streets and Ponder's and Kenney's alleys) were created with access being available from Old Loyd Street in front of the Georgia Railroad Freight Depot; sixth, the stores at the underground level had their facades boarded and bricked up to prevent burglary; and seventh, the original street level of Alabama near Peachtree and Pryor south of Alabama was lowered to provide truck access beneath the viaducts.

In the ensuing thirty-five years, the openings over the railroad between Alabama and Wall streets were filled in. Plaza Park was built south of Wall between Peachtree and Pryor streets in 1948, and a parking deck was erected south of Wall between Pryor and Central Avenue several years later. The land beneath these structures was used for parking, with access from Kimball Way. The Kimball House was torn down in 1969. Today, there are no remaining structures of historic significance on the north side of the viaducts.

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1968 - 1972

In 1968, several years of planning came to fruition when construction began to convert the old nineteenth-century stores at the underground level of Alabama Street from warehouses to retail stores and restaurants which were to be part of "Underground Atlanta." This revitalization brought renovation which was not entirely consistent with the historic facades of the structures. Despite many of the cosmetic changes, however, much still remains of the old nineteenth- and early-twentieth-century iron-column facades. Renovation began first along Alabama between Central and Pryor on both sides of the block. Commercial success spurred additional development along Pryor Street, Kenney's Alley and the first half of the block of Alabama west of Pryor Street.

A number of factors slowed the continued expansion of renovation at the underground level. A recession in the early 1970s, the building of a number of competing entertainment centers such as the Omni, Peachtree Center and Colony Square siphoned off customers, and the construction of MARTA's rapid-rail line severely strained the viability of Underground as an entertainment area.

1972 - Present

The construction of MARTA's rapid-rail line which was south of the railroad tracks along an east-west line did more than threaten the economic base of the Underground district; it destroyed two blocks of buildings along the north side of Alabama Street, including the Century Building and Packinghouse Row. MARTA rebuilt facades of buildings along Alabama between Central and Pryor at the underground level, left the facades along Alabama between Pryor and Peachtree at underground level, built a two-foot wall topped by a chain-link fence at the viaduct level, and added several new entrances to Underground, including one from a tunnel to the Five Points Station and one on the north side of Alabama Street from the viaduct level.

Present Appearance

The Underground Atlanta Historic District consists of: (1) the Zero Mile Post (1850) on the north side of the L & N Railroad tracks beneath the Central Avenue viaduct; (2) the Georgia Railroad Freight Depot (1869) south of L & N Railroad Tracks and facing Central Avenue at ground level; (3) the "twin bridges" viaduct (1928) which spans Wall Street, Alabama Street, Pryor Street, and Central Avenue; (4) the nineteenth and twentieth century buildings on the two blocks bounded by Peachtree Street, Alabama Street, Central Avenue, and Martin Luther King, Jr. Drive which

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either face on Central, Alabama, and Pryor, or have rear entrances which are accessible from the underground level alleys (Kenny's and Ponder's); and (5) the underground level facades of buildings which once stood on the north side of Alabama Street, but which were torn down and rebuilt by MARTA.

(1) Zero Mile Post: A stone marker measuring forty-two inches in height, twelve inches on two sides, and eleven inches on two sides. One of its inscriptions -- "W & ARR 00" -- gives it the zero-mile-post designation of the Western and Atlantic Railroad. This site is already listed on the National Register.

(2) The Georgia Railroad Freight Depot (1869) is the oldest extant building in the Central Business District and the only remaining railroad building still standing in a downtown which once had over a half-dozen such structures. The front, fifty-four-foot section of the depot was originally three stories high and capped by a cupola. It was a dominant landmark as the city grew and prospered after the Civil War. It was also a significant visual feature to all who patronized the stores along Alabama Street. A fire in 1935 destroyed the top two stories and cupola which were located on the portion closest to Central Avenue. A hipped roof was then placed over the remaining one story of the front of the building; the long shed forms the rear of the building. The Italianate-style red-brick structure has a stone-arched doorway, arched windows, and corner quoins, features which were typical of the city's business and public buildings constructed between 1850 and 1870.

(3) The Twin Bridges Viaducts (1928) were made possible in July of 1925 when the Georgia General Assembly passed a joint resolution which authorized the City of Atlanta to build viaducts over the State's property (the railroad right-of-way) at Pryor Street and Central Avenue. The railroads cooperated in the undertaking by lowering the tracks between Piedmont and Broad streets, a provision which lowered by the height of the viaducts and the length of the approaches. The viaducts were designed by Walter F. Shulz, a consulting engineer from Memphis, Tennessee, and constructed by the MacDougald Construction Company between April, 1928, and March, 1929.

The viaducts were fabricated of reinforced concrete with column-and-girder construction. Steel girders and steel-truss framing were encased in granite and were, therefore, not visible once construction was completed. The structures were designed for loadings as prescribed by the American Railway Engineering Association. Although no significant changes have been made in the viaducts since 1929, the MARTA rail construction in 1977-1978 cut and rebuilt the Central Avenue and Pryor Street bridges in fifty-foot sections which passed over the rapid-rail right-of-way.

While these bridges are not of unusual significance from the perspective of bridge-engineering history, they are important to the transformation of Atlanta from a streetcar and pedestrian city to an automotive metropolis. The bridges not only

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provided better thoroughfares for automobiles, they also helped to obscure the railroad features which were so important to nineteenth-century Atlanta. Additionally, they created a two-level downtown, the lower level of the nineteenth century and the upper of the twentieth century. The renovation of Underground Atlanta in the 1960s and the construction of MARTA's rapid rail in the 1970s brought Atlantans back to the nineteenth-century ground level of the original city.

(4) The buildings south of the railroad tracks between Peachtree Street and Pryor Street constitute for Atlanta an important collection of late-nineteenth- and early-twentieth-century business structures. The incursions of time -- including remodeling, demolition, and viaduct construction -- have created a district which includes a cross section of the city's building styles.

Included with this nomination is a cross-section drawing that shows the building forms along Alabama Street from Peachtree Street to Pryor Street and indicates how the viaduct cuts off the underground from the viaduct level. An examination of the structures along Alabama (beginning at Central Avenue) reveals the following features: A two-story brick structure, 34 Alabama Street, was built in 1929 or 1930 on the narrow lot created by the viaduct construction (which took a lot and a half from the original street alignment). 36 Alabama Street is an altered, late-nineteenth-century structure, which reveals the thin cast-iron columns at underground level so typical of the city's commercial facades at the turn of the century. 44 Alabama Street is a 1960s building constructed to provide mechanical systems for several underground businesses (a small shop occupies the underground storefront). 48 Alabama Street is an 1890s two-story brick structure with granite columns at the underground level. 50-52 Alabama is a three-and-a-half-story brick building built c. 1879 (at the underground level, the Italianate iron columns remain, but remodeling has opened up a staircase behind the 52 Alabama facade, and at the viaduct level, the second story has two recessed bays with paired segmental arched windows and four semi-circular arched lights on the half-story above). 54-56 Alabama is a four-story 1890s brick building which has rounded iron columns enlivened by patterns of small diamonds (the three stories above the viaduct include a remodeled entry level and six windows with sill and lintel coursings of stone on each of the upper two floors). 58-60 Alabama is an 1890s, two-story brick structure which had new facades built at underground level in the late 1960s and at the viaduct level in 1959. 62-64 Alabama is the Old Tripod Paint Company building constructed in the early 1890s (at the underground level, there is a pattern of recessed panels and circles on the iron columns, a common feature of building-front style in Atlanta at the turn of the century, and at the viaduct level, a new facade was put on in 1959). The last structure before Pryor Street is the Block Building at 66-68 Alabama, built by Frank E. Block as a candy factory in 1882. At underground level, brick infilling has altered its appearance, but slender iron columns with wider fluted corner piers are still extant. The windows of the stories above the viaduct are segmental arched with

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terra cotta caps. A mixture of window groupings, shapes and lintels is used across both the Alabama and Pryor Street facades. A high parapet wall above the top story (replacing the original nineteenth-century cornice) is detailed with heavy cornice moldings, including modillions. Sills of light stone and terra cotta are connected along the street facades to form horizontal bands.

Continuing on Alabama from Pryor to Peachtree Street, 74-76 Alabama is the Hotel Jefferson which at viaduct level is a four-story, Neoclassical brick building built in 1930. Beneath this addition, the original base remains of the Gate City National Bank (1883); while there has been brick infilling, there remains rusticated stone pillars, patterned iron window lintels, and some original brick surfaces. 78, 80 and 82-84 Alabama Street are all 1920s two-story brick buildings, the first two with recently remodeled facades at the viaduct level, the third with its original look. 86-88 Alabama is a three-story brick building built before the turn of the century and remodeled with a more elaborate facade in 1910; thick iron columns remain at the underground level. 90 Alabama Street is an early-twentieth-century building which has been remodeled as a Burger King at viaduct level; at underground level, a semi-circular staircase has been added to provide entry. This stairway was made necessary because this end of Alabama Street was lowered four to six feet in the 1920s to provide clearance underneath the viaducts. 96 Alabama Street is a three-story brick building with a 1930s facade at viaduct level and plain brick front at underground level. The last building on this block, the Connally (now Mark) Building, was designed by W.L. Stoddard in 1915 as a five-story, stone-faced block of steel-and-frame construction with elaborately ornamented terra cotta shields bearing the initials C-B paired at the building corners beneath strongly projecting string-course moldings across the top of the second and third stories. The second story, above the viaduct, has segmental arched window openings with projecting sills on brackets. On the third story, above the shield patterns, are vertical rectangular inserts with ornamental heads. In the top two stories, the rectangular windows are grouped in pairs with ornamental terra cotta spandrels between vertical piers which extend through both stories to end with a low-profile crenellated pattern along the cornice edge. Due to the increase in the grade of lower Alabama Street, there is no underground facade. The firm of Hentz, Adler and Shutze was responsible for the 1930 remodeling of the first floor and arcade.

Peachtree Street south of the Mark Building is also part of the Underground Atlanta Historic District because the buildings here are linked visually with the Mark Building and because they have rear access to Ponder's Alley at the underground level. 64 and 66 Peachtree are two-story, 1920s buildings which had new facades built in the 1950s. 68 Peachtree is a three-story brick building (c. 1900) which retains iron columns behind its recently remodeled facade. 70 and 74 Peachtree are thoroughly remodeled two-story, late-nineteenth-century brick buildings. 76 Peachtree was constructed in 1908 and has been used as a millinary shop ever since. Built

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in a Beaux Arts style, it has three bays in its second-story facade, with the end bays crowned with ornate segmental pediments with cartouches. An ornamental entablature contains the name of the original business in the building, "The Mirror." A roofline balustrade crowns the facade with a paneled parapet on either side. 80 Peachtree is an early-twentieth-century Chicago Commercial-style two-story building. 84 Peachtree is an 1882 four-story brick building which was remodeled by the firm of Bruce and Morgan in 1904 for Rich's Department Store and was most recently known as the W.T. Grant Building. Chicago School influence can be seen in the wide window spaces located behind uninterrupted vertical piers. The original wide central entrance and great expanse of glass were innovative at the time. Although the first story has been extensively remodeled, the original features can still be seen in the upper stories.

Pryor Street south of Alabama also has structures which have entrances under the viaducts. On the west side of the street, separated from the Hotel Jefferson by Ponder's Alley, is 97 Pryor Street, a plain two-story brick structure (c. 1910) which has been remodeled at both underground and viaduct levels. 101-103 Pryor is a more substantial four-story, late-nineteenth-century brick building which had its top story added in the 1920s; it has also been recently refaced at the underground level. On the east side of the street, separated by Kenney's Alley from the Block Building, is 94-100 Pryor Street, a two-story brick structure (c. 1885) which has been extensively remodeled; the facade at underground level is a late-1960s addition, and the iron columns at viaduct level were inserted after the viaduct was built. 102 Pryor Street is a four-story brick structure (c. 1899) whose underground facade is also an addition of the late 1960s; at the viaduct level, the first floor has been remodeled as a store front, and on the central bay of the third and fourth stories, there are oriel-type wooden-framed windows in a semi-circular arched frame of ribbed terra cotta with an enlarged keystone. Next door, 104-106 Pryor Street shares elements of the Renaissance Revival style. Built c. 1899, this structure contains cast-iron columns between the rough stone piers at the base of the viaduct entrance. Central bays contain wide windows enclosed in two-story rounded arches with terra cotta spandrels. The top story has two round windows deeply recessed by the moldings in the end bays.

The last structure on the two commercial blocks is 123 Central Avenue, just south of Kenny's Alley. This is part of a turn-of-the-century building, the front portion of which was taken by the viaduct construction of 1928-1929. The 1930s street facade was covered with new brick in the late 1960s.

(5) The underground-level facades on the north side of Alabama Street were either left intact after MARTA construction or torn down and rebuilt. There is a continuous wall extending along the north side of the street from the Georgia Railroad Freight Depot to Peachtree Street. Several sections of this wall are creations

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of MARTA, especially the bricked-up portions at the end of Central Avenue and Pryor Street. From Central to Pryor Street, all of the facades except that of the Bentley Hotel at 67-69 Alabama have been rebuilt by MARTA. While attempts were made to reuse some of the original materials, most of these storefronts were rebuilt with plywood, dimensioned lumber, and other modern materials. The Bentley Hotel (c. 1890) includes the facade and foyer of the hotel. An original, diagonally placed, recessed entrance is located behind a corner column of pink granite with an elaborately carved floral capital. Heavy rusticated stone piers form doorways in the center of the street facade, while iron columns along the Alabama front frame windows. The rebuilt false facades continue for several stores on either side of Pryor Street, north of Alabama. The facades along Alabama between Pryor and Peachtree have been left intact after the buildings behind and above them were torn down. For the most part, these are plain brick facades and lack the interesting iron columns and detailing found elsewhere in the Underground district. The importance of the facades and walls along the north side of the street is primarily that they maintain the enclosure which is so important to Underground Atlanta.

Intrusions

No intrusions have been identified in the Underground Atlanta Historic District. Because of the peculiar character, appearance, and history of Underground Atlanta, the identification of intrusions is problematic and beside the point. In essence, the district as a whole can be characterized as a distinct historic urban environment which was created by a succession of developments that chronicle the postbellum history of downtown Atlanta. Within this overall environment, this history is manifested in a variety of ways, some of which survive largely intact, others of which are but fragmentary. The overall effect is one of historical and environmental integrity. Planning and development decisions and actions need to take into account this complex character, appearance, and history when dealing with either specific parts of the district or the district as a whole.

Boundaries

The historical geography of the Underground Atlanta Historic District consists of railroad facilities, the street layout, the buildings along the streets, the viaducts, and the redeveloped area known as "Underground Atlanta." The boundaries for this historic district have been determined by overlaying these various historical

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geographical components. Essentially, the district boundaries are defined by the 1920s viaduct system which, more than anything else, created the "underground" character and appearance of the district. A network of ground level alleys extends the "underground" area into the interiors of two city blocks.

To the northeast, the boundary of the historic district is the northeast edge of the Wall Street viaduct and the northeast ends of the Pryor Street and Central Avenue viaducts. To the southeast, the district boundary is the southeast edge of the Central Avenue viaduct and the Old Loyd Street retaining wall, with a southeastward extension at ground level to include the Georgia Railroad Freight Depot. To the southwest, the district boundary is the southwest end of the Pryor Street viaduct, the southwest end of the Central Avenue/Old Loyd Street retaining wall, and a property line running roughly parallel to and northeast of Martin Luther King, Jr. Drive (Hunter Street) that separates those properties having access to the "underground" streets and alleys from those to the southwest that do not. To the northwest, the district boundary is the northwest end of the Wall Street viaduct, the northwest edge of the Pryor Street viaduct, the northwest end of the Alabama Street viaduct, and the curb line along the southeast side of Peachtree (Whitehall) Street.

Exluded from the Underground Atlanta Historic District are the rights-of-way for railroad and rapid-transit tracks which run between Alabama and Wall Streets at ground level. The railroad tracks have been rebuilt and relocated slightly in the twentieth century, and represent only a portion of Atlanta's historic railroad system; furthermore, their immediate historical context has been lost since the 1930s. The rapid-transit line is an obvious non-contributing and unrelated feature. Also excluded from the district are Plaza Park, built in 1948 on an elevated platform at the viaduct level between Wall, Peachtree, and Pryor streets, and a 1950s parking deck built on an elevated platform at the viaduct level between Wall and Pryor streets and Central Avenue. Neither has a strong historical association or a direct environmental relation with Underground Atlanta.

North of the Underground Atlanta Historic District is the modern commercial center of the city. East is Georgia State University. To the south are city, county, and state government buildings and several churches. To the west are the remains of Atlanta's historic commercial center.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	_x_ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_x_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	_x_ engineering	___ music	___ theater	
_x_ 1800–1899	_x_ commerce	___ exploration/settlement	___ philosophy	_x_ transportation	
_x_ 1900–	___ communications	___ industry	___ politics/government	_x_ other (specify) local history	
		___ invention			

Specific dates **Builder/Architect**

Statement of Significance (in one paragraph)

Summary Statement of Significance

The Underground Atlanta Historic District is significant primarily as a distinct historic urban environment which was created by a succession of developments that chronicle the postbellum history of downtown Atlanta. A portion of the original gridiron street plan of the city, so typical of nineteenth-century city planning, is still evident in the area. The influence of the railroad is indicated by the Georgia Railroad Freight Depot and the Zero Mile Post. Period commercial architecture, arranged in business blocks, is well represented by the buidings fronting on Alabama, Pryor, and Peachtree streets. These buildings also represent the postbellum commercial center of the city; they constitute one of few such reminders in this largely redeveloped city. The viaducts illustrate a dramatic early-twentieth-century chapter in local transportation history devoted to alleviating downtown congestion and conflict between the automobile and the train. They were part of a largely unrealized City Beautiful plan to fashion a Beaux Arts civic center above the "railroad gulch." Almost incidentally, the viaducts sealed off the original ground floors of buildings in the area which were rediscovered and redeveloped into "Underground Atlanta" in the late 1960s and early 1970s.

Local History

Underground Atlanta is a unique place in the city which has called itself the Gate City to the South. The district was once part of the gateway to the city, and part of its historic commercial center. The history of this gateway and this commercial center mirrors the dynamic growth of the city as it expanded from a railroad and pedestrian town of the nineteenth century to an automobile metropolis of the twentieth century. The antebellum patterning of the city's latergrowth and development, postbellum rebuilding and railroad activity, turn-of-the-century commercial successes, and the early-twentieth -century automobile age are all reflected in the character and appearance of the district. More recent history, such as the shift in the city's prime commercial center toward the north, the revival (and demise) of the Underground area as an entertainment center, and the introduction of rapid-rail transit to the city, are also manifest in the district.

[continued]

9. Major Bibliographical References

[see continuation sheet]

10. Geographical Data

UTM NOT VERIFIED

ACREAGE NOT VERIFIED

Acreage of nominated property app. 12 acres

Quadrangle name Northwest Atlanta, Ga.

Quadrangle scale 1:24,000

UMT References

	Zone	Easting	Northing
A	16	741765	3737715
B	16	742055	3735250
C	16	741920	3737325
D	16	741590	3737530
E			
F			
G			
H			

Verbal boundary description and justification

The boundary of the Underground Atlanta Historic District is marked by a heavy black line on the attached "Property/Sketch Map." The boundary is described and justified in the Description (Section 7).

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title a) Timothy Crimmins, professor of history
b) Richard Cloues, architectural historian

organization a) The History Group, Inc.
b) Historic Preservation Section, Ga. DNR date April, 1979

street & number a) 300 W. Peachtree St., N.W.
b) 270 Washington St., S.W. telephone a) 404-577-6198
b) 404-656-2840

city or town a) Atlanta
b) Atlanta state Georgia

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national x state ___ local

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Elizabeth A. Lyon

Elizabeth A. Lyon

title Acting State Historic Preservation Officer date 5/1/80

For HCRS use only

I hereby certify that this property is included in the National Register

for Keeper of the National Register Sally G Oldham date 7/24/80

Attest: Carol Dubbie date 7/7/80 ~~6/24/80~~

~~Chief of Registration~~

GPO 938 835

Commerce

Underground Atlanta was once part of Atlanta's historic commercial center, an area that stretched for several blocks along either side of the east-west railroad tracks. This area developed most strongly during the postbellum rebuilding of the city and achieved its greatest economic prominence at the turn of the century. Land development pressures plus the appearance of the automobile led to a northward shift of the city's prime commercial center in the mid-twentieth century.

Within the Underground Atlanta Historic District, the business history of Atlanta can be found in the historic mixed-use activities of the two blocks south of Alabama Street. In the late-nineteenth century, wholesalers took advantage of the rail proximity to establish meat, grain and flour, cotton and dry-goods stores. Retailers operated grocery, candy and drugstores, and there were also such services as barbershops, banks, and laundries. There were even a few small hotels which catered to the passenger traffic from Union Station; of these, only the first-floor entrance of the Bentley Hotel (c. 1890) and the viaduct-level Hotel Jefferson (1930) still remain. Along Peachtree Street as well, there was a concentration of dry-good and department stores. The most notable, the W.T. Grant Building, was originally the home of Rich's Department Store. The back of this L-shaped building which extends onto Ponder's Alley contains a rear facade on which the original store logo of "M. Rich and Bros." remains.

Community Planning

Community planning and development activities throughout the history of Atlanta have left their mark on the Underground Atlanta Historic District. These activites are intertwined with the course of local history. Evident in the Underground district are the antebellum patterning of the city's growth and development, postbellum rebuilding and railroad development, turn-of-the-century commercial development, and early-twentieth-century accommodation to the automobile. More recently, the shift in the city's prime commercial center toward the north, the revival (and demise) of the Underground area as an entertainment center, and the introduction of rapid-rail transit to the city have left their mark on the historic district.

More specific examples of historic community planning and development are also present in the Underground Atlanta Historic District. Part of the original gridiron city plan, oriented to the alignment of the railroad tracks, is included within the district. The railroad gulch itself, with the adjacent Zero Mile Post and Georgia

[continued]

Railroad Freight Depot, stand as reminders that Atlanta was founded and developed during the nineteenth century as a railroad town. The viaducts represent a mammoth public-works project on the part of city government to accommodate early-twentieth-century automobile traffic and maintain the economic viability of this part of the city. The viaducts are also significant for having been conceived originally as part of a largely unrealized comprehensive City Beautiful plan for a downtown civic plaza by Atlanta architect Haralson Bleckley in 1909.

Architecture

In general, the Underground Atlanta Historic District is significant in terms of architectural history as a distinct historic urban environment which was created by a succession of juxtaposed developments. The district includes part of the original gridiron city plan, railroad facilities including the Georgia Railroad Freight Depot and Zero Mile Post, period commercial architecture of the nineteenth and early-twentieth centuries, and early-twentieth-century automobile viaducts. These distinct historic components, so unusually combined in this district, create an overall environmental character and appearance that is virtually unique not only in Atlanta but also throughout the United States.

The Underground Atlanta Historic District is also architecturally significant in more traditional terms: the presence of examples of nineteenth- and early-twentieth-century commercial architecture. Some of these examples are virtually intact, such as the multi-story, Victorian Eclectic, Neoclassical and Chicago-style buildings along Alabama, Pryor and Peachtree streets; others survive only partially, such as the fire-damaged Georgia Railroad Freight Depot, the partly-demolished Bentley Hotel, and the storefronts along the southwest side of Alabama Street at ground level; still others are but fragmentary, such as the cast-iron columns, stone and iron doorway and window surrounds, and cut-stone details that enliven the Alabama and Pryor street facades beneath the viaducts. All of these architectural representations are vitally important in the architectural history of a city whose dynamic growth in the mid-twentieth century has obliterated much of its environmental heritage.

Engineering

The Zero Mile Post, located in the Underground Atlanta Historic District under the Central Avenue viaduct just northeast of the railroad tracks, is significant in terms of nineteenth-century railroad engineering and surveying. It marks the final

[continued]

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received MAY 13 1980
date entered JUL 24 1980

southeast terminus of the state-owned Western and Atlantic Railroad. Its location was determined by C.F.M. Garnett and F.C. Ames in 1842, and the marker was emplaced in 1850 by Bodwell E. Wells, civil engineer for the W & A Railroad. From this point all final mileages and other measurements for the railroad survey were made.

The viaducts which define the Underground Atlanta Historic District are significant in the history of twentieth-century bridge building. While the viaducts were not innovative in terms of their engineering, they do represent a large-scale application of early-twentieth-century urban bridge design. Represented here are examples of both reinforced concrete and steel truss construction. Although essentially utilitarian, the viaducts acknowledge their origins in a largely unrealized City Beautiful civic plaza design by their Classically-derived parapet walls and railings.

Transportation

The Underground Atlanta Historic District contains elements which are important to the city's transportation history. The earliest remnants of the railroad, which brought Atlanta into existence, can be found in the district; these include the Zero Mile Post (1850) and the Georgia Railway Freight Depot (1869). Besides the railroad tracks, these are the only physical remains of railroad activity which are present in downtown Atlanta. In addition, the Georgia Railway Freight Depot is the oldest extant building in the downtown. The automobile age of the city is well represented in the "Twin Bridge" viaducts (1928-1929). Needed to facilitate the flow of twentieth-century automobile traffic over the nineteenth-century railroad gulch, these structures are utilitarian in design and function. The bridges encase the space over the railroad right-of-way for which plans were proposed but never implemented for a string of City Beautiful-style parks and civic plazas.

The construction of the MARTA rapid-rail line and Five Points Station in the late 1970s brought the newest transportation technology into the Underground district (even if it is actually an update of an early-twentieth-century mode -- the electric subway and elevated). The increase in access to the Underground district which MARTA will bring will result in additional land use changes. The open space over the railroad right-of-way which is currently vacant or used for parking is now prime real estate for development. In sum, the railroad, automobile, and rapid-rail transit have all had a dramatic influence on the character and appearance of the Underground district.

[continued]

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

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date entered JUL 24 1980

Preservation Activity: The Historic Atlanta Local Development Corporation

The Historic Atlanta Local Development Company (HALDC) was formed in October, 1978. It is a quasi-public organization dedicated to the restoration and revitalization of the historic Underground Atlanta business neighborhood. HALDC is charged with the responsibility for carrying out programs to aid, assist and foster the planning, redevelopment and improvement of the historic Underground Atlanta district. Its activities are intended to focus attention on the historic, economic and cultural value of the neighborhood to the city of Atlanta and its citizens.

HALDC is specifically organized as a local development company under Section 502 of the Small Business Investment Act of 1958. The Corporation is a non-profit organization. The board of trustees consists of representatives of the Underground merchants, property owners, the city of Atlanta and the community-at-large.

HALDC has been initially funded by grants from the federal government and the City of Atlanta. The grant revenues are being used to conduct a study of the feasibility of revitalizing Underground Atlanta and the historic district and to prepare a development package as to the area's economic viability.

The HALDC staff coordinates the overall redevelopment plan, hiring and directing activities of the existing Underground Atlanta Restoration Commission's efforts at maintenance and physical improvements. The staff also serves as liaison among interested parties, including the Underground Atlanta Merchants Association, the City of Atlanta, and others.

HALDC is the sponsor of this National Register nomination, which it views as an integral part of its restoration and revitalization activities.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received MAY 13 1980
date entered JUL 24 1980

Timothy Crimmons. "Underground Atlanta District" (draft National Register of Historic Places Inventory-Nomination Form, December, 1979).

Franklin Garrett. Atlanta and Environs (New York, 1954).

Elizabeth A. Lyon. "Business Buildings in Atlanta, 1865-1930: A Study in Urban Growth and Form" (Emory University dissertation, 1971).

Elizabeth A. Lyon and Sarah Hereford. "Downtown Atlanta Historic District" (draft National Register of Historic Places Inventory-Nomination Form, February, 1976).

Howard L. Preston. Automobile Age Atlanta (Athens, Ga., 1978).

Sanborn Fire Insurance Maps: 1886, 1892, 1899, 1911

Personal inspections by Richard Cloues, summer of 1979; Timothy Crimmons and James Brittain, fall of 1979.

MAP 1 -- UNDERGROUND ATLANTA WHEN LISTED (1980)

CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "

MAP 2 -- UNDERGROUND ATLANTA TODAY (1989)

CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "

MAP 3 - PROPOSAL #1 - BOUNDARY REDUCTION

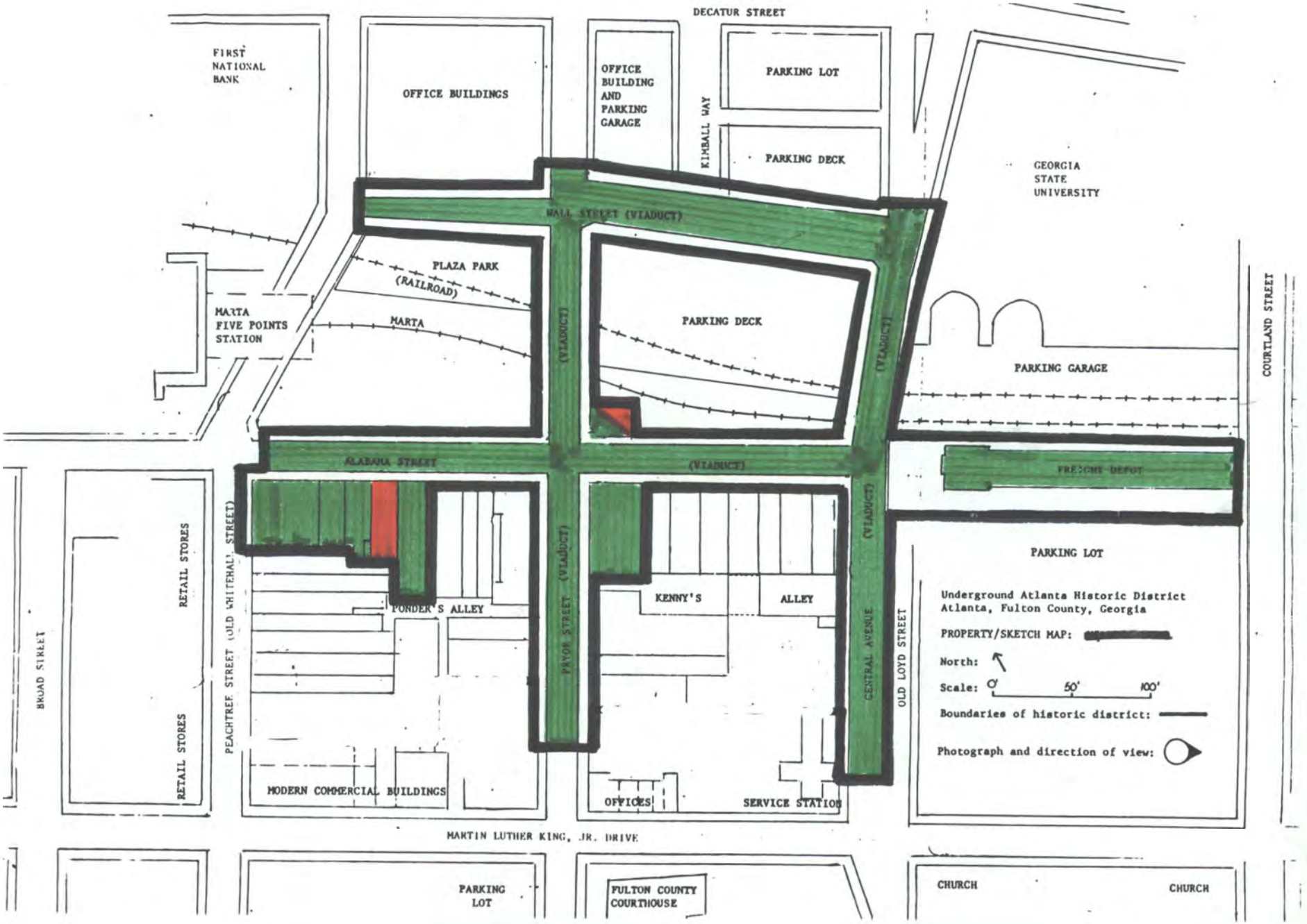
CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "

MAP 4 - PROPOSAL #2 - BOUNDARY REDUCTION

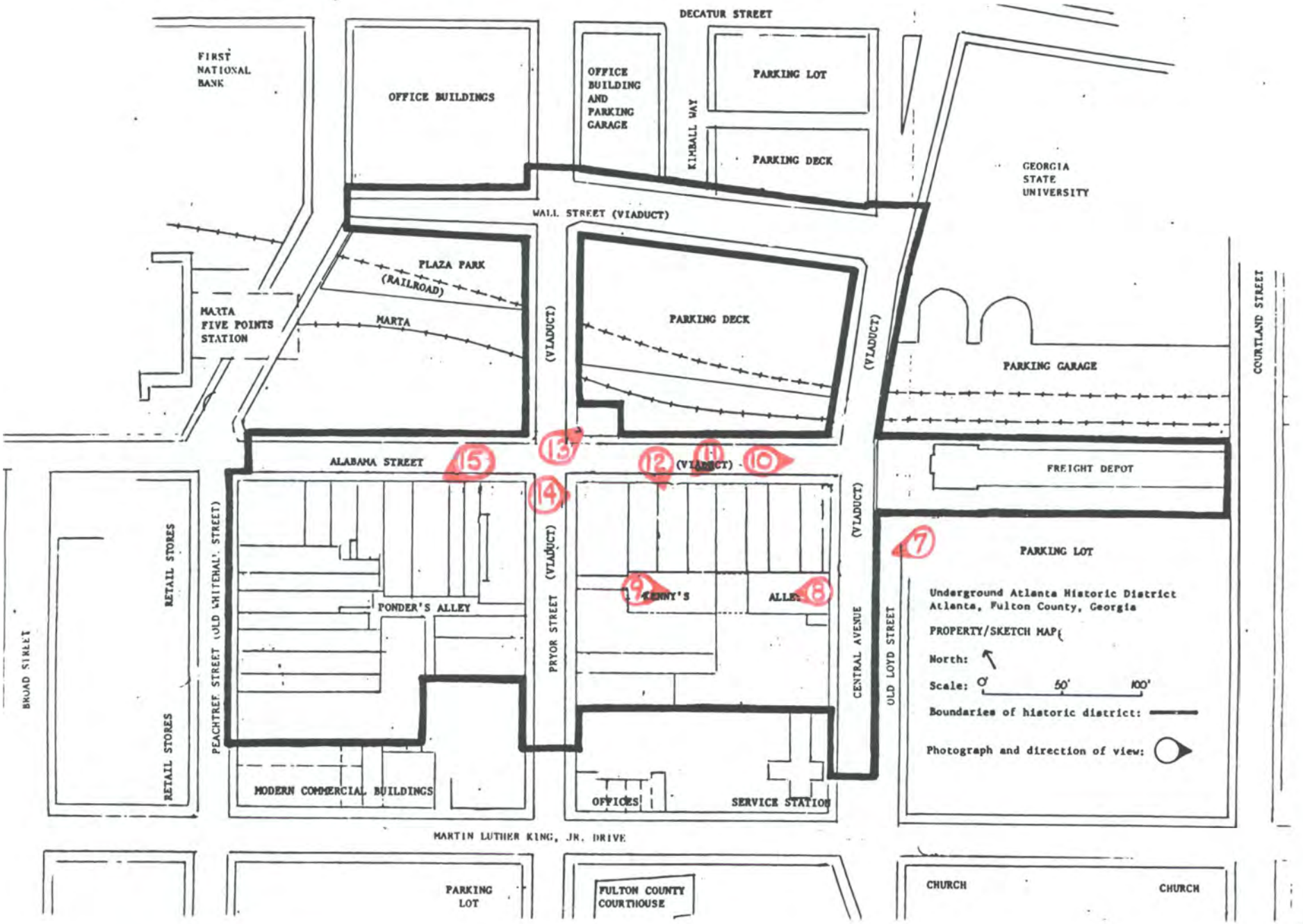
CONTRIBUTING BUILDING/STRUCTURE

NONCONTRIBUTING " "



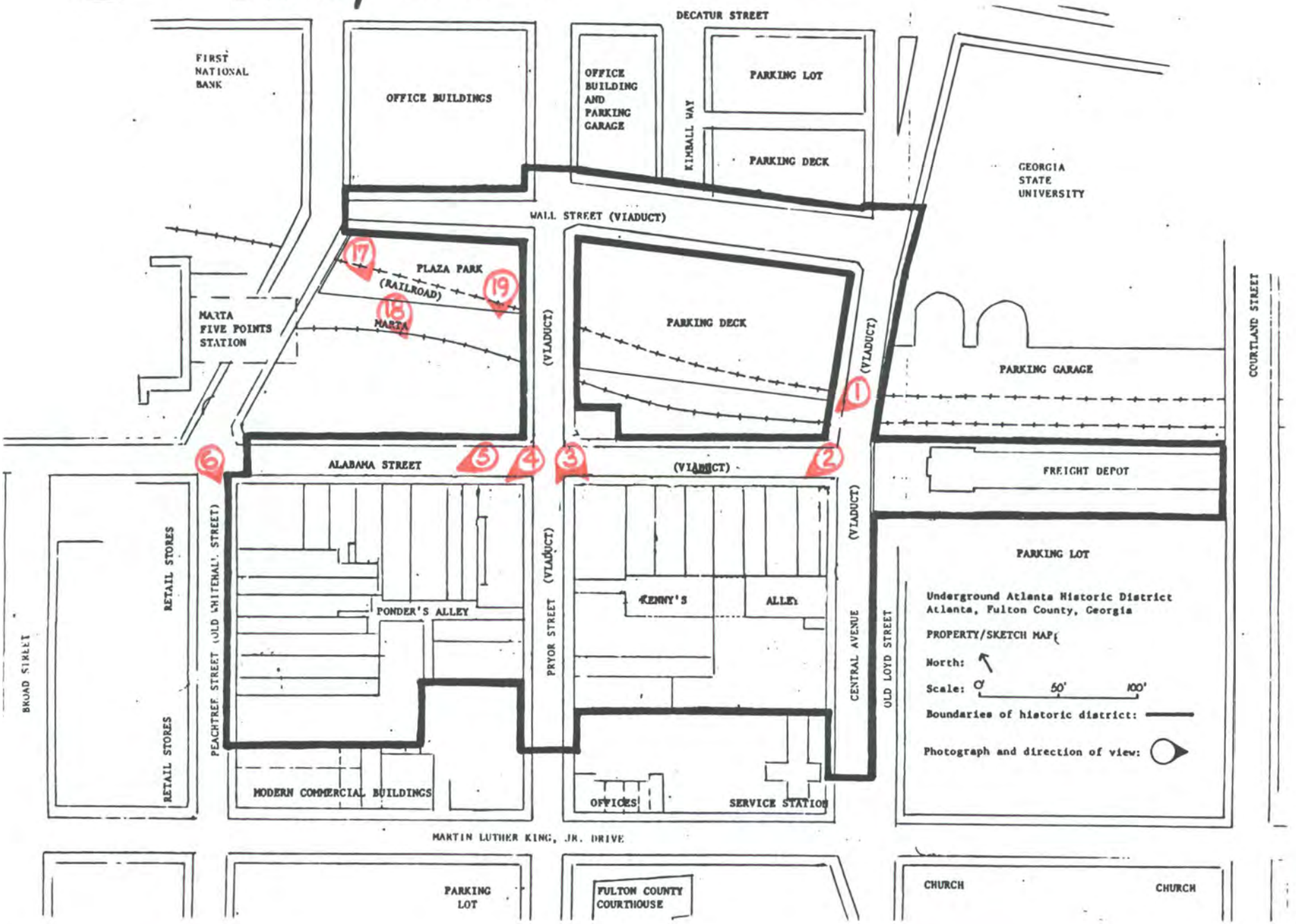
KEY TO SLIDES (1980)(1989) - LOWER LEVEL

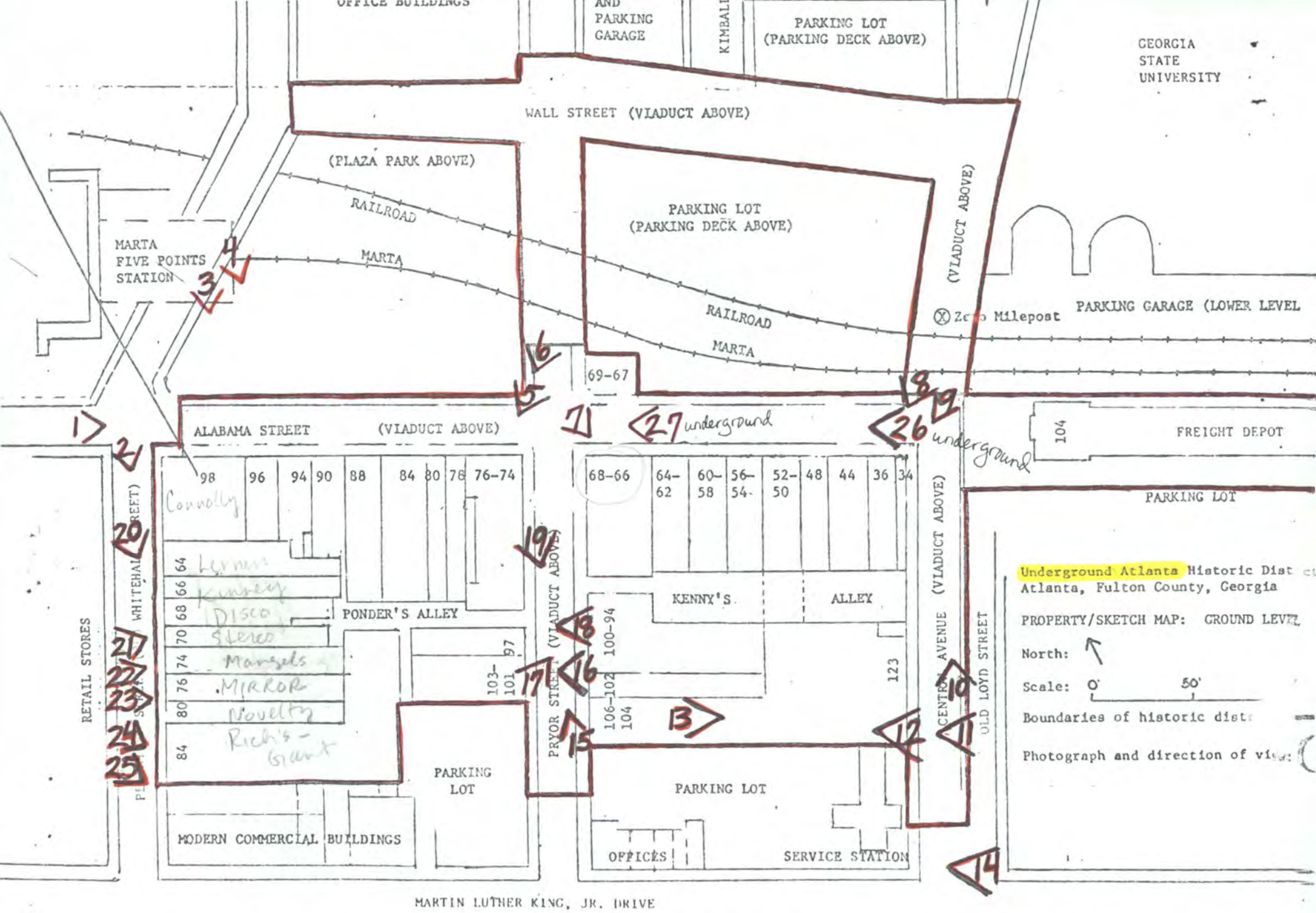
slide / direction of view



KEY TO SLIDES (1980) (1989) - UPPER LEVEL

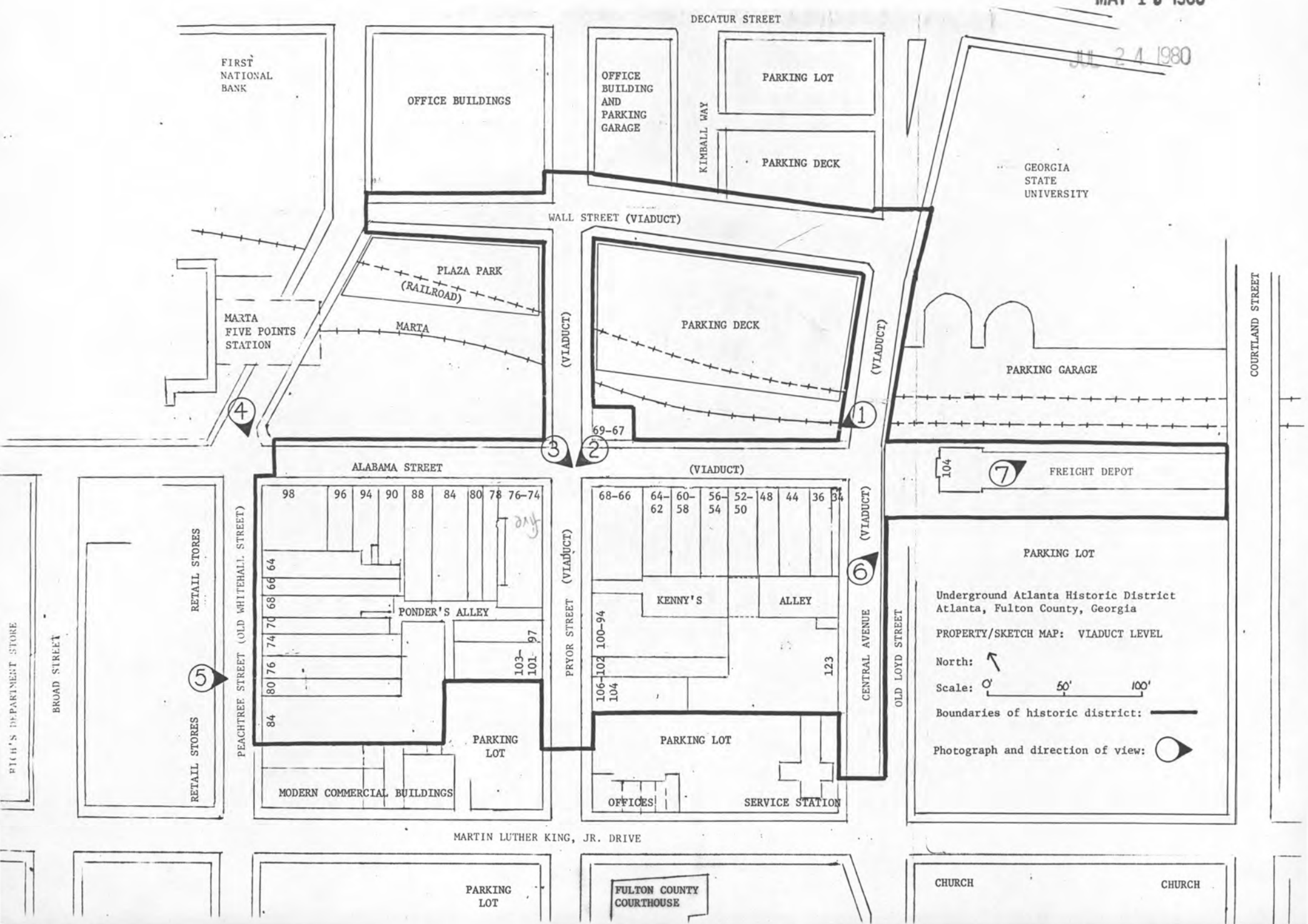
slide / direction of view

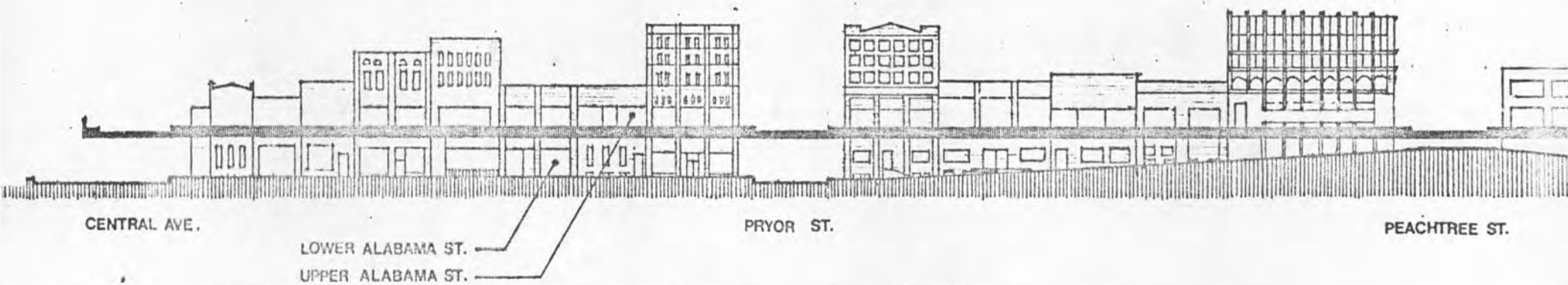



OFFICE BUILDINGS
AND PARKING GARAGE
KIMBALL
PARKING LOT (PARKING DECK ABOVE)
GEORGIA STATE UNIVERSITY
WALL STREET (VIADUCT ABOVE)
(PLAZA PARK ABOVE)
RAILROAD
MARTA
MARTA FIVE POINTS STATION
PARKING LOT (PARKING DECK ABOVE)
(VIADUCT ABOVE)
Zero Milepost
PARKING GARAGE (LOWER LEVEL
69-67
ALABAMA STREET
(VIADUCT ABOVE)
undergrund
undergrund
104
FREIGHT DEPOT
PARKING LOT
98 96 94 90 88 84 80 78 76-74
Connolly
64 Lerner
66 Kinney
68 DISCO
70 Stereo
74 Mangels
76 MIRROR
80 Novelty
84 Rich's - Grant
PONDER'S ALLEY
68-66 64-62 60-58 56-54 52-50 48 44 36 34
KENNY'S ALLEY
RETAIL STORES
WHITEHALL STREET
PRYOR STREET (VIADUCT ABOVE)
103-101 97
100-94
106-102 104
123
CENTRAL AVENUE (VIADUCT ABOVE)
OLD LOYD STREET
PARKING LOT
PARKING LOT
MODERN COMMERCIAL BUILDINGS
OFFICES
SERVICE STATION
MARTIN LUTHER KING, JR. DRIVE
Underground Atlanta Historic Dist
Atlanta, Fulton County, Georgia
PROPERTY/SKETCH MAP: GROUND LEVEL
North:
Scale: 0' 50'
Boundaries of historic dist
Photograph and direction of vi

MAY 13 1980

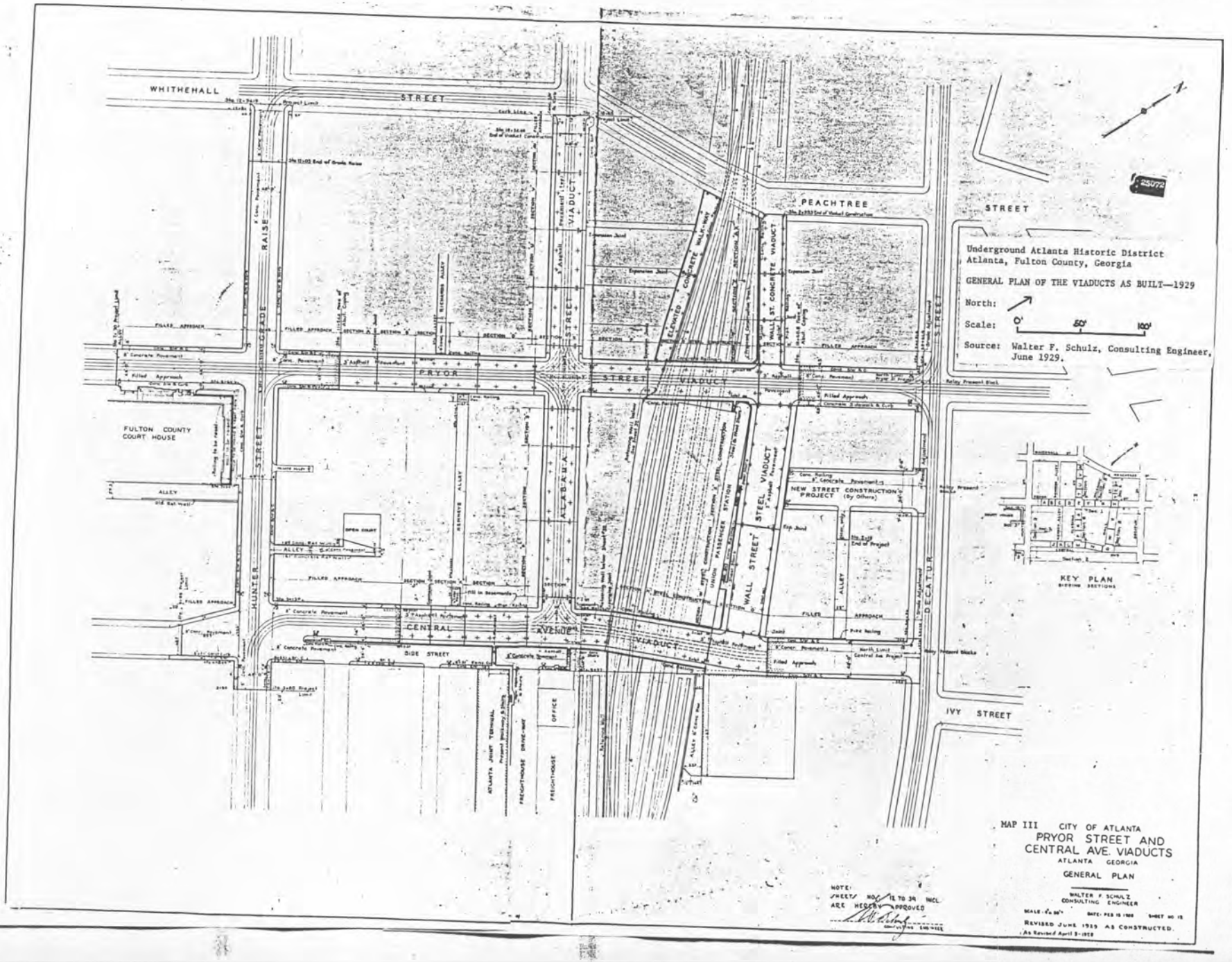
JUL 24 1980





CUTAWAY VIEW OF ALABAMA STREET VIADUCT -- SHOWING UPPER & LOWER FLOORS OF BUILDINGS IN "UNDERGROUND ATLANTA"

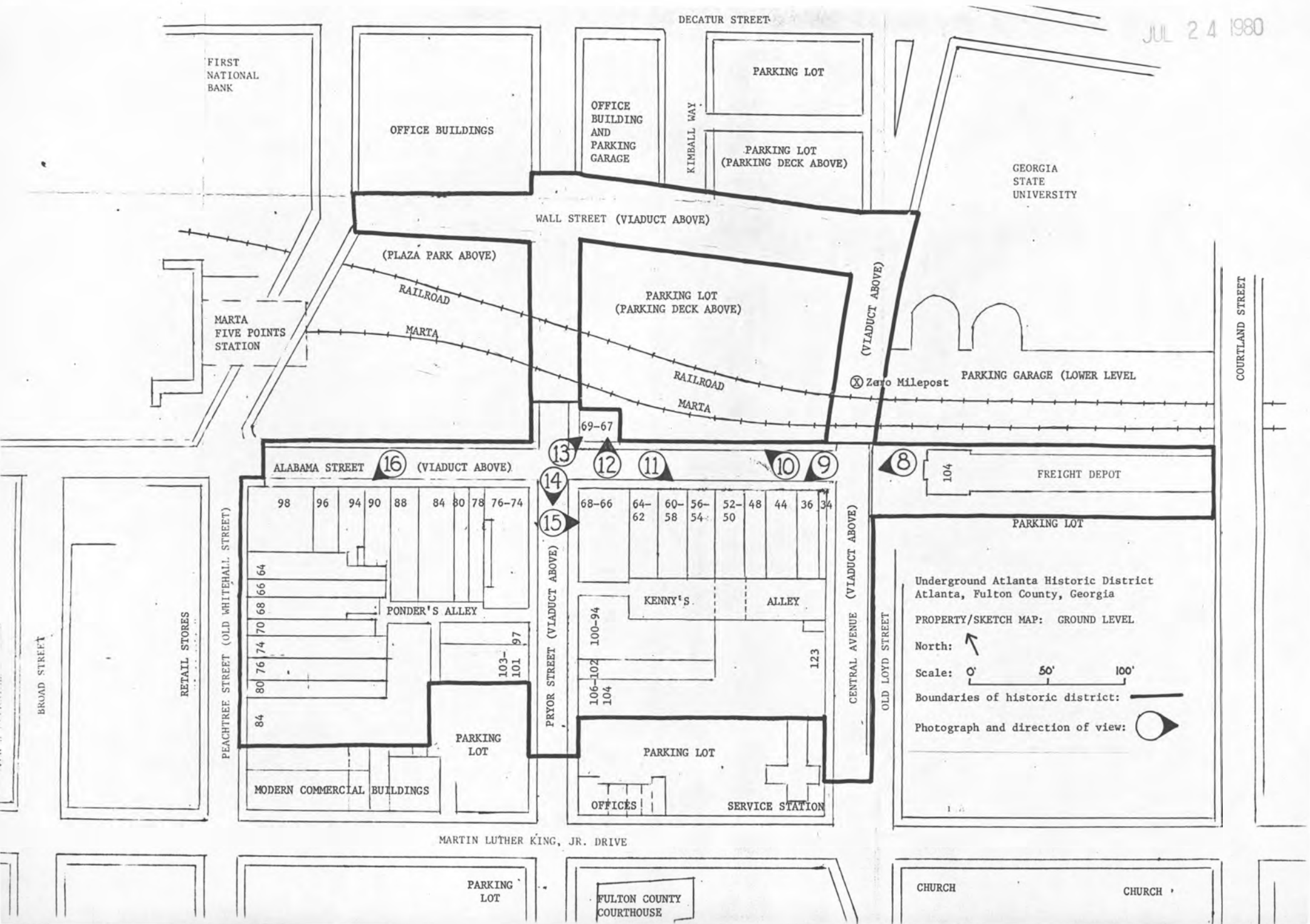
MAY 1 3 1980


WHITEHALL STREET
PEACHTREE STREET
PRYOR STREET VIADUCT
CENTRAL AVENUE VIADUCT
RAISE GRADE
HUNTER STREET
ALABAMA STREET
WALL STREET
DECATUR STREET
IVY STREET
FULTON COUNTY COURT HOUSE
ALLEY
OPEN COURT
FILLED APPROACH
SIDE STREET
ATLANTA JOINT TERMINAL
FREIGHTHOUSE
OFFICE
NEW STREET CONSTRUCTION PROJECT (By Others)
STEEL VIADUCT
UNION PASSENGER STATION
KEY PLAN
Underground Atlanta Historic District
Atlanta, Fulton County, Georgia
GENERAL PLAN OF THE VIADUCTS AS BUILT—1929
North:
Scale: 0' 50' 100'
Source: Walter F. Schulz, Consulting Engineer, June 1929.
MAP III CITY OF ATLANTA
PRYOR STREET AND CENTRAL AVE. VIADUCTS
ATLANTA GEORGIA
GENERAL PLAN
WALTER F. SCHULZ CONSULTING ENGINEER
NOTE: SHEETS NO. 12 TO 34 INCL. ARE HEREBY APPROVED
REVISED JUNE 1929 AS CONSTRUCTED.
As Revised April 5-1929

JUL 24 1980

MAY 13 1980

JUL 24 1980



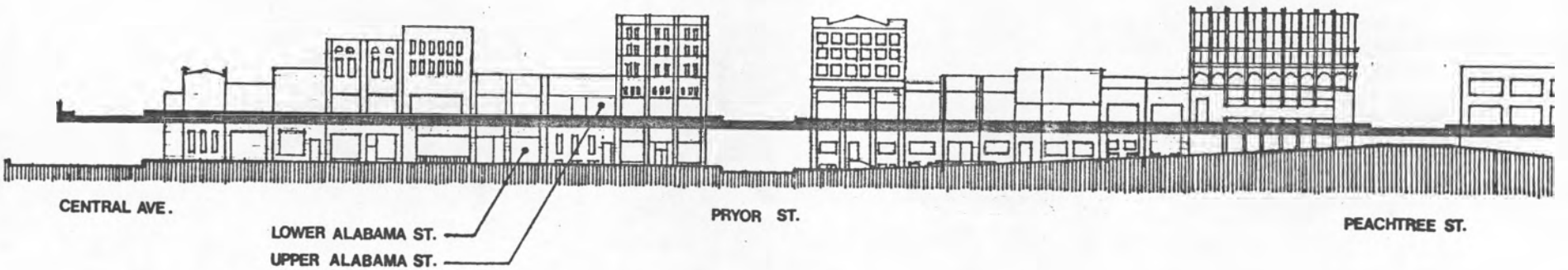
MAY 13 1980

JUL 24 1980

Underground Atlanta Historic District
Atlanta, Fulton County, Georgia

CUT-AWAY VIEW OF ALABAMA STREET
BETWEEN CENTRAL AVENUE AND PEACHTREE STREET
SHOWING GROUND LEVEL AND VIADUCT LEVEL

Illustrator facing southwest.



34 36 44 48 50–52 54–56 58–60 62–64 66–68 74–76 78 80 84 88 90 94 96 98

Property DOWNTOWN ATLANTA HISTORIC DISTRICT

City Atlanta State Georgia

Source of Request DOD-UMTA-Kiyoshi Mano

E.O. 11593

DETERMINATION OF ELIGIBILITY

Date received Verbal Request 5-19-76

Federal Register entry

Photos _____ SHPO consulted ✓

Maps _____ Request for more information _____

Card filed ✓ All documentation assembled _____

CONTROL

I think the boundaries are pretty much as they were when I was taken through the area. The area is a distinct part of the city especially since Atlanta is so new. However I still am concerned about the large number of parking lots within the area. We should ask for a sketch map identifying all intrusions before we make a decision.

HISTORIAN

E. Smith
6-2-76

ARCH. HISTORIAN

Based on Bob Rettig's evaluation of boundaries and the clear architectural and commercial significance of the buildings within the district —

Eligible
6-7-76
Lebovich

ARCHEOLOGIST

HAER

REVIEW UNIT CHIEF

Eligible — **FED. PLAN. COORDINATOR**

Concurrence — Shull, Rettig, Cole 6-5-76
C. Shull

Justification: Bob's on-site inspection, the fact that this is all that remains of dist. commercial district of Atlanta,

BRANCH CHIEF

See comments on attached sheet.

Eligible

Acting **KEEPER**
Rettig 6/4/76

- find out about expanded boundaries — is State going back to larger area
- over to wall St. — via Jr comes dwn
- Richard told them viaducts in
  Liz said - no

Manta law not applied w/ ~~ACHP~~ -
~~ACHP~~

TPS-

Property Underground Atlanta Historic District

Ref. 80001077

State Ga - Fulton

Working Number 5-13-80 1336

TECHNICAL

Photos 16 + 17

Maps 1

CONTROL

HISTORIAN

A complex district of 3 major elements – above ground grouping of Victorian commercial buildings with several architecturally strong buildings + other historically related structures; below ground "environment" and architectural elements considered significant to arch. history of Atlanta – less intact but can be considered contributing element; viaduct system + grid pattern which structure layout of area. I am concerned about # re: lack of intrusions but agree that there are not major intrusions. Whether the Marta replaced facades could qualify for Tax Act is another issue. Boundaries represent area determined to be eligible with exception of 1/2 areas impacted 2/4 properties on south side of Peachtree St. not functionally tied to "Underground"

coherent

ARCHITECTURAL HISTORIAN

ARCHEOLOGIST

ACCEPT CD 6/18/80

OTHER

HAER

Inventory _____

Review _____

State has investigated effects of fire 6/30; interiors of 2 (not original or historic) stores in underground were damaged as was interior of Hotel Jefferson - but State believes structure intact as damage not readily visible from the street.

REVIEW UNIT CHIEF

ACCEPT CD 6/18/80

ACCEPT DUKE 7/17/80

BRANCH CHIEF

Already determined eligible SO 4/24/81

KEEPER

National Register Write-up _____ Send-back _____ Entered JUL 24 1980

Federal Register Entry 2.3.81 Re-submit _____

United States Department of the Interior - Heritage Conservation and Recreation Service

TCG
11/6/89

AFederman
11/6/89

H32(413)

NOV 9 1989

Ms. Elizabeth Lyon
Chief, Historic Preservation Section
Deputy State Historic Preservation Officer
Georgia Department of Natural Resources
1252 Floyd Towers East
205 Butler Street, SE
Atlanta, Georgia 30334

Dear Ms. Lyon:

We have reviewed your reassessment of the Underground Atlanta Historic District, Fulton County, Georgia, a property included in the National Register on July 24, 1980. The documentation submitted with your letter clearly shows the dramatic changes which have occurred since the initial National Register listing. After consideration of this material, we concur with the assessment of the Georgia State Historic Preservation Review Board that the boundaries of the district should be reduced.

We have several comments we hope can be incorporated into the final boundary reduction documentation. First, since the viaducts are now the focus of the district instead of connectors of disparate buildings, the amendment should include a complete assessment of their significance and integrity. The significance dicussion should analyze, for example, how these viaducts relate to other viaducts in this section of the city. Developing this history will also assist you in the completion of the boundary justification for the reduced district.

The integrity assessment needs also to be enlarged. We suggest that it be broken into two parts to facilitate its presentation. The new documentation should describe the historic design of the viaducts and review the impact of ordinary maintenance on the roadways and their supporting structural systems over time. It should also discuss the more prominent additions to the viaducts designed as part of the Underground Atlanta projects, including the recently constructed plazas and other features on top and below them. The amendment should also address the integrity of the remaining

buildings within the district. To accomplish this, it might be helpful to detail your methodology for establishing which of the remaining buildings within the area still retain characteristics which convey their significance.

We have one final thought, which is certainly not a requirement but simply a suggestion for your consideration. It would be helpful if the written analysis could be supplemented with graphics which somehow illustrate the two levels of the buildings in the district, for as you know this can be a confusing aspect of the district. For example, it was difficult to understand from the preliminary sketch map you prepared why the building at the northeast corner of Alabama and Pryor Streets retains enough integrity to be considered a contributing property. The Zero Mile Post, an important contributing element of the district, might also be located on a simple graphic.

We hope these suggestions are useful as you complete documentation for this extraordinary district. Please contact Amy Federman of our staff if you have any additional questions or to discuss this matter further.

Sincerely,

Carol Shull

Carol D. Shull
Chief of Registration
National Register of Historic Places

cc: Jody Cook-SERO
413-RF

FNP:A.Schlagel:tlg:11/06/89:343-9536

BASIC FILE RETAINED IN 413

SYS 66:(APS/nom-review)/ga-under

PRELIMINARY REVIEW

WASO Form - 177
("R" June 1984)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Underground Atlanta Historic District
Fulton County
GEORGIA

OCT 6 1989

Working No. _____
Fed. Reg. Date: _____
Date Due: 11/20/89
Action: ___ ACCEPT
___ RETURN
___ REJECT
Federal Agency: _____

☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

See letter

Preliminary request
Return for review
Recom./Criteria _____
Reviewer A Federman
Discipline Hist
Date 10/31/89
___ see continuation sheet

Nomination returned for: ___ technical corrections cited below
___ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☐ original site
☐ good	☐ ruins	☐ altered	☐ moved date _____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance *(in one paragraph)*

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

GPO 918-450

Comments for any item may be continued on an attached sheet

TAXI
STAND

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY

RECIEVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

CITY, TOWN: Atlanta —VICINITY OF: — STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 1

Georgia Railroad Freight Depot
Three-quarter view from the southwest

GPO 892-455

NEW YORK
WIGS
SALE
SALE
SALE
UNLOAD

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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2 LOCATION

CITY, TOWN Atlanta —VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

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Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 2

L and N Terminal Building
View looking north

GPO 892-45

SOUVENIR
50
52

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

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Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 3a

No. 50-52 Alabama Street
North facade, lower level.

GPO 892-44

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 3b

Nos. 54-56 Alabama Street
North facade, lower level

GPO 892-45

ICE CREAM
FOR LEASE
4600 SQ. FT.
ICE CREAM CO.
JOINT

3c

Underground Atlanta Historic District
Fulton Co. Ga.

JUL 2 4 1980

No - 42

BROADWAY
60
FROZEN DAIQUIRI
PIÑA COLADA
UNDERGROUND ATLANTA

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ____VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 3c

Nos. 50-52, 54-56 Alabama Street
North facades, viaduct level

GPO 892-45

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 4

Old Tripod Paint Company Building, Alabama Street
North facade, lower level

GPO 892-4

LOANS
LEGAL
ONE WAY
LOANS
H.B. NASH

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta —VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

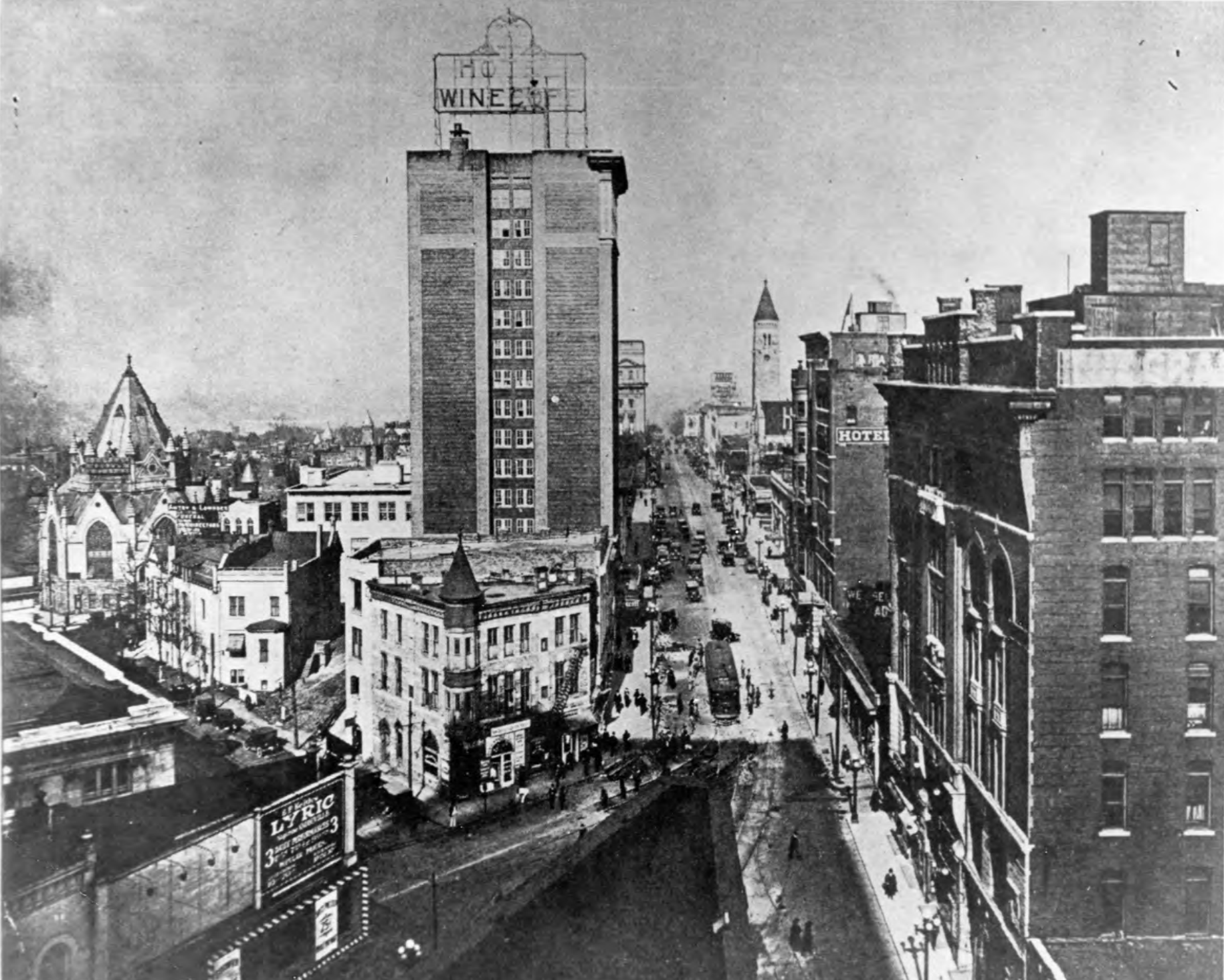
NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 5a

Block Building, Alabama and Pryor Streets, southeast corner
Lower level

GPO 892-


WINE
HOTEL
LYRIC

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 5b

Block Building, Alabama and Pryor Streets, southeast corner
Three-quarter view looking southeast, viaduct level

GPO 892-45

DIRECTORY

Underground Atlanta Historic District
Fulton Co. GA 30/39

JUL 24 1980

99

Underground Atlanta Historic District
Fulton Co. Ga

34/39

JUL 24 1980

LOANS
LEGAL
ONE WAY
LEGAL LOANS
LOANS
LOANS
PISTOLS
RIFLES
H.B. NASH

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 7

Gate City National Bank Building, Alabama and Pryor Streets, southwest corner
Extant ground level facades, looking southwest

GPO 892-45

phone
BUCK'
NO PARKING

VITAMINS COSMETICS
Mill DISCOUNT
HEALTH & BEAUTY AIDS
HOTEL
DO NOT ENTER
ONE WAY
BOWMAN

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY

RECIEVED

DATE ENTERED

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1975

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 8a

Hotel Jackson(Bentley), Alabama and Pryor Streets, northeast corner
Three-quarter view, looking northeast, lower level

GPO 892-45

BENTLEY HOTEL
FULTON
Park

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

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Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 8b

Hotel Jackson (Bentley). Alabama and Pryor Street, northeast corner
Three-quarter view, looking northeast, viaduct level

GPO 892-45

ATLANTA FIXTURE
& SALES CO. INC.
FOOD SERVICE EQUIPMENT-SUPPLIES
DISTRIBUTORS OF
HOBART FOOD MACHINES JACKSON CHINA LIBBEY GLASSWARE
WEAREVER UTENSILS ONEIDA SILVERWARE TOASTMASTER
GENERAL ELEC. GARLAND VULCAN S. BEND
GAS COOKING EQUIPMENT
FREE CUSTOMERS PARKING NEXT DOOR
FIXTURE
SALES CO.
RESTAURANT EQUIPMENT
ATLANTA
FIXTURE
& SALES CO.
RESTAURANT
OFFICE-STORE
EQUIPMENT
ATLANTA
& SALES CO.
OFFICE
FURNITURE

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

CITY, TOWN: Atlanta ____VICINITY OF STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

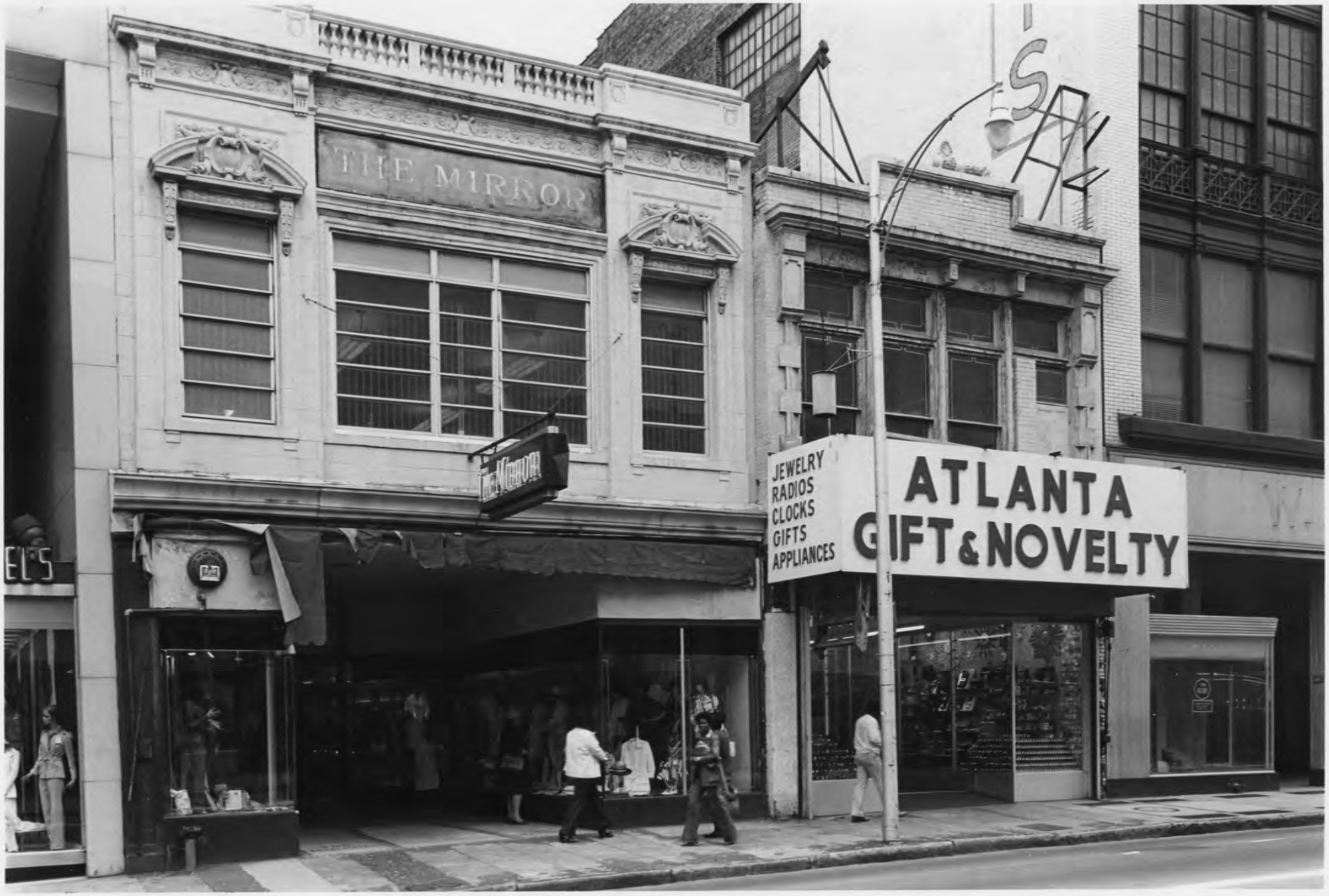
NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET
Atlanta Fixture and Sales Company Buildings, Pryor Street
West facades

PHOTO NO. 9

GPO 892-45


THE MIRROR
JEWELRY
RADIOS
CLOCKS
GIFTS
APPLIANCES
ATLANTA
GIFT & NOVELTY

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON same

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO March, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 10

Eiseman Building, Peachtree Street, South (Whitehall)
East facade

GPO 892-454

parklane
HOSIERY
parklane
HOSIERY
HOLLY
Jim's
Wigs
ATLANTA OUTLET STORES
DRESSES · COATS
WIGS
NO
LEFT
TURN
ATIONAL
SHIRT SHOPS

Form No 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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2 LOCATION

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3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 11

Century (Atlanta National Bank) Building, Peachtree Street, South (Whitehall)
Three-quarter view, looking northeast Northeast corner, Alabama Street

GPO 893-4

THIS BUILDING
GOODYS DISCOUNT
SALE
SALE

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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2 LOCATION

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PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

NEGATIVE FILED AT Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

Not Connally in foreground

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 12

Connally (Mark) Building, Peachtree Street, South (Whitehall), southeast corner
Three-quarter view, looking southeast Alabama Street

GPO 892-454

The BOOTERY
mary jane shoes
Boots
SURI SHOES

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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PROPERTY PHOTOGRAPH FORM

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2 LOCATION

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3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

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Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 13

Bass Department Store (Mary Jane Shoes) Building, Peachtree Street, South (Whitehall)
East facade

GPO 892-45

GRANTS
ATLANTA
IFT & NOVELTY
W. T. GRANT CO.
TOP
DOLLAR
STORES
TOP
DOLLAR
STORES
GEORGIA
HIGHWAY

Form No. 10-301a
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3 PHOTO REFERENCE

PHOTO CREDIT David Kaminsky DATE OF PHOTO February, 1976

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Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 15

Rich's (W.T. Grant) Building, Peachtree Street, South(Whitehall)
West facade

GPO 892-4

FRONT PAGE
CHAT & CHEW
OPEN
OPEN
CHAT & CHEW
UNDERGROUND ATLANTA
HOT DOGS
Coca-Cola

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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AND/OR COMMON:

2 LOCATION

CITY, TOWN: Atlanta ___VICINITY OF STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Nos. 76-80 Peachtree Street, South (Whitehall)
West facades

PHOTO NO. 16

GPO 892-45

mary jane shoes
BOOTERY
KRESS
DRINK Coca-Cola
OUTSTANDING VALUES
BIG DEPARTMENTS
L. GREEN
47 WHITEHALL ST
Atlanta's Bargain Center
CREDIT
ASKIN & MARX
BUTLERS
Cinch-Ann
sale!

Form No. 10-301a
(Rev. 10-74)

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CITY, TOWN: Atlanta —VICINITY OF: STATE: Georgia COUNTY: Fulton

3 PHOTO REFERENCE

PHOTO CREDIT: David Kaminsky DATE OF PHOTO: February, 1976

NEGATIVE FILED AT: Historic Preservation Section
Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 17

Peachtree Street, South (Whitehall), west side of street, looking northwest from Hunter Street toward Eiseman Building.

GPO 892-454

BAILEY'S SUPREME COFFEE
LEAVES NO GROUNDS FOR COMPLAINT
Southland COFFEE CO.
IMPORTERS AND ROASTERS
MARTIN & ZEAGLER INC.
UNDERGROUND ATLANTA
PARKING

Form No. 10-301a
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CITY, TOWN Atlanta ____VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT Randolph C. Marks
Historic Preservation Section
NEGATIVE FILED AT Georgia Department of Natural Resources

DATE OF PHOTO October, 1975

4 IDENTIFICATION

18

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET. PHOTO NO.

Entrance to Underbround Atlanta showing viaduct and ground levels of Alabama Street

GPO 892-894

MAY 1 3 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 1 of ~~16~~ 43. Alabama Street (viaduct
level) from Central Avenue (viaduct level);
photographer facing west.

JUL 2 4 1980

gone

1-(1)

HOTEL
Pryor News
Pryor News
Fuji Wigs
DREAM
BOOKS

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 2 of ~~16~~ 43. Alabama Street at Pryor Street (viaduct level); photographer facing west.

JUL 24 1980

gone

1-(2)

JACKSON L
& FINANCE
ATLANTA FIXTURE
& SALES CO. Inc.

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980 4/3
Description: 3 of ~~16~~. Alabama Street at Pryor Street (viaduct level); photographer facing south.

JUL 24 1980

1-(3)

Back

BURGER KING
LOANS
GRANT
HOLLY
HARDY

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980 #3
Description: 4 of ~~16~~. Alabama Street at
Peachtree Street (viaduct level); photo-
grapher facing south.

JUL 24 1980

1-(4)

ATLANTA
GIFT & NOVELTY
SALE!
SALE!
ATLANTA
FURNITURE CO.
SALE

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980 43
Description: 5 of ~~16.~~ Peachtree Street (grade or embankment level); photographer facing southeast.

JUL 24 1980

1-(5)

P
A
R
K
WELCOME
TO
UNDERGROUND
ATLANTA
Central
Parking
System

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 6 of ~~16~~ 43. Georgia Railroad Freight
Depot, from Central Avenue viaduct; photo-
grapher facing east.

JUL 24 1980

1-(2)

59
60
A

MAY 1 3 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer; James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 7 of ~~16~~ 43. Interior, Georgia
Railroad Freight Depot; photographer
facing east.

JUL 2 4 1980

1-8

824
UNDER GROUND
ATLANTA

MAY 1 3 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia
Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 8 of ~~16~~ 43. Central Avenue (Old Loyd Street) and Alabama Street (ground level); Central Avenue viaduct, above; entrance to "Underground Atlanta" entertainment area; photographer facing west.

JUL 2 4 1980

1-6

T-SHIRTS SHOP
LEATHER GOODS

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 9 of ~~16.~~ 43 Alabama Street, southwest
side (ground level); viaduct above; photo-
grapher facing west.

JUL 24 1980

2-(1)

UNDERGROUND
ATLANTA
M. RICH & BRO'S
1867
DRY GOODS
DRESS TRIMMING
SILKS

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 10 of ~~16~~ 43. Alabama Street, northeast side (ground level); reconstructed facades; viaduct above; photographer facing north.

JUL 24 1980

CARLOS
HOTEL

UNDERGROUND ATLANTA HISTORIC DISTRICT MAY 13 1980
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 11 of ~~16~~ 43. Alabama Street, southwest side (ground level); cast-iron storefronts; viaduct above; photographer facing south.

JUL 24 1980

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 12 of ~~16~~ 43. Alabama Street, northeast side (ground level); portion of Bentley Hotel; viaduct above; photographer facing northeast.

JUL 24 1980

2-(6)

JUL 24 1980

MAY 13 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 13 of ~~16~~ 43. Alabama Street at Pryor Street (ground level); portion of Bentley Hotel; viaducts above; photographer facing east.

DRINK
Coca-Cola
DELICIOUS AND REFRESHIN
Welcome
to
Atlanta

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia MAY 13 1980

Photographer: James R. Lockhart
Negatives filed: Georgia Department of Natural Resources
Date: January, 1980
Description: 14 of ~~16~~ 43. Pryor Street from Alabama Street (ground level); viaduct above; photographer facing southwest.

JUL 24 1980

2-(7)

CARLOS SODA CO.
DRINK
Coca-Cola
DELICIOUS AND REFRESHING
Dante's
the
Down Hatch
FONDUE
FINE WINES
RARE CHEESES
A BETTER MIXED
DRINK
in Underground-DANTE'S
DOWN
the
HATCH

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia MAY 13 1980

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 15 of ~~16.~~ 43 Pryor Street at Alabama
Street (ground level); billboard; viaduct
above; photographer facing southeast.

JUL 24 1980

UNDERGROUND ATLANTA HISTORIC DISTRICT
Atlanta, Fulton County, Georgia

MAY 13 1980

Photographer: James R. Lockhart
Negatives filed: Georgia Department of
Natural Resources
Date: January, 1980
Description: 16 of ~~16~~ 53. Alabama Street, southwest side (ground level); viaduct above; photographer facing west.

JUL 24 1980

2-8

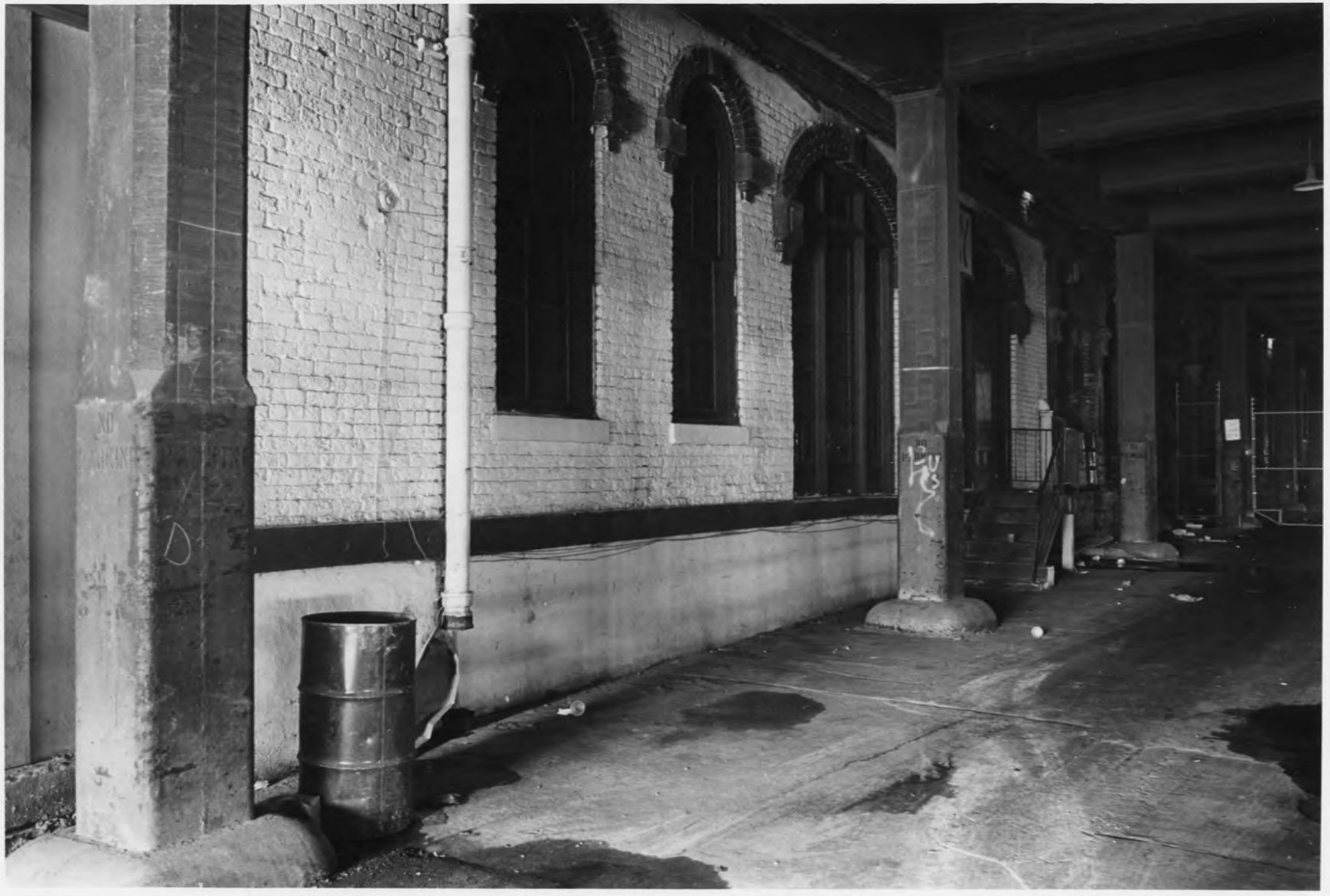
DIRECTORY

Underground Atlanta Hist. District

Fulton Co. - Ga

JUL 24 1980

40/41



Underground Atlanta Historic District
Fulton Co. GA

22/39

JUL 24 1980

Underground Atlanta Historic District
Fulton Co. GA 25/29

JUL 24 1980

FOR LEASE
4600 SQ. FT.
SID NEWBURGER
876-7347
ICE CREAM

Underground Atlanta Historic District
Fulton Co. GA

29/39

JUL 24 1980

NO PARKING
HEARTH AND PENDULUM

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

FOR NPS USE ONLY

RECIEVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Downtown Atlanta Historic District

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta ___VICINITY OF STATE Georgia COUNTY Fulton

3 PHOTO REFERENCE

PHOTO CREDIT Sketch by Richard Rothman DATE OF PHOTO October, 1976

NEGATIVE FILED AT

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET
Cutaway view of Alabama Street viaduct

PHOTO NO.

GPO 892-45

Missing Core Documentation

Property Name	County, State	Reference Number
Atlanta Underground Historic District	Fulton, GA	80001077

The following Core Documentation is missing from this entry:

___ Nomination Form

_x_ Photographs (missing #17-43; missing #14)

___ USGS Map

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

NORTHWEST ATLANTA QUADRANGLE
GEORGIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

Underground Atlanta Historic District
Atlanta, Fulton County, Georgia

U.S.G.S. Quadrangle: "Northwest Atlanta, Ga."
Scale: 1:24000

JUL 24 1980

Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, Georgia Geodetic Survey, and City of Atlanta

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1952. Field check 1954

Polyconic projection. 1927 North American datum
10,000-foot grid based on Georgia coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue

To place on the predicted North American Datum 1983 move the projection lines 10 meters south and 7 meters west as shown by dashed corner ticks

Red tint indicates areas in which only landmark buildings are shown

Land lines from information supplied by
Cobb County Roads and Revenues Commission and
Atlanta-Fulton County Joint Planning Board

UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

Revisions shown in purple compiled from aerial photographs taken 1968 and 1973. This information not field checked

Purple tint indicates extension of urban areas

SCALE 1:24000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — U.S. Route — State Route

QUADRANGLE LOCATION

RECEIVED
MAY 13 1980
NATIONAL REGISTER
JUL 24 1980

NORTHWEST ATLANTA, GA.
(FORMERLY BOLTON)
N3345—W8422.5/7.5

1954
PHOTOREVISED 1968 AND 1973
AMS 4151 IV SW—SERIES V845

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1979

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

February 10, 1975

MEMORANDUM

TO: Ray Siewert, Coordinator of Comprehensive Reviews

FROM: Don Klima, Historian for Environmental Reviews
Kenneth Raskin, Historic Preservation Section

ISSUE: Recommendations for Architectural and Historical Surveys

Pursuant to a request made by MARTA staff members at a meeting on January 30, 1975, with representatives from the Department of Natural Resources and the Office of Planning and Budget, the Historic Preservation Section would like to offer the following comments and recommendations.

It is important to remember that the historical development of Atlanta, like that of other large urban areas, has been a dynamic process--a continuum of changing life styles and values exemplified through residential and neighborhood configurations as well as public and private development. Although Atlanta's pattern of development may be similar to other large cities, the weave is unique giving it a character all its own. Existing neighborhoods and structures remain the only tangible evidence of Atlanta's historical development, and consequently they constitute invaluable and irretrievable resources.

The Historic Preservation Section finds it encouraging that MARTA has agreed to conduct supplementary studies to assess the potential impact the project will have upon historic/architectural resources. Hopefully the following information will serve as a foundation upon which to structure this assessment.

STUDY TEAM DESIGN AND COORDINATION

In order for a comprehensive evaluation to be made by MARTA an interdisciplinary approach should be utilized, encompassing the disciplines of architectural history and urban history. This approach could address the various sites, structures and districts in terms of architectural styles and character; furthermore, such sites, structures and districts could be evaluated in terms of their contribution to the historical development of the city. An architectural historian would examine individual structures to determine how they reflect architectural taste and design as it evolved in Atlanta, and an urban historian would combine these findings with his own, creating a total analysis of the specific area or site

under examination. It would be essential that there be close coordination between these two professionals, for one's work will complement the other. To minimize the importance of either facet of this process would, in our opinion, jeopardize the comprehensiveness of the evaluation.

NECESSARY QUALIFICATIONS FOR CONSULTANTS

The Architectural Historian contracted by MARTA should possess the following minimum qualifications:

Education: PhD. (or A.B.D.) in Architectural History with specialization in American architectural styles and development from a university of recognized standing.

AND

Experience: Two years of full-time experience to include the following: a) in-field survey work to evaluate the architectural significance of structures and their value, if any, as cultural resources to an area, b) research and analysis of architectural source materials, and c) teaching in the field of architectural history. Reports or papers of publishable quality are essential. Experience in supervising research and in-field surveys is preferred.

OR

Education: M.A. in Architectural History with specialization in American architectural styles and development from a college or university of recognized standing.

AND

Experience: Four years of full time experience to include the following: a) in-field survey work to evaluate the architectural significance of structures and their value, if any, as cultural resources to an area and b) research and analysis of architectural source materials. Reports or papers of publishable quality are essential. Experience in supervising research and in-field surveys is preferred.

The Urban Historian contracted by MARTA should possess the following minimum qualifications:

Education: PhD. (or A.B.D.) in History with specialization in American urban history from a university of recognized standing.

AND

Further reading of the Draft EIS and the Final EIS fails to uncover a specification of professional standards that will be employed in the selection of individuals and/or agencies with whom MARTA will contract in order to create "...its own archaeological staff before and during all phases of construction..." (Draft EIS, Vol. I, p.136), "...as a regular part of MARTA's archaeological recovery program..." (Supplement #1 to MARTA's EIS, p. 141). The establishment of professional standards for the archaeological program in connection with the MARTA project is absolutely imperative if the mandates regarding cultural resources set forth in existing federal law are to be met. Our offices would point to the archaeological standards established by San Diego County, California, and the United States Forest Services as examples of the explicit professional quality necessary for the MARTA project.

SUMMARY

It is the opinion of the Historic Preservation Section which includes the Office the State Archaeologist that the comprehensive rapid transit system proposed for the Atlanta metropolitan area will be an asset of immeasurable import to the continued development of the city and the prosperity of its citizens. However, proper attention should be given by MARTA during planning stages to the cultural environment of the city. This, like efficient transportation, is an integral facet of its inhabitant's lives, and should not suffer at the expense of these plans. The Congress and Executive Branches of government have through legislation, particularly the National Historic Preservation Act of 1966, Public Law 89-665, Archeological and Historic Preservation Act of 1974, Public Law 93-291 and Executive Order 11593, recognized the need to protect the cultural environment.

If the two areas that were surveyed by our offices are a reasonable indication of the lact of thoroughness with which MARTA undertook an evaluation of historic and architectural resources, then it is apparent to all that further steps must be taken by MARTA to correct these deficiencies. There are many sites, structures and districts presently on the National Register or eligible for nomination to the Register which MARTA has not addressed. A partial list of such sites includes the following: Inman Park, the Mary Gay House in Decatur, the Courthouse in Decatur, Oglethorpe University District, the Atlanta University District, the Fox Theater, Rhodes Memorial Hall, the Sycamore Street area and Fort MacPherson. Our offices would like to remind MARTA that though the Final EIS and Draft EIS have been approved, MARTA is not relieved of the responsibility to comply with Section 106 of the National Historic Preservation Act of 1966 (PL 89-665).

RECOMMENDATIONS

In order to address the issues discussed in the comments MARTA should undertake operational procedures for correcting the inadequacies characteristic of the previously prepared documents. Supplementary studies should be undertaken by MARTA to inventory prehistoric, historic and architecturally significant structures and sites within the limits of project's effect as defined by the President's Advisory Council. Qualified professionals should direct these studies and evaluations should be made to determine the historical and architectural significance of structures, sites, and districts. Research and documentation are an integral part of the indepth historical analysis required.

Office of Planning and Budget

Executive Department

James T. McIntyre, Jr.
Director

GEORGIA STATE CLEARINGHOUSE MEMORANDUM

TO: Mr. E. W. Castellani
Manager of Urban Planning
Metro Atlanta Rapid Transit Authority
1300 Equitable Building
100 Peachtree Street
Atlanta, Georgia 30303

FROM: Charles H. Badger, Administrator
State Clearinghouse
Office of Planning and Budget

DATE: March 14, 1975

SUBJECT: RESULTS OF STATE-LEVEL REVIEW

Applicant: Metropolitan Atlanta Rapid Transit Authority

Project: Supplement #1 of the MARTA Environmental Impact Statement

State Clearinghouse Control Number: 74-12-16-09

The State-level review of the above-referenced environmental impact statement has been completed. This proposal has been found to be consistent with State goals and objectives. This statement and its enclosures must be addressed in the final environmental statement prepared for the project.

Additional comments:

On the basis of available documentation (the draft, final and supplemental EIS) and conversations with MARTA staff, it is apparent that neither the historical nor the archaeological surveys are adequate. The most glaring deficiencies of these surveys are the failure to include individuals having recognized professional stature on the study teams. This is particularly true in the case of archaeology and historical architecture. In addition, in some cases the study boundaries are too narrowly defined. Consequently, significant transit induced impacts may have been overlooked. While the one block on either side of the transit line generally seems to be adequate, the use of this same standard around transit stations does not seem to be appropriate.

It is recommended that MARTA initiate adequate historical and archaeological surveys as soon as possible in order to minimize conflicts with construction schedules. Guidelines for staffing such surveys have previously been provided to MARTA by the Department of Natural Resources and are included again in this package. It is recommended that the study area

continued on page two

encompass one block on either side of the transit line except in those areas where districts of known significance exist. The Candler Park area is such an example. The study area around transit stations should be essentially the same as those utilized in conducting Transit Area Development Studies, except in cases where the studies have shown the actual impact of the study area to be different than the area originally selected for study.

It is further recommended that Mr. Jackson O'Neal Lamb, State Historic Preservation Officer, Department of Natural Resources, seek an opinion from the Secretary of the Interior relative to the criteria for conducting an adequate survey.

This being so, all the provisions of O.M.B. Circular A-95 have been met and further discussion should be handled by the Secretary of the Interior, State Historic Preservation Officer, and the Authorities of MARTA.

The following State agencies have been offered the opportunity to review and comment on this environmental impact statement:

Georgia Department of Community Development
Georgia Department of Human Resources
Georgia Department of Natural Resources
(inclusive of historical and archaeological sections)
State Soil and Water Conservation Committee
Georgia Department of Transportation
Office of Planning and Budget, Executive Department

MARTA may also expect comments for this environmental impact statement from the Atlanta Regional Commission.

Enclosures: Review comments prepared by the Department of Natural Resources, dated February 10, 1975 and March 5, 1975.

Historical and Archaeological Data - Preservation, Public Law 93-291

cc: Mr. Rogers C.B. Morton, Secretary of the Interior
Mr. Jackson O'Neal Lamb, State Historic Preservation Officer
Mr. Joe Waters, Planning Director, Office of Planning and Budget
Mr. Ray Siewert, Review Coordinator, Department of Natural Resources
Mr. Dave Garrity, Office of Planning and Budget

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

January 16, 1976

Mr. Edward W. Castelanni
Manager, Urban Planning
MARTA
1300 Equitable Building
100 Peachtree Street
Atlanta, Georgia 30303

Dear Ed:

I was most encouraged with the plans you have to examine all possible alternatives in dealing with cultural resources that could be affected by MARTA. The Old Atlanta National Bank Building is a good case in point.

To assist you in your study to determine the feasibility of preserving this building and adapting it to modern use, I thought you might be interested in contacting:

Architectural Heritage, Inc.
45 School Street
Boston, Mass. 02108
Roger S. Webb, President

This firm has specialized in that type of work. I believe Herb Priluck, Director of Construction Management for MARTA, if familiar with them, and you might talk to him.

Enclosed is a copy of an article that appeared recently concerning this subject. Thought you might enjoy seeing it.

Sincerely,

David M. Sherman
State Historic Preservation Officer

DMS:mak

Enclosure

In Brief . . .

Horse Feathers! A new city ordinance in Charleston, S.C., requires the operators of horse-drawn carriages to install diapers on their animals. The law was proposed by City Alderman Joseph R. Young, who said it was designed to clean up the streets in the historic section. He said he was acting in response to complaints from business people. . . . **Hollyhock House,** the Los Angeles residence designed in 1920 by Frank Lloyd Wright, reopened in October following a $500,000 restoration by the city. Among those attending the reception sponsored by Mayor Tom Bradley and the City Council were Wright's son Lloyd, an architect, and his granddaughter, actress Anne Baxter. The house is to be used for official city functions and civic meetings. . . . **The Fitzgeralds** have been reburied in the cemetery of a historic Rockville, Md., church. F. Scott and Zelda were not permitted by church authorities to be buried in a Catholic cemetery when they died, he in 1940 and she in 1948. They reposed in the Rockville Cemetery until November when their coffins were moved to the graveyard of St. Mary's Catholic Church (1822). . . . **Daley Bros. & Hurley's Saloon,** a landmark in New York City's Rockefeller Center, closed in October. The bar opened in 1918 and during Prohibition it operated as a speakeasy behind a flower shop. The owners refused to sell

AIA President Urges Recycling

The president of the American Institute of Architects said in St. Louis recently that "we need a fresh approach to preserving our cities."

Speaking to the Central States Regional Conference of the AIA on October 23, William Marshall, Jr., FAIA, called on architects to recycle cities. "If a building, a block, a neighborhood, a district is worth keeping and recycling to meet our present needs, then we must do it. If we can convert an old movie house into a performing arts center—and do it with less money, less materials, less energy and less disruption to the city than building a new structure—then we must do it."

Marshall, who stepped down as AIA president last month after serving his one-year term, noted that recycling takes less energy and added that while historic preservation is a worthy goal, there are many other reasons to save cities.

"For the past few years," he said, "it seems as if we have been living through an endless series of crises." He listed the energy crisis, the scarcity of materials and the economic crisis. "These crises mean that we can no longer afford—if we ever could—to treat our cities as disposable commodities. We can no longer assume—if we ever could—that the best way to make our cities livable again is to rip out old buildings and replace them with shiny new developments."

The Norfolk, Va., architect added that conservation of cities should not be limited to single buildings but rather entire areas and said also that recycling provides a continuity to cities that is missing in new developments.

"Those who have been fighting for historic preservation all these years—an uphill struggle—have helped us realize that the best kind of urban growth and development is a process of evolution—a process that doesn't destroy the past, but respects it, builds on it, learns from it and makes it a living part of our present and future," Marshall concluded.

Soviet Architects Visit

National Trust Youth Awards Offered

America's youth will for the fourth consecutive year have the opportunity to make known its contributions to the historic preservation movement

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6109

4 May 1976

State Historic Preservation Office
Department of Natural Resources
270 Washington Street, SW
Atlanta, Georgia 30334

Attn: Mr. David Sherman
State Historic Preservation Officer

RE: Public Hearing on Proposed MARTA Demolition in Underground Atlanta HA Zoning District

Dear Mr. Sherman:

On April 28, MARTA applied to the City of Atlanta for a demolition permit for structures located north of Alabama Street between Peachtree Street and Central Avenue within the Underground Atlanta Historic Atlanta zoning district. Approximately 10 structures including the Atlanta National Bank and the Bentley Hotel are included in the application to demolish. The application includes structures which extend above the Alabama Street viaduct. As required by the Zoning Ordinance of the City of Atlanta under Section 37, the Atlanta Urban Design Commission will hold a public hearing to receive comments on the proposed demolition at 7 p.m., Wednesday, May 19, 1976 in Council Chambers, 2nd floor, Atlanta City Hall. You are invited to participate in this hearing.

This information is being sent to those organizations which the Atlanta Urban Design Commission is able to identify as having interest in historic preservation. Notice will also appear in a local newspaper. Section 37.41 B of the Historic Atlanta District Regulations provides for the establishment of an annually renewed list of organizations and individuals who wish to receive notices of public hearings on applications to demolish structures located in HA zones. If you wish to be placed on this list, please remit $5.00 payable to the City of Atlanta to: Mr. William Hewes, Bureau of Buildings, City Hall, Room 800, 68 Mitchell Street, SW, Atlanta, Georgia, 30303.

We would appreciate your assistance in notifying interested parties of the May 19 hearing, and look forward to your participation.

Sincerely,

ATLANTA URBAN DESIGN COMMISSION

H. Randal Roark

H. Randal Roark, AIA, AIP
Chairman

HRR/t

RECEIVED
MAY 6 1976
HISTORIC PRESERVATION

May 14, 1976

Mr. Ed Castellani, Manager
Urban Planning
MARTA
1300 Equitable Building
100 Peachtree Street, N. W.
Atlanta, Georgia 30303

Dear Ed:

The Atlanta Urban Design Commission has been supervising a complete field survey of the City of Atlanta under a contract from the Department of Natural Resources. This work has been carried out by a team of research assistants under the direction of the former chairman of the Commission Advisory Committee on Historic Structures, Sites and Districts, Elizabeth A. Lyon. In addition, more detailed research and documentation has been carried out for a portion of the south central business district as a part of the process of evaluation for the preparation of a National Register nomination form on the Downtown Atlanta Historic District. The boundaries for this study area, and the final boundaries for the nomination form are enclosed. In addition, National Register nomination forms have been prepared on several individual sites in other areas of the Central Business District. A Central Business District map with all identified sites marked on it is in process and should be complete and available by the end of this month.

These survey materials should be adequate to your use and will, with perhaps a small amount of additional documentation on sites of your particular concern in the north section of the Central Business District allow professional evaluation of their significance.

Sincerely,

David M. Sherman, Chief
Historic Preservation Section

DMS:llk

Enclosures

1. Document both economically and structurally the justifications for destruction of underground. Also justify tearing down of Bently Hotel by an engineering report as to why it is not feasible to allow it to remain standing. Preserve examples of the architectural detail.

2. Documentary photographs of all buildings to be torn down.

3. Leave Atlanta National Bank Building. Give firm with experience in the renovation and economic feasibility of historic structures such as Architectural Heritage Associates 3 years to find a tenant who will preserve exterior and adapt interior to modern use. MARTA to work out an agreement with the consulting firm in advance that would realistically allow someone else to lease or buy. After 3 years if the consulting firm has not been able to find a market for the building, MARTA can proceed with demolition.

4. Build tunnel to underground at MARTA expense.

5. 20 year facade protection on underground Atlanta store fronts.

6. Guarantee that any new buildings built behind the facades will preserve facade and provide for shop space. Urban Design Commission will have chance to comment on design of buildings replacing present structures.

7. Closure wall - reviewed by SHPO and Urban Design Commission.

8. MARTA will follow all procedures as they concern Historic Preservation Act of 1966 and Executive Order 11593 in the future.

9. MARTA will seek determination of eligibility on property if necessary.

10. MARTA will assure that no damage will result to zero mile post or historic lamp post on Alabama Street.

11. If any archaeological sites are encountered during demolition, a maximum delay of five work days will be allowed for excavation at MARTA'S expense.

12. Penalty closes will be included for any damages suffered to sites covered in Memorandum of Agreement.

SURVEY OF THE HISTORICAL IMPACT ON SELECTED SEGMENTS OF THE EAST AND WEST LINES OF THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY'S PROPOSED TRANSPORTATION SYSTEM, ATLANTA, GEORGIA

The History Group, Inc.
Atlanta, Georgia
March 1976

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PART I: Introduction:

From October 7, 1975 through February 1, 1976, The History Group, Inc. conducted research into the historical events and the pattern of development associated with sites along the right of way of the Metropolitan Atlanta Rapid Transit Authority's (MARTA) proposed rapid rail lines in portions of east and west Atlanta. The following study, co-directed by Timothy J. Crimmins, Ph.D. and Dan Durett, M.A., is the result of that research. Research assistance was provided by Howard L. Preston, Ph.D., Bernard West, M.A., and Richard Huber, B.A.

The following report is divided into five parts. The Introduction, Part I, sets forth the objectives of the study. Parts II through IV examine the three major areas of MARTA construction which include: Area One—the East Line right of way along DeKalb Avenue from Waverly Way to Gordon Avenue and including the Moreland Avenue and Candler station areas; Area Two—the East Line right of way along DeKalb and Atlanta Avenues from East Lake Avenue to North McDonough Street; and Area Three—the West Line right of way from Anderson to Westland Boulevard and including the Hightower Road station site. Part V summarizes the impact of MARTA on historic sites and districts and includes recommendations for a course of action.

The analysis of each area includes:

1) An historic overview of the growth patterns and the relationship between these patterns and the growth of the city of Atlanta as a whole;
2) The specific development patterns of subdivision development, residential settlement, institutional and commercial development, and specific transitions
3) The specific details of events of historic importance and descriptions of individuals or groups of historic significance

The purpose of this analysis is to present findings of the impact of MARTA construction projects on historical sites in compliance with the National Historic Preservation Act of 1966, Executive Order 11593, and the Advisory Council of Historic Preservation's Procedures for the Protection of Cultural and Historic Properties.

PART II: Area One:

Area One includes MARTA's East Line right of way from a point thirty feet west of the west edge of Waverly Way, including the Moreland Avenue station area and the Candler Park station area, to a point fifty feet west of Gordon Avenue. This East Line right of way runs along a transportation corridor first established by the Georgia Railroad in the early 1840s. This stretch of railroad,

which was opened to the public in the fall of 1845, connected the town of Marthasville with Augusta. Marthasville, later renamed Atlanta, was a by-product of the arrival of the railroad. In addition to the Georgia Railroad, by 1850 the Georgia town had rail connections to the northwest to Chattanooga via the state-owned Western and Atlantic Railroad and to the south to Macon by means of the Macon and Western Railroad. These three pioneer railroads which formed the triangle of tracks around which Atlanta grew all came together following lines of least topographical resistance. The Georgia Railroad came in through the already established town of Decatur, located six miles to the east, at a relatively unbroken elevation of 1,050 feet above sea level.

The railroad corridor of MARTA's East Line had two poles in the nineteenth century: the growing town of Atlanta on the west, and the older, less dynamic city of Decatur on the east. Between these two settlements, dirt roads were graded for horses and wagons, streetcar lines were constructed for commuters, and concrete and asphalt roadbeds were laid for automobiles. MARTA's East Line right of way, then, follows one of the oldest traffic corridors in the Metropolitan Atlanta area.

The single-lane traffic of the Georgia Railroad between Decatur and Atlanta changed dramatically as the nineteenth century progressed. In addition to parallel roads for horses, wagons, and streetcars, the railroad right of way was widened to include

a double track, while belt lines were built by other railroads to connect into, and run parallel to, the Georgia Railroad. These lines include: (moving east from downtown Atlanta) the Southern Railroad Line which cuts north just west of Inman Park, the Atlanta and West Point Line which runs south where Waverly Way intersects DeKalb Avenue, and the Seaboard Air Line which runs north where Ridgecrest intersects with DeKalb Avenue. These lines all connect into the eastern transportation corridor of Atlanta. They were established there between 1868 and 1905.

The nineteenth century pattern of development along the transportation corridor between Atlanta and Decatur included: (1) the springing up of small, relatively self-contained settlements around factories which were located on fairly inexpensive land, mid-way between the two cities, and (2) the slow but steady eastward expansion of the suburbs of Atlanta, which in the twentieth century swallowed the eastern transportation corridor, Decatur, and beyond as suburban sprawl transformed Atlanta into a metropolitan community.

In the quarter of a century after the Civil War, Atlanta assumed the position as hub on the wheel of the Southeastern railroad network. These rail connections made it possible for industries to locate in and near Atlanta, where they could profitably process and distribute materials throughout the region. The relatively inexpensive land along the East Line transportation corridor provided ideal industrial sites, and in the 1880s, such industries

as the Gossopium Phospho Works, the Georgia Chemical and Mining Company, the Pendleton Guano Company, and the Atlanta Cotton Seed Oil Mills were located along the south side of the Georgia Railroad tracks, mid-way between Atlanta and Decatur. Near these industries, four residential settlements were pinpointed by the 1887-88 United States Geological Survey: (1) Clark, consisting of a few structures south of the railroad tracks just west of Moreland Avenue, (2) Edgewood, a string of houses along DeKalb Avenue to the north of the tracks in what is now the Candler Park neighborhood, (3) Clifton, a three-square-block settlement along what is now Howard Street, and (4) Kirkwood, a smaller settlement south of the railroad tracks where the Seaboard Air Line intersects (See Map 1).

All four of these nineteenth century settlements were affected by the dramatic growth of Atlanta around the turn of the century. In the late 1890s, the Georgia capital extended its eastern edge to include Inman Park (which is just to the northwest of the study area of this report), the city's first planned suburban development. Then, in the 1890s, the Metropolitan Street Railroad was built to Decatur, and the land along its right of way became available to developers, land speculators, and citizens seeking space for newer housing outside the built-up city. Between 1900 and 1925, streetcar lines were run directly along DeKalb Avenue to Decatur, and subdivisions were platted and settled—a process which soon engulfed the earlier settlements of Clark, Edgewood, Clifton, and Kirkwood. By 1915, for example,

the older settlement of Edgewood had been surrounded by subdivisions. Colquitt Hills, Stiveymon Subdivision, Glendale Park, Cash Subdivision, Brann Subdivision, Nutting Subdivision, and Alquesta Subdivision were all located in what is now the Candler Park area (See Map 2).

The streets along the East Line between Waverly Way and Gordon Avenue reflect a piecemeal pattern of the development of that area. The streets of Clark, Edgewood and the other early settlements generally ran north-south and east-west. This pattern was also that of the subdivisions which were platted in the 1900-1930 period. There were also streets, such as La France Street, which broke this pattern and ran at odd angles. These streets were often roads which predated early twentieth century settlement. La France Street, for example, was originally part of the road linking Atlanta and Decatur.

The character of the neighborhoods along the East Line in Area One also reflects the gradual development pattern. Before 1900, the factories attracted mixed class settlements where workers and supervisors lived within walking distance of work. The racial pattern also was mixed more than today, with black and white clusterings in much closer proximity. With the arrival of streetcar suburbs after 1900, the pattern of settlement tended to be more white middle class, but a range in the social status of residents remained, as well as remnants of early black settlements.

A close look at the community of Edgewood illustrates the mixed class character of the settlement. This area, which is now known as Candler Park, grew considerably from 1887 to 1900. The 1900 City Directory listed approximately 250 people living in this suburb, and, interestingly enough, nearly 60% of these were black. The Edgewood Public School was located on Iverson Street (which was known then as Edgewood) where there is presently a small park site. The separate Edgewood School for blacks was situated near what is now Candler Park. As suburbanization by whites overtook Edgewood, the previous settlement pattern changed. The 1910 City Directory listed few blacks living along DeKalb, McLendon, Ferguson, Whiteford, Mell, Iverson, La France, and Flora Streets. These blacks in this area were clustered north of McLendon on Mayson (now Candler Park Drive) and southeast of the Mayson/Hardee intersection. This white-black residential settlement pattern in the area remained stable into the 1950s.

The settlers of the new suburbs built in the Edgewood area after 1900 ranged from skilled workers to professionals, with the skilled trades and other lower middle and middle income occupations being in the majority. Conductors, pressmen, carpenters, machinists, and foremen could be found as well as clerks, physicians, salesmen, and real estate agents. This mixture of occupations in the middle income range continued through 1930 and 1950.

Those who settled in the Candler Park area brought new institutions

into the older Edgewood area. The Edgewood Baptist Church, built in 1910, still stands at the corner of Iverson and Mayson Avenue. Its name change--to the Candler Park Baptist Church--reflects the name change for the entire neighborhood. The Epworth Methodist Episcopal Church was constructed on Mayson near DeKalb Avenue. Today this church is located at McLendon and Mayson. To the south of the Georgia Railroad, the Beulah Baptist Church was built at the corner of Hardee and Wesley (the old Railroad Avenue) in 1896 to serve blacks living in the Edgewood Area.

The area of the Moreland Avenue Station developed in a different manner from the Candler Park Station area. The main push for growth came not from a factory, but from Atlanta developer Joel Hurt who planned and promoted the suburb of Inman Park in the late 1880s. This subdivision attracted white middle and upper income Atlantans to a residential area which was linked to the downtown by the Inman Park (electric) Trolley along Edgewood Avenue. By 1900, streets on the boundary of the Moreland Avenue Station area such as Poplar Circle and Hurt Street had such upper middle income residents as lawyers, managers, and store owners, as well as more middle income draftsmen and salesmen.

The area to the east of Inman Park--which includes such streets as Battery Place, Degress, Harralson, and Alta--was developed in the period after 1910. These streets were settled in 1930 by a mixture of middle income white Atlantans which was more heavily white collar than the neighborhood of the Edgewood/Candler Park area to the east. The streets south of the Georgia Railroad

which opened to Seaboard Avenue and Moreland Avenue were settled by middle-income whites after 1910. Holiday (now Cleland), Wade, and Brantley had engineers, clerks, managers, and salesmen living in modestly sized houses in 1930.

The MARTA East Line from Waverly Way to Gordon Avenue travels along neighborhoods which were developed between the 1880s and the 1920s. But the most significant historical happening in the area along the right of way occurred before this settlement took place. The MARTA East Line runs directly through the area of Atlanta which saw some of the most intensive Civil War activity during the month of July 1864. In fact, engagements along the Georgia Railroad line between Decatur and Inman Park constitute what is today commonly known as the Battle of Atlanta (see Map 3).

What eventually became the Battle of Atlanta began to take shape when General William T. Sherman sent Major General James B. McPherson and the Federal Army of Tennessee to flank Atlanta to the east, to capture the city of Decatur, and to cut the railroad tracks linking Atlanta with Augusta. On July 20th, McPherson's forces captured Decatur and began their advance west toward Atlanta. McPherson's Fifteenth Corps, commanded by Major General John A. Logan, who twenty years later was destined to be James G. Blaine's running mate on the Republican ticket, advanced from the Decatur courthouse square. Logan's Fifteenth was followed by the Sixteenth Corps of Major General Grenville M. Dodge. Together these units marched along the Georgia Railroad toward

the Confederate defensive positions on the eastern edge of Atlanta. The city's defensive forces, under the command of General John B. Hood, were dug in along a north-south line, where the present streets of Degress Avenue and Battery Place abut the Georgia Railroad.

The first resistance which Logan's westward-advancing forces encountered was at the approximate present-day location of the intersection of Whiteford and DeKalb Avenues. The frontal assault of the engagement was assumed by the Seventeenth Corps, led by Major General Francis B. Blair, which had advanced westward from Decatur to the south side of the railroad tracks. By the end of the day of the 20th, Blair's forces had positioned themselves just east of a slight rise in the terrain—which has since been referred to as Legett's Hill in honor of Union General Mortimer D. Legett. It was here that the initial Battle of Atlanta raged on the 21st and early part of the 22nd. The vast majority of Legett's Hill was wiped out by Interstate-20 East construction a few years ago.

On the afternoon of the 22nd, the focus of the Battle of Atlanta shifted again to the Confederate fortifications located near the present site of Degress Avenue and Battery Place. At about 3:30 PM, a division of Hood's Corps, led by General B. F. Cheatham, moved out from their fortified positions toward the Union forces located just to the east. Within a few hundred feet of their emplacements, the Confederates encountered the Federal Fifteenth Corps, whose lines they managed to break. Cheatham's men then captured both the

George M. Troup Hurt house and the artillery battery of Captain Francis Degress. The Troup Hurt house was located on the east side of Degress Avenue and the artillery battery on the west side between Degress and the end of Battery Place. The Union forces, under General Logan, who had temporarily assumed command of the Army of the Tennessee after McPherson's death earlier in the day, ordered Degress' battery position retaken and the Confederate forces driven back behind their emplacements. After several hours of intense fighting which produced hundreds of casualties, the Union forces succeeded in carrying out Logan's orders.

The positions on the eastern side of Atlanta held without breaking until July 26th when Sherman ordered Logan to move his forces to the western edge of Atlanta. Sherman's purpose was for the Fifteenth Corps to sever the two remaining rail lines which ran into the city from the west. On the night of the 26th, the Troup Hurt house was set ablaze by Logan's men, and the focus of the battle to claim Atlanta shifted to the west.

Impact Analysis: Area One:

MARTA's East Line between Waverly Way and Gordon Avenue runs directly through the site of the Battle of Atlanta. This site is of historic significance because of its role in the campaign to capture Atlanta. Moreover, this site is of local, regional, and national significance, because it is the location of the battle dramatized by the nationally famous Cyclorama painting, which is one of the best—if not the best—Civil War exhibit in the United

States. The diarama depicts the Civil War battle activity of Atlanta immediately surrounding the present-day intersection of Moreland and DeKalb Avenues. This area—the same location as the planned Moreland Avenue Station—has changed dramatically since 1864, but over 110 years has failed to erode its tremendous historical and archaeological importance.

From an historic point of view, the Moreland Avenue Station will be situated in the middle of the battle scene of July 22, 1864, dramatized several miles to the south by the Cyclorama in Grant Park. For the most part, the daily commuters who will pass through the Moreland station will know little of the historic importance of this location in Atlanta history. MARTA, therefore, could heighten consciousness about this significance by designing the station in some way either to explain the historic importance of the area or to relate it in some way to the Cyclorama painting.

From an archaeological standpoint, on the other hand, MARTA construction will likely uncover remains of the battle, including military paraphernalia, trench lines, fortifications, and even possible remnants of the foundations of the Troup Hurt house or the Widow Pope house. These remains which are concealed by the tremendous changes wrought by the expansion of the railroad and automobile corridor, as well as by suburbanization during the nineteenth and twentieth century, should be sought out carefully by MARTA's on-going archaeological survey. Some of the remains uncovered might very well be incorporated into a very interesting and unique station design.

The recommendation for an historic exhibition in the Moreland Avenue station directly relates to the question of the historic significance of the Battle of Atlanta site. MARTA should first seek a determination of eligibility for the National Register of this site as required by the Advisory Council on Historic Preservation Procedures for the Protection of Historic and Cultural Properties (36 CFR Part 800). If this site is determined to be eligible, a MARTA plan for a station exhibit could then be a substantial part of an ameliorative program.

MARTA's Candler Park station is planned for the area which this study has shown was first known as Edgewood. Since this is the oldest name for the settlement, and since the station will serve a large black population living in the area on the south side of the tracks—which is still referred to as Edgewood—we recommend that the station name be changed to Candler Park/Edgewood.

PART III: Area Two:

MARTA's proposed East Line right of way in Area Two begins at East Lake Drive, continues along the Georgia railroad right of way to the intersection of Atlanta Avenue and Adair Street, where it turns north and follows the general course of Atlanta Avenue to the intersection of North McDonough Street.

The significant portion of this portion of the East Line is its departure from the railroad corridor as it curves into the

Decatur Courthouse Square. Here again, MARTA follows the oldest transportation right of way. In this case, Atlanta Avenue is the road which appears on the 1864 and 1887-88 maps as the horse and wagon link between Atlanta and Decatur.

The western edge of the Area Two MARTA right of way abuts the area originally set aside as the Kirkwood Land Company's Druid Hills Subdivision. The main focus of this development is Ponce de Leon Avenue, where the influence of Frederick Law Olmsted (and the Olmsted Brothers firm which carried on his work after he died in 1903) can clearly be seen in the contouring of the parallel roadways and general attentiveness to the natural amenities. The southern portion of Druid Hills remained unsettled until the 1920s, when it developed as a middle- and upper-class white neighborhood. (See Map 4)

The suburbs of Atlanta, which were advancing from the west, meet the suburbs of Decatur, which were expanding from the east, just beyond the houses on the west side of Melrose Avenue. This area, bounded by Melrose, Emerson, Atlanta, and West Howard, developed after 1910 as a middle income white neighborhood. Since this area was essentially accessible to Atlanta by means of the trolley along DeKalb Avenue, residents could easily have been commuters. However, a map of the city of Decatur dated 1924 marks off this area within that city's limits.

A third neighborhood in Area Two is distinguished from the previous settlements, because it was a separate black community with

its own religious and social institutions. This community, located along Atlanta Avenue in the vicinity of Elizabeth, Water, Herring, and Electric Streets began to develop as a black neighborhood shortly after the Civil War. In fact, the Antioch Methodist Episcopal Church was organized in the community in 1868 in the home of Sister Lou Bratcher on what was later to become Electric Avenue. Antioch's first structure was built in 1874 between Marshall and McDonough—the present site of the DeKalb County parking lot. This first black church in Decatur is now located at 912 Atlanta Avenue.

One of Antioch's early ministers who oversaw the construction of the first church was Joseph Wood, who later founded Big Bethel A. M. E. Church along Auburn Avenue in Atlanta and also became a member of the Atlanta University Board of Trustees.

The Thankful Baptist Church, the second oldest black church in Decatur, was organized in 1882, when its congregation bought property west of Atlanta Avenue at Bennett Street. When the structure built of this site was destroyed by fire in 1970, the congregation moved to a new location at 830 West College Avenue.

In addition to black churches, the black community which flourished in the area around Atlanta Avenue during the early decades of the twentieth century, featured an Odd Fellows Hall (at 324 Henry Street) and a school (at 404 Herring Street). This school,

known only as the Colored School--probably because it was the only black-attended public educational institution in Decatur at that early date--is now called Beacon Elementary and is located at 404 West Trinity Place. In 1930 the black families living in this area ranged from unskilled laborers and laundresses to skilled carpenters and small restaurant and barbershop operators.

Impact Analysis: Area Two:

MARTA's East Line between East Lake Drive and the Decatur Courthouse will have relatively little impact on the black neighborhood along Atlanta Avenue. Prior to MARTA, the expansion of the downtown public housing projects of the Decatur Housing Authority, street rerouting, and several recent fires have drastically altered this settlement. There are no remaining community structures from the early period which would require an assessment of eligibility for the National Register.

PART IV: Area Three:

MARTA's West Line right of way between Anderson Avenue and Westland Boulevard is the subject of analysis in this fourth part of the study. This right of way runs parallel to the Seaboard Coast Railroad (formerly the Atlanta, Birmingham, and Atlantic) on its south side between the railroad and Interstate-20 West. Just east of Hightower Road the MARTA West Line cuts south of I-20

and the railroad to the Hightower Station and Westland Boulevard.

This area was much slower in developing than the eastern transportation corridor between Atlanta and Decatur. At the turn of the Civil War, the major road in the area was Lickskillet (now Gordon Road). The 1887-1888 Geological Survey indicates that Hightower Road connected into Gordon and that a tiny settlement of a few houses was located there. Forty years later, the 1928 Geological Survey indicates that there was little change in the lack of settlement. The major development was the building of the Atlantic, Birmingham, and Atlantic Railroad just after the turn of the century. (See Maps 5 and 6).

After World War II, low to moderate income whites began to move into new housing in the Anderson, Hightower, and Gordon Road areas. Those moving into the Hightower Road Station Area were employed as mechanics, carpenters, and small shop owners. Then, in the 1950s, Atlanta's already established western migration of blacks began to alter the racial composition of the area. Today it is a predominantly black community.

The most significant event which affected Area Three was a Civil War engagement known as the Battle of Ezra Church. The focus of the campaign against Atlanta shifted to the west side of the city after the Army of the Tennessee withdrew from the Battle of Atlanta site on July 26, 1864. The battle of Ezra Church began in the early afternoon of July 28 where Anderson

and Gordon Road now join. The battle developed to the east of Area Three at Ezra Church in what is now Mosley Park as Confederate brigades launched a series of futile assaults against much larger Union forces. (See Map 7).

Impact Analysis: Area Three:

The MARTA West Line in Area Three of this study runs between I-20 and the railroad right of way. It is, therefore, isolated from residential/commercial development to the south. The place of greatest impact, the Hightower Road Station Area, has only recently developed and has no structures of historic or cultural importance.

The MARTA West Line does run through part of the area of the Battle of Ezra Church. Accordingly, MARTA should seek a determination of eligibility for the National Register for this site. In addition, MARTA should direct its archaeological survey to the area to the east of Anderson Avenue, especially the area of the West Lake Station.

Summary:

MARTA's proposed rapid rail lines in the three areas of this study follow established transportation corridors. Development along these corridors has dramatically affected the nearby settlements over the past one hundred years. MARTA's direct

impact--it's line and station building program--will be minimal. The secondary effects, which result from increased access, especially in the Moreland Avenue and Candler Park station areas could be beneficial to neighborhood stability if they are designed in keeping with the residential character of the nearby settlements.

MARTA's major task to fulfill its requirements in the protection of historic and cultural properties is its conduct of an on-going archaeological survey. Historical records show that major Civil War battles--of local, regional, and national significance--occurred in the immediate vicinities of the Moreland Avenue and West Lake stations. Historic remains from these battles can be found only by careful archaeological surveys. In addition, these surveys can uncover evidence of life in such nineteenth-century settlements as Clifton and Edgewood, which in the twentieth century were swallowed up in Atlanta's suburbanization process.

Finally, MARTA might consider a program of amelioration which would highlight the history of the areas along its right of way. A collaborative effort between the city of Atlanta and MARTA to develop a national park site at the southern-most extremity of the I-485 right-of-way land would seem an appropriate solution. This right-of-way land is currently owned by the State, but the city is in the process of attempting to develop it into a park. The main entrance to the park would be through the Moreland Avenue station and through an historic monument to the site of

the Battle of Atlanta. Murals featuring significant structures from the early Edgewood settlement might be incorporated into the Candler Park station. This program of historical consciousness-raising would seem to a candidate for funding by such foundations as the National Endowment for the Arts or the National Endowment for the Humanities.

SOURCES: (secondary)

Franklin M. Garrett. Atlanta and Environs: A Cronicle of Its People and Events. Athens: University of Georgia Press, 1969.

Rick Beard. "Inman Park: Hurt's Deserted Villiage" unpublished paper delivered at the Southeastern American Studies Biannual Convention, Atlanta, 1972.

Caroline Clark. The Story of Decatur.

(primary)

City Directories. Atlanta, 1880, 1890, 1900, 1910, 1920, 1930, 1950, and 1970.

Fulton County Tax Digests. 1890, 1900, and 1910.

Dekalb County Tax Digest. 1895.

(maps)

Map of the City of Decatur, 1924. W. H. Weaver, City Engineer.

Civil War Atlas, Plate LX, Part 1 (Fourth Epoch of the Atlanta Campaign) and Part 2 (Fifth Epoch of the Atlanta Campaign); Plate LXXXVIII, Part 1 (Map of the Seige of Atlanta Under Sherman).

Atlanta Campaign. U.S. Coast Survey, 1864.

City Atlas of Atlanta, Georgia. By G. M. Hopkins, 1878.

Map of Atlanta Arranged and Drawn by E. B. Latham, 1894.

New Map of Atlanta and Vicinity. By E. B. Latham, 1900.

Atlas of Atlanta, Georgia. By Baylor and Latham, 1907.

Official Map of Greater Atlanta, 1910. Published by Joseph W. Hill.

Map of the City of Atlanta Showing the Boundary Lines as of January 1, 1924.

Kauffman's Map of the Borough of Atlanta and Adjacent Territory. By I. U. Kauffman, 1934.

Map of Atlanta, 1938. By Wilbur J. Kurtz. (Showing the field and fortified positions of the Confederate forces, July 1864).

Topographical Map of Atlanta and Vicinity. By the U. S. Coast and Geological Survey (Originally surveyed 1887-88).

Topographical Map of Atlanta and Vicinity. By the U. S. Coast and Geological Survey (Originally surveyed 1928).

Dekalb County, Georgia. By Maynard-Carter-Simmons, 1915.

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

May 21, 1976

PR

Mr. Jerry Rogers
Office of Archeology and Historic Preservation
U.S. Department of the Interior
National Park Service
Washington, D.C. 20240

Dear Jerry,

I received your telegram May 20, 1976 requesting my opinion on the eligibility for inclusion in the National Register of the Downtown Atlanta Historic District. As you are aware, in Georgia an agreement executed by the Commissioners of the Departments of Transportation and Natural Resources places into affect certain procedures I must now follow prior to determining properties eligible or prior to nominating properties to the National Register. These procedures, which require solicitation of written comments from various state agencies, elective officials and property owners, and providing an opportunity for a public hearing to be held, would normally make it impossible for me to respond in a timely manner to a request of this nature. However, in this particular case, Mr. Tom Moreland, Commissioner of the Georgia Department of Transportation, has indicated that he will waive all the requirements of the agreement as they pretain to determinations of eligibility so that I can give you my opinion immediately in this matter.

Therefore, it is my determination that the Atlanta Downtown District as defined by the sketch map prepared by Dr. Elizabeth A. Lyon (referenced in your telegram) is eligible for inclusion in the National Register.

I trust this information will be of assistance to you in your deliberation on the eligibility of this area. Your interest in our opinion is most appreciated.

Sincerely,

David M. Sherman, Chief
Historic Preservation Section
State Historic Preservation Officer

ga. 1776 1976

THE NATIONAL REGISTER OF HISTORIC PLACES
MAY 24 1076
DATE RECEIVED
INDIVIDUAL RESPONSE (ATTACHED)
ADDITIONAL INFORMATION SHEET
TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN
INITIALS

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

May 24, 1976

Ms. Carol Shull
National Register of Historic Places
National Park Service
Department of Interior
Washington, D.C. 20240

Dear Carol:

Enclosed is the material on the Downtown Atlanta Historic District that you and Elizabeth Lyon discussed earlier today.

Sincerely,

Cynthia Smith

Cynthia Smith
Historic Preservation Section

CS:cs
Enclosure

ga. 1776 1976

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D MAY 26 1976
INDIVIDUAL RESPONSE (ATTACHED)
DATE ACTION TAKEN
INITIALS

STATE OF GEORGIA
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF PLANNING AND RESEARCH

Date 3/24 19 76

TO: Carol Shull

FROM: Mary Ann Keown

Suspense Date

___ For your information and/or file
___ Attached per your request
___ Please handle
___ See or call me about this
___ Draft reply for signature of
___ For your approval
___ For your signature
___ Review and return

COMMENTS: David asked me to send you the attached.

STATE OF GEORGIA
DEPARTMENT OF NATURAL RESOURCES
OFFICE OF PLANNING AND RESEARCH

Date 5/27 19 76

TO: Ernie

FROM: Mary Ann

Suspense Date

___ For your information and/or file
___ Attached per your request
___ Please handle
___ See or call me about this
___ Draft reply for signature of
___ For your approval
___ For your signature
___ Review and return

COMMENTS: David Kaminsky has 14 more photos of the Downtown Atlanta District that won't be ready until tomorrow. Will you be anywhere in Atlanta? We could get them to you.

Downtown Atlanta Historic District

The boundaries of this district have been reduced from a larger, gerrymandered, visually weak district previously under consideration by the State. This district has environmental integrity as well as historical significance related to the commercial beginnings of Atlanta and as much architectural significance as can be expected for the time and place. Only parts of two parking lots are included in the proposed boundaries, and then only for the sake of keeping the edges relatively uniform. I have personally inspected the district and its surroundings and consider it eligible for the Register on the basis of its local significance.

Robert B. Rettig

June 4, 1976

Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

June 18, 1976

Mr. Alan F. Kiepper
General Manager
MARTA
1300 Equitable Building
100 Peachtree Street, N.W.
Atlanta, Georgia 30303

Dear Mr. Kiepper:

At MARTA's request, on May 27, 1976, a meeting was held in Atlanta in which representatives from MARTA, the Urban Mass Transit Administration, the Advisory Council on Historic Preservation and the Georgia State Historic Preservation Officer discussed the Downtown Atlanta Historic District and procedural requirements for compliance with federal mandates. In efforts to facilitate matters, the Advisory Council at this time assured UMTA that it would immediately draft a Memorandum of Agreement covering the mitigating measures which all parties agreed would ameliorate anticipated adverse effects to the District. The Advisory Council, however, reiterated to UMTA that, according to its procedures (36 C.F.R. Part 800), the Council was prevented from circulating for signature a Memorandum of Agreement until the District had been formally determined by the Department of Interior as being eligible for inclusion in the National Register. Accordingly, UMTA agreed to immediately request the Department of Interior's opinion respecting the District's eligibility. Today, almost four weeks after this assurance was made, it has been learned that UMTA has finally submitted to the Department of Interior such a request.

Additionally, it was learned today that MARTA has already completed all steps called for by the Atlanta City Code to demolish certain structures contained within this district, and that MARTA was prepared to execute a contract for demolition early next week.

It is incumbent upon us to appraise you of a most serious consideration in this regard. This Department has been informed by the Advisory Council that if MARTA initiated demolition activities to any properties covered by the proposed Memorandum of Agreement, the Council would undertake the following actions. First, the Council would immediately request UMTA to intervene and stop all work activities in the Historic District. If UMTA refused to take such action, the Advisory Council's recourse would then be to ask the U.S. Department of Justice to intervene and require UMTA to issue a stop work order until proper compliance with the procedures regarding historic preservation have been completed.

Ga. 1776 1976

For some time this Department has recognized the sensitive problems MARTA would be faced with in this historically significant area of the city. Since October of last year the Historic Preservation Section within the Department of Natural Resources has been urging UMTA and MARTA to begin necessary steps to comply with existing federal requirements as they relate to the Downtown Atlanta Historic District.

I wanted to take this opportunity to remind you of the seriousness of this situation and to offer our continued support in helping MARTA to resolve this difficult problem.

Sincerely,

Charles M. Parrish, III
Division Director

CMP:dks

Copy to: Joe D. Tanner, Commissioner

Department of Natural Resources

Joe D. Tanner
COMMISSIONER

Charles M. Parrish, III
DIVISION DIRECTOR

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

June 21, 1976

Mr. Alan F. Kiepper
General Manager
MARTA
1300 Equitable Building
100 Peachtree Street, N. W.
Atlanta, Georgia 30303

Dear Mr. Kiepper:

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Ga. 1776 1976

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Sincerely,

Charles M. Parrish, III
Division Director

CMP:dkk

cc: Joe D. Tanner, Commissioner

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

24 June 1976

Mr. William A. Hewes
Bureau of Buildings
City of Atlanta
City Hall
68 Mitchell Street, SW
Atlanta, Georgia 30303

Re: Amendment to Certificate of Appropriateness
Issued to MARTA for Demolition in Underground
Atlanta Historic Atlanta Zoning District

Dear Mr. Hewes:

Pursuant to our mutual realization that the Lord's Department Store building, 34,36 Peachtree Street, SE, now under demolition by MARTA, is in fact, located within the Underground Atlanta Historic Atlanta Zoning District, the Urban Design Commission has considered the various aspects of the current situation. Demolition of the structure is proceeding, and that demolition is essential for MARTA's construction. The structure is/was an integral part of the portion of Underground Atlanta considered at the Commission's public hearing on May 19, 1976. It is regretable that the Lord's building was not included in MARTA's application for demolition permits at that time.

Therefore the Atlanta Urban Design Commission, at its regular meeting, June 24, 1976 has amended the certificate of appropriateness issued to MARTA on June 4, 1976 for structures located on Alabama Street, SW, Old Alabama Street, SW, Ponders Alley, SW, Pryor Street, SW, and Old Pryor Street, SW, to include the Lord's Department Store building, 34,36 Peachtree Street, SW. All conditions included in that certificate are applicable to the Lord's Department Store.

Sincerely,

ATLANTA URBAN DESIGN COMMISSION

H. Randal Roark

H. Randal Roark, AIA, AIP
Chairman

HRR:TLC/t

cc: Mr. Manuel Padron
Mr. Carl Basnett

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D JUL 9 1976
_____ INDIVIDUAL RESPONSE (ATTACHED)
_____ INFORMATIVE MATERIAL SENT
_____ TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN _____
INITIALS _____

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

AMENDMENT TO CERTIFICATE OF APPROPRIATENESS

Issue to: Metropolitan Atlanta Rapid Transit Authority

For: Permit to Demolish
Underground Atlanta Historic Atlanta Zoning District

The Atlanta Urban Design Commission amends the Certificate of Appropriateness issued to MARTA on June 4, 1976, for the following parcels in the Underground Atlanta Historic Atlanta Zoning District:

Alabama Street, S.W.	- 41, 43, 45, 47, 49, 51, 53, 55, 71, 73, 75, 77, 79, 83, 85, 85½, 89, and 91.
Old Alabama Street, S.W.	- 49, 53, 57, 71, 75, 77, 79, 83, 85, 89, and 91.
Ponders Alley, S.W.	- 36
Pryor Street, S.W.	- 65, 66, 68, 70, 72, 75, 76, and 78.
Old Pryor Street, S.W.	- 63, 74, 75, 75½, and 79½.

The list of parcels indicated is hereby amended to include:

Peachtree Street, S.W.	- 34, 36

ATTEST:

Louise L. Caldwell

H. Randal Roark

H. Randal Roark, Chairman
ATLANTA URBAN DESIGN COMMISSION

Date: 6/24/76

Adopted: By the Atlanta Urban Design Commission on June 24, 1976
Conveyed: To William R. Wofford, Director, Bureau of Buildings on June 28, 1976

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

122

PH
PR

JUN 25 1976

Mr. Gray Everhardt
Director
National Park Service
Department of Interior
Washington, D.C. 20240

Dear Mr. Everhardt:

In accordance with the "Procedures for Protection of Historic and Cultural Properties" of January, 1973, as established by the Advisory Council on Historic Preservation, we request a determination of eligibility of the "Underground Atlanta" Historic District for nomination to the National Register of Historic Places. We request that this determination be made rapidly, since part of the area suggested for nomination would be impacted by the planned MARTA Transit System, and demolition and construction contracts, originally scheduled to commence on June 1, are being delayed pending resolution of this matter. A copy of the nomination form has been provided to the Keeper of the National Register previously, and additional information has been sent to him from the State Historic Preservation Officer.

We have some serious concerns regarding your current procedures, which allow nomination of properties at any time, despite the fact that all reasonable actions have been taken to identify and protect cultural and historic properties during the planning stages of projects. For example, UMTA just learned that Underground Atlanta might be nominated to the National Register, despite the fact that MARTA's plans for construction in this area have been known for five years. In 1972, a survey was undertaken for the Environmental Impact Statement for the entire MARTA project in order to identify cultural resources which might be impacted. Three parties responsible for historic areas were contacted: the Atlanta Historical Society, the Georgia Historical Commission, and the State Archeologist. No indication was made at that time that this area was significant. When the EIS was circulated in 1973 the City Planning Department and the State Historic Preservation Officer both reviewed the statement, neither of them identifying Underground Atlanta as

a significant historic district. In this case, having followed detailed procedures specifically designed to assure identification of areas requiring special protection, we were still subject to an 11th hour discovery which has resulted in a delay of planned contracts, with resultant cost escalations.

We wish to work with your office to establish methods which identify historic areas in a timely fashion, and which would also provide an acceptable point in the progress of any project after which further nominations to the Register would not impede the project. We wish to avoid the situation of one Federal agency imposing undue cost escalations on another. In the meantime, my staff stands ready to assist your office on the eligibility issue for Underground Atlanta, and on the development of the Memorandum of Agreement, if needed.

Sincerely,

Robert E. Patricelli

Robert E. Patricelli

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D JUN 30 1976
_____ INDIVIDUAL RESPONSE (ATTACHED)
_____ INFORMATIVE MATERIAL SENT
_____ TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN _____
INITIALS _____

EXECUTIVE ORDER 11593

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 7-3-76

TIME OF CALL 10:45 11:30 AM PM

1. CALL ☒ TO: ☐ FROM (Name)
Elizabeth Lyon
SO. Staff

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.
Downtown Atlanta Historic District

4. DETAILS OF DISCUSSION

Don Klima will be in DC tomorrow to deliver a packet of material to us & to UMTA.

Feb. 13, 1975 - mtg. to Urban Design Commission on design for MARTA sta. for Underground — we will get copy of minutes of this mtg.

Other mtgs. were held to discuss what rail lines would destroy as they went through the underground

Paul Kennedy — MARTA engineer who came to Feb 13 mtg — to show where rail lines & sta. would be in Underground

June 12, 1975 - combined mtg. of Urban Design Commission & its Advisory Committee on Historic Structures, Sites & Dists. — (had been working for 3 yrs. at this pt.) & reps. from MARTA, incl. architect, rep. from plng., — minutes have been sent to us.

NAME OF PERSON PLACING/RECEIVING CALL
Thorman

TITLE

OFFICE

GPO 881-053

Whole disc. was on Underground, impact of MARTA on hist. sites all over the city, inadequacy of EIS in this regard.

July 10 - MaryAnn Kallen attended Design Commission mtg. → MARTA - Ed Kastellani's ass't.

Feb. 3, 1976 - reps. of Urban Design Commission began series of bargaining mtgs w/ reps. of MARTA - proper mitigation of impacts on Underground - we'll get copies of this. Continued meeting until time of public hearings

SHPO's

Mar. 5, 75: MARTA requesting modifications of sta designs of alignments — EIS circulated — SHPO commented that MARTA had screwed up on cultural resources — comment Summary has been sent —

Minutes of Ga! review board ~~Commission~~ — Sept. 16, 1975: big item presented a series of items incl. Downtown Atlanta H.D. which included Underground. Chairman felt only eligibility for dist. To make more detailed study for boundaries.

EXECUTIVE ORDER 11593

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 7-7-76

TIME OF CALL 9:20 AM / PM

1. CALL ☐ TO: ☒ FROM (Name)

Liz Lyon

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

Downtown Atlanta District

4. DETAILS OF DISCUSSION

Urban Design Commission — city body that has resp. for admin. of hist. dist zoning — downtown area incl. underground is in a historic zone

We're getting stuff from them on Eisman Bldg. & Lord Bldg — clearly in hist. zone, north of Atlanta Nat'l. Bank Bldg., adjacent to it

MARTA got demo. permit w/out proper review from Urban Design Commission

2 parallel things going on — UDC & SHPO

Feb. 1976 — mtg. Dir. Plng for MARTA (Manuel Padron) + Chairman of Urban Design Commission David Sherman — discussed need to consider cultural resources

NAME OF PERSON PLACING/RECEIVING CALL

Sherman

TITLE

OFFICE

GPO 881-053

Whole series of mtgs. bet. committees of UDC & MARTA to work out mitigation plans in return for certificates of appropriateness for demolition. Series of meetings held from Feb. '76 to time of Pub Hearing when MARTA said it wasn't going to do anything, no negotiations were valid.

Thornton for Shull
7/19/76
Cole for Herrington
7-19-76

JUL 19 1976

H34-PR

Mr. Robert E. Patricelli
Urban Mass Transportation Administration
Department of Transportation
Washington, D.C. 20590

Dear Mr. Patricelli:

Thank you for your June 25, 1976, letter to Director Everhardt requesting a determination of eligibility for inclusion in the National Register on the "Underground Atlanta" Historic District (Downtown Atlanta Historic District) pursuant to Executive Order 11593 as implemented by the procedures of the Advisory Council on Historic Preservation (36 CFR 800).

After careful review of the documentation we have on this district and in consultation with the Georgia State Historic Preservation Officer, we have determined that the Downtown Atlanta Historic District is eligible for inclusion in the National Register under (A) and (C) of the National Register criteria for evaluation. This district is significant for its association with the commercial beginnings of Atlanta above and below present grade. Finally, the buildings in this district are of local architectural significance. The boundaries of the district covered in this determination are shown on the enclosed map.

We share the concern expressed in your letter about the need to identify cultural resources early in project planning. You may be aware that we recently met with the Department of Transportation Federal Representative for Executive Order 11593 and other representatives from the Department of Transportation concerning procedures which would provide more effective coordination on historic preservation matters, including timely identification and evaluation of cultural resources. One of our serious concerns is that determinations of eligibility for inclusion in the National Register be requested at a point when they are useful in agency planning. In the case of the Downtown Atlanta Historic District,

representatives of the Urban Mass Transportation Administration (UMTA) and the Metropolitan Atlanta Rapid Transit Authority (MARTA), as well as the Department of Transportation Federal Representative for Executive Order 11593, met with us on May 19, 1976, to ask that we rush a determination of eligibility for inclusion in the National Register on this district. Although we were also advised at this meeting that we would be receiving a written determination request immediately, we did not receive your request until June 30. At that time, we asked the Georgia State Historic Preservation Officer to provide us with specific information on the State's coordination with MARTA and UMTA in regard to this project so that we could adequately answer the concerns expressed in your letter.

Material provided by the Georgia State Historic Preservation Officer on the background of the Downtown Atlanta Historic District indicates that both he and the Atlanta Urban Design Commission, as early as February 1975, expressed concern to MARTA staff that the cultural environment of downtown Atlanta had not been adequately considered in MARTA planning. This concern was expressed through memorandums and letters to MARTA as well as through discussion at meetings attended by representatives of MARTA. The particular issue of a National Register nomination for the Downtown Atlanta Historic District dates back at least to September 16, 1975, when Dr. Elizabeth Lyon presented such a nomination to the Georgia State review board, with members of MARTA staff present. Shortly after this meeting, in October 1975, David Sherman, Georgia State Historic Preservation Officer, met with Ed Castellani of MARTA to advise him that the review board was waiting for a better definition of the boundaries of the Downtown Atlanta Historic District before approving the nomination but that, in the meantime, the State Historic Preservation Officer would be able to provide MARTA and UMTA with professional opinions on eligibility for inclusion in the National Register on individual structures in the area for MARTA planning purposes. This would appear to have been the appropriate time for UMTA to request a determination of eligibility on the area in question, to assure that MARTA construction plans would not be delayed.

A request for our professional judgment pursuant to Executive Order 11593 and the Advisory Council's procedures constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis to permit UMTA to reach the most effective program decisions. This determination of eligibility for inclusion in the National Register does not serve in any manner as a veto to uses of such property, with or without

Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with your agency after the Advisory Council on Historic Preservation has had an opportunity to comment.

We appreciate your cooperation on behalf of historic preservation.

Sincerely yours,

/Sgd/ William J. Murtagh

Acting Director, Office of Archeology and Historic Preservation

Enclosure

cc: Mr. David M. Sherman
Acting Chief, Historic Preservation Section
Department of Natural Resources
270 Washington Street SW., Room 703-C
Atlanta, Georgia 30334] w/ c inc.

Mr. Robert F. Crecco
Office of Environmental Affairs
Room 9422
Department of Transportation
Washington, D.C. 20090]

Mr. E. W. Castellani
Manager of Urban Planning
Metropolitan Atlanta Rapid Transit Authority
1300 Equitable Building, 100 Peachtree
Atlanta, Georgia 30303]

FNP:J Thorman:amw:7/19/87:139-35483

bcc: SOL]
DG-Holz]
Regional Director, Southeast Region, Attn: Environmental Specialist]
PI(A)-Husted] Director's Reading File
MQ]
PH
PR-E.O. 11593 file]

BASIC FILE RETAINED IN PR

August 11, 1976

Mr. E. W. Castellani
Manager of Urban Planning
Metropolitan Atlanta Rapid Transit
Authority
1300 Equitable Building
100 Peachtree Street, NW.
Atlanta, Georgia 30303

Dear Mr. Castellani:

Thank you for your prompt letter of July 23, 1976, that followed a phone call of the same day concerning the dangerous condition of the false facade on the lower two floors of the Atlanta National Bank Building.

As you know, the Mememorandum of Agreement covering the Downtown Atlanta Historic District and MARTA's construction activities in the area discusses retention and preservation efforts of the Atlanta National Bank Building. The Agreement has been signed by all parties and was mailed to the Council's Chairman on July 26 for execution. Removal of the Three Sisters' facade as a safety measure will not affect the retention and preservation efforts of the bank building. The Council, therefore, concurs in MARTA's proposed instructions to the contractor to remove the false facade while preserving whatever of the original facade remains on the two floors.

Thank you for your continued cooperation.

Sincerely yours,

cc: Chairman-Clement M. Silvestro
SHPO-GA FLO-DOT PR
DG: Holz:kbs 8-11-76
File: GA:ATL NAT. BANK BLDG.(11593/
MARTA/Subway Construction

John D. McDermott

John D. McDermott
Director, Office of Review
and Compliance

EHolz

10/6

October 6, 1976

Mr. Robert E. Patricelli
Administrator
Urban Mass Transportation
Administration
Department of Transportation
Washington, D.C. 20590

Dear Mr. Patricelli:

The Advisory Council has received your proposal for an Addendum to the Memorandum of Agreement concerning the Downtown Atlanta Historic District, and the continued partial funding of the Metropolitan Atlanta Rapid Transportation System. We have reviewed the proposal and have determined that it is sufficient. Therefore, pursuant to Section 800.5 of the Council's "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R., Part 800), the Addendum to the Memorandum of Agreement for the project is enclosed.

The Addendum has been signed by Robert R. Garvey, Jr., Executive Director of the Advisory Council. Please sign and date the enclosed Addendum and forward it with its attached proposal to Mr. David M. Sherman, Georgia Historic Preservation Officer, for his dated signature. Thereafter, the Addendum with the attached proposal, must be returned to this office for approval by Clement M. Silvestro, Chairman of the Council. Ratification by the Chairman of the Addendum to the Memorandum of Agreement will complete the Council's procedures and the undertaking may then proceed. A copy of the executed document will be provided for your records, and it will serve as evidence of agency compliance.

Thank you for your cooperation.

Sincerely yours,

Signed

John D. McDermott
Office of Review
and Compliance

cc:
Clement M. Silvestro, Chairman
SHPO-GA
FLO-DOT
PR
DG:EHolz:mam:10/6/76
FILE:GA:Downtown Atlanta H.D./11593/
UMTA/Atlanta Subway

Enclosure

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

October 20, 1976

Mr. Robert E. Patricelli
Administrator
Urban Mass Transportation Administration
U.S. Department of Transportation
Washington, D.C. 20590

Dear Mr. Patricelli:

On July 29, 1976, Advisory Council Chairman Clement M. Silvestro ratified a Memorandum of Agreement between the Advisory Council, the Urban Mass Transportation Administration (UMTA), the Georgia Historic Preservation Officer, and the Metropolitan Atlanta Regional Transportation Authority (MARTA) concerning the continuing construction of the Atlanta rapid-rail system and its effects on the Downtown Atlanta Historic District, a property determined eligible for the National Register of Historic Places. The first provision of the Agreement stated, that:

> The Metropolitan Atlanta Regional Transit Authority (MARTA) will take all necessary meausres to insure that all facades below the viaduct level within the historic district, the facades that are included in Underground Atlanta, are protected during construction of the subway system and that they remain intact to preserve the character of Underground Atlanta. MARTA will obtain financial insurance on the facades to be preserved in amounts sufficient to guarantee reconstruction of any facades damaged during construction.

The Council has been informed that during the week of October 11, several facades in Underground Atlanta were severely damaged by construction activities. The damaged structures are on the north side of Alabama Street between Pryor and Central.

Notice of this damage is of deep concern to the Council since this is the second instance of damage to historic resources by MARTA construction in recent months. In fact, the provision of the Memorandum of Agreement quoted above requesting MARTA to take all necessary measures to protect the resources and to obtain financial insurance was placed in the Agreement because of the previous experience of damage and loss of mature trees on the property of the Dekalb County Courthouse in Decatur.

Following the incident involving the Dekalb County Courthouse, UMTA requested that MARTA provide to UMTA and the Council a report on the matter and assurances that similar neglect would not occur in the future. It would appear that MARTA did not take sufficient action to correct a situation that is leading to an accelerated loss of Atlanta's small number of remaining historic resources. Clearly, MARTA must now act to correct the situation.

The Council requests that UMTA now ask MARTA to provide evidence of corrective instructions to its contractors working near historic resources, as well as a report detailing how and why the damage in Underground Atlanta occured. The report should detail the extent of damage to the facades. Further, MARTA should provide the Council and UMTA with plans for restoring, if possible, or reconstructing the facades as soon as possible. The plans for restoration and reconstruction should have the full approval of the Georgia Historic Preservation Officer.

The Council is notifying MARTA, the Georgia Historic Preservation Officer, and the City of Atlanta of its deep concern of this incident by copy of this letter.

Your early reply will be appreciated.

Sincerely yours,

Signed

Myra F. Harrison
Acting Director
Office of Review
and Compliance

cc:
Clement M. Silvestro, Chairman
SHPO-GA
FLO-DOT
PR
DG:EHolz:mam:10/20/76
FILE:GA:Atlanta H.D./11593/UMTA/Atlanta Sub
Atlanta Subway

Other: Mr. Alan Kiepper
MARTA

Mayor Jackson
City of Atlanta

January 18, 1977

Ms. Carol Shull
National Register of Historic Places
National Park Service, Dept. of Interior
Washington, D. C. 20006

Dear Ms. Schull:

Your consideration of the eligibility for listing "The House Jack Built", 160 Peachtree Street, N.W., Atlanta, Georgia in the National Register of Historic Places is judiciously requested. MARTA wants to tear this building down and use the space as a subway entrance for the Cain Street Station.

As can be seen by the supporting information, this building's historical recognition has been recorded and referred to numerous times. In addition, the gentleman who constructed this building, Jasper N. Smith, has been given much press coverage and historical reference.

After arousing our interest via our study and investigation, if the preservation can be accomplished, the owners are considering restoring the facade to its original appearance. The substructure is the same and a bad face lift can be easily restructured.

State Historical Preservation Authorities have told us MARTA has not done the necessary environmental studies required in this building's taking. MARTA's desire for this location was determined late. The site voted on in the 1971 MARTA Referendum was vetoed by the tenant who was only to give up partial space in their building.

A thorough study of alternatives have not been made by MARTA. There is a present plan that could tie in the preservation of the current facade of The Atlanta Library into a MARTA entrance and Library Complex. MARTA so far has been unwilling to do any engineering and architectural studies. The movement of the entrance could be accomplished at a great saving.

We welcome your investigation into the merits of listing "The House That Jack Built" and look forward to your approval of the listing, as this would obligate MARTA to make the necessary studies that improve and restore an entire section of Downtown Atlanta.

Very truly yours,

Morris Zoblotsky

Morris Zoblotsky

MZ:gb

cc: Mr. Robert E. Patricelli, Administrator
Urban Mass Transit Authority
U. S. Department of Transportation

Mr. Ernie Holtz
Advisory Council of Historic Preservation

Mr. David Sherman
State Historic Preservation Officer

Honorable Maynard Jackson
Mayor of the City of Atlanta

Mr. George Berry, City Administrator
Atlanta City Hall

Mr. Randy Roark
Chairman, Urban Design Commission

Mr. Allen Keiper
MARTA General Manager

Mr. John Wright
MARTA Chairman of the Board of Directors

1/25/77

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 1/25/77

TIME OF CALL 3:30 AM (PM)

1. CALL ☒ TO: ☐ FROM (Name)

Liz Lyon

2. ADDRESS (Tel. No. if needed)

GA

3. SUBJECT, PROJECT NO., ETC.

MARTA Atlanta

4. DETAILS OF DISCUSSION

UMPTA funds

Sherman says (informally) they think prob. the bldg is too much altered. (Also informally) Zablotsky apparently realizes this but is concerned about other resources in the area Sherman is expecting a cultural resource assessment from MARTA soon - has been meeting with MARTA yes to encourage a real survey instead of just looking at SHPO's survey. Don't have a date when they expect the survey

I said we'd prob write Zablotsky & say bldg appears too altered but we understand

Contact SHPO is aware of the bldg who apparently has some doubt about its integrity under stds

NAME OF PERSON PLACING/RECEIVING CALL: S Oldham

TITLE:

OFFICE:

GPO 897-848

P1
VMTA

S Oldham 2/7/77
2-7-77
Sherman
Hunt
2.8.77

H34-880

FEB 9 1977

Mr. Morris Zoblotsky
3425 Lenox Road, NE
Atlanta, Georgia 30303

Dear Mr. Zoblotsky:

Thank you for your letter concerning "The House Jack Built" in Atlanta, Georgia, which may be adversely affected by a MARTA project. We understand that the State Historic Preservation Officer, David Sherman, is aware of the building and of the potential impact of the project upon it. As a part of the environmental studies required by Federal legislation, MARTA is presently preparing a cultural resource assessment which will take into consideration the historic significance of this building and of others located in the environmental impact area of the project. The State Historic Preservation Officer will review this report and make recommendations to MARTA concerning historic sites which appear eligible for listing in the National Register of Historic Places. We suggest that you consult Mr. Sherman, Department of Natural Resources, 270 Washington Street, SW., Room 703 C, Atlanta, Georgia 30334, for further information about the status of the project.

We appreciate your interest in historic preservation.

Sincerely yours,
Robert B. Rettig (Sgd.)
for
William J. Murtagh
Keeper of the National Register

cc: Mr. David Sherman
Department of Natural Resources
270 Washington Street, SW., Room 703 C
Atlanta, Georgia 30334

Mr. Peter Benjamin
Director, Office of Program Analysis
Urban Mass Transportation Administration
Department of Transportation
Washington, D.C. 20590

Mr. Allen Keiper
MARTA General Manager
100 Peachtree Street, NW, Suite 1300
Equitable Building
Atlanta, Georgia 30303

Ernest Holtz
Advisory Council on
Historic Preservation
1522 K Street, NW, Suite 430
Washington, D.C. 20005

Mr. Robert F. Crecco
Office of Environmental Affairs
Department of Transportation
Washington, D.C. 20590

bcc: Regional Director-Southeast Region

001 reading file
880
FNP: S Oldham:jln: 1-7-77
BASIC FILE IN 880

DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

THE ADMINISTRATOR

APR 10 1979

Honorable Wyche Fowler, Jr.
House of Representatives
Washington, D.C. 20515

Dear Mr. Fowler:

Thank you for your March 9 letter expressing support for an application submitted by the Historic Atlanta Local Development Company (LDC) under the Urban Mass Transportation Administration's Urban Initiative Program.

On April 4, the Department announced the award of a $146,800 Technical Studies grant to support development packaging activities in Atlanta. This grant will aid the rejuvenation of the Historic Atlanta Underground and development of the MARTA Five Points area in Atlanta. The grant will be made to the City of Atlanta, which we expect will contract with the LDC. I have enclosed a copy of the press release for your information.

Thank you for your interest in our new Urban Initiatives Program and in this application.

Sincerely,

Richard S. Page

Richard S. Page

Enclosure

Dante -
Good news!!
Dale

Suite 201
Atlanta, Georgia 30303
404-577-5888

GHTA

April 20, 1979

Mayor Maynard Jackson
City Hall
Atlanta, Georgia 30303

Dear Mayor Jackson:

The hospitality and travel industry throughout the state is excited about the approval of the grant to help restore Underground Atlanta. We appreciate your continued interest in the area, for Underground Atlanta is important to the total travel industry of the state.

This grant is truly an investment in Atlanta, and surely the business community will respond postively to your challange to match this investment.

We are proud of what you have done to help Underground Atlanta, and, of course, we are also proud of our own industry member, Dante Stephenson, for his untiring efforts over the past several years to keep Underground Atlanta a viable area of our city.

If there is anything that our association can do to help you, please do not hesitate to contact me.

With kindest regards,

Marge McDonald (Mrs.)
President and Executive Director

MM/cl

FOREIGN PRESS CENTER

866 Second Avenue
(212) 826-4722 New York, N.Y. 10017

May 23, 1979

Dear Mr. Stevenson:

On behalf of the U. S. International Communication Agency, I wish to express our appreciation for your reception of a group of New York and Washington-based foreign journalists on a cross-country working tour examining the resurgence of urban America.

The visit to Underground Atlanta, and particularly Dante's Down the Hatch, helped illustrate the theme of our tour in a most pleasurable manner. Steeped in history, Underground was nevertheless a distinct reminder that like the City of Atlanta, and its symbol of the phoenix, it does dramatically rise again. Your own exciting story is a first-rate example of success under the free enterprise system.

Please thank Mr. Tyus for his nice letter and assure him that tear sheets of stories generated by our visit will, of course, be sent to you as they become available.

Sincerely,

Mary E. Shen

Mary E. Shen
Press Officer

Mr. Dante Stevenson
Dante's Down the Hatch
Underground Atlanta
36 Alabama Street
Atlanta, GA

Department of Natural Resources

PARKS AND HISTORIC SITES DIVISION
270 WASHINGTON ST., S. W.
ATLANTA, GEORGIA 30334
(404) 656-2754

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

June 28, 1979

Ms. Maryanne Lynch, Assistant Director
Historic Atlanta Local Development Company
104 Central Avenue
Old Freight Depot
Atlanta, Georgia 30303

Dear Maryanne:

Richard Cloues, architectural historian with this staff, has prepared the attached assessment regarding Underground Atlanta's potential eligibility for the National Register. He has concluded that Underground Atlanta appears to meet the criteria for listing with qualifications as he has described.

In order for our office to process a National Register nomination for Underground Atlanta, it will be necessary for you to supply all the required information, to resolve the problems and to address the issues - as Richard has identified them in his assessment. In addition, a completed National Register nomination form must be provided to this office by August 1, 1979, in order to meet our deadline schedule for the October 1979 Review Board meeting. October 1, 1979, is the deadline for submission of completed nominations to be presented at the January 1980 Review Board meeting.

It is imperative that you work very closely with this office in preparing the nomination. We will be happy to provide direction and review the work as it progresses.

I will look forward to hearing from you and discussing the nomination further.

Sincerely,

Carole Griffith

Carole Griffith, Manager
Inventory and Grants Management Unit
Historic Preservation Section

CG:dm
Enclosure

AN AFFIRMATIVE ACTION/EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

UNDERGROUND ATLANTA
PRELIMINARY ASSESSMENT REGARDING LISTING AS A HISTORIC DISTRICT ON THE NATIONAL REGISTER OF HISTORIC PLACES

Conclusion

Underground Atlanta appears to meet the criteria for listing as a historic district on the National Register of Historic Places.

This conclusion is qualified as follows:

Essential Aspects

Underground Atlanta is a unique place. It has a peculiar physical composition and a complex history. Essentially, Underground Atlanta is a several-block area of late nineteenth and early twentieth century architecture which developed within a nineteenth century city street plan along a major east-west surface railroad line. In the 1920's viaducts were built throughout the area, raising the effective "street" level one story above ground and more or less sealing off the original street level below. In the late 1960's much of the original street level beneath the viaducts was redeveloped as "Underground Atlanta." In the late 1970's this entire area was severely impacted by the construction of MARTA's rapid rail line.

The essential aspects of Underground Atlanta are:

1. the railroad tracts, railroad buildings, and the zero milepost;
2. the nineteenth century gridiron street layout;
3. late nineteenth century and early twentieth century architecture;
4. the 1920's viaducts, and the largely unrealized grandiose city plan of which they were a part;
5. the redevelopment of the lower level as "Underground Atlanta" in the late 1960's; and
6. the impact of recent MARTA rapid rail line construction.

A historic district in the Underground Atlanta area must include all of these essential aspects. Likewise the National Register historic district nomination must consider all of them. No one aspect should be singled out for special attention or ignored. It is the combination of all these essential aspects that has created the unique place called Underground Atlanta.

Geography and Boundaries

The geography of Underground Atlanta is determined by the railroad tracks and facilities, the street layout, the buildings along the streets, the viaducts, and the redeveloped area known as "Underground Atlanta." Boundaries for a National Register historic district should be determined by overlaying or superimposing these various geographical components. A recommended study area, suggesting preliminary boundaries, is defined by Martin Luther King, Jr., Drive, Alabama Street, Wall Street, Central Avenue, Pryor Street, parts of Peachtree Street south of Five Points, and the Georgia Railroad freight depot.

Anticipated Problems

Because of its unusual physical composition and its complex history, Underground Atlanta presents certain problems with regard to the preparation of a National Register district nomination. Some of these problems are summarized below; others will undoubtably develop as the nomination is prepared.

1. Description: Underground Atlanta is particularly difficult to describe, primarily because of its above-viaduct and below-viaduct levels and its various component pieces. Relationships between the ground level and viaduct level are difficult to draw. Photographs, maps, overlays, diagrams, and cut-away sectional drawings will probably be required to adequately describe the place.

2. Significance: Underground Atlanta is a unique historical place with a complicated history. The history of each of its essential aspects, and the way each contributes to the whole, must be addressed. The tendency to slight some essential aspects in favor of others must be resisted.

3. Integrity: Integrity is a principal concern of the National Register, and integrity is a particularly complex issue with regard to Underground Atlanta. In general, the issue of integrity will be conditioned by the extent of the nominated area and complicated by the above-viaduct/below-viaduct relationships. More specifically, the issue of integrity involves:
   (a) intrusions, both above and below the viaducts, and their nature;
   (b) losses of buildings and structures, both above and below the viaducts, especially those resulting from MARTA activities;
   (c) remodelings, mostly below the viaduct, in the area known as "Underground Atlanta";
   (d) fragments, especially some of the storefronts along Old Alabama Street, which are among the finest in the city;
   (e) substitutions, especially by MARTA, of facades;
   (f) changes to a structure above/below the viaducts which may not be accompanied by changes to the rest of the same structure below/above the viaducts;
   (g) the requirement of the National Register that entire - not partial - structures (such as buildings or viaducts) be nominated.

4. Boundaries: Boundaries will be difficult to draw because of the complex developmental history and the compound geographic components of the area. Boundaries must be drawn to include all the essential aspects of Underground Atlanta, keeping in mind the National Register criteria for integrity. Boundaries can probably be determined by superimposing or overlaying the various geographic components. Boundaries must be clear, well grounded, and justified.

5. Property Ownership: A list of all property owners of record within the proposed historic district must be compiled. This listing may or may not be complicated by the above-viaduct/below-viaduct geography. Owner support may or may not be similarly complicated. The relationship between property owners and the Underground Atlanta Merchants Association must be made clear. Specific, and early, attention should be paid to possible complications arising from railroad and MARTA ownership of land, from city ownership of the viaducts, plaza park, and other land, and from private ownership of parking lots.

6. Other Historic Designations: Attention must be given to the Historic Atlanta zoning district, the 1976 Determination of Eligibility (MARTA related), and any individual National Register listings (such as the Zero Milepost). The relationship between these designations and the proposed National Register historic district must be explained.

7. Emphasis: Throughout the proposed nomination, emphasis must be given to the below-viaduct or "underground" part of the area as the place which is historically and environmentally significant. This need for emphasis on the underground area will have to be reconciled with the need to give some attention, or to at least acknowledge, the area as a whole, including that above the viaducts.

Methodology

This preliminary assessment is based upon:

1. review of information in the Historic Preservation Section files;
2. field inspection of the proposed district and its surroundings;
3. discussion among various professionals (including historians and planners) on the Historic Preservation Section staff; and
4. consultation with three members of the National Register staff from Washington, D.C.

Prepared By

Richard R. Cloues
Architectural Historian
Historic Preservation Section
Georgia Department of Natural Resources
June 18, 1979

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE OCT 10 1979
INDIVIDUAL RESPONSE (ATTACHED)
INFORMATIVE MATERIAL SENT
TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN
INITIALS

George L. Smith, II
Georgia World Congress Center

August 1, 1979

Mrs. Mary Ann Lynch
Assistant Director
H.A.L.D.C.
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Dear Mary Ann:

I was delighted to hear of your proposal for preservation and renovation of the old railroad freight station adjacent to Underground Atlanta. I am convinced there is a need and a tremendous potential for such a facility to offer convention and other out-of-town group meetings.

Underground Atlanta, in its heyday, was one of the top attractions for out-of-town visitors. I believe it could become so again. Certainly the availability of a unique facility for conducting special receptions, parties and related activities would be of benefit to both Underground Atlanta and those of us marketing Atlanta for group business.

If we may be of assistance to you in furthering this project, please do not hesitate to call on us.

Yours very truly,

Dan Graveline

Dan Graveline
DIRECTOR

DG:sd

285 INTERNATIONAL BLVD., N.W. ATLANTA, GEORGIA 30313 U.S.A. (404) 656-7600 TELEX: 54-2483
Catering Department 656-7613 • Operations Department 656-7662 • Sales Department 656-7676

Atlanta District Sales Office
Ford Division
Ford Motor Company

1122 Milledge Drive
East Point, Georgia
Mailing Address:
P.O. Box 105003
Atlanta, Georgia 30348

August 1, 1979

Ms. Mary Ann Lynch
Assistant Director
H.A.L.D.C.
Old Freight Depot
104 Old Central Avenue
Atlanta, Georgia 30303

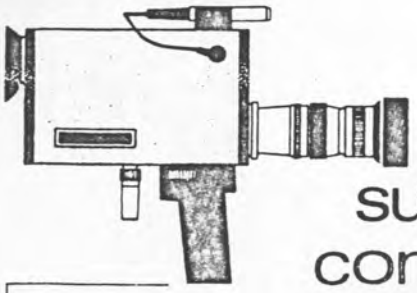
Dear Ms. Lynch:

Thank you for your recent phone call concerning the possible revitalization of the Old Freight Depot in Underground Atlanta. As you know, Ford Motor Company conducts a number of sales rallies each year in addition to our District and Regional New Model Introduction Shows. In the process of selecting a site for our meetings we consider floor space, meal facilities and room decor as well as the proximity of hotel and entertainment facilities. In addition, we try to maximize attendance by selecting a location with a "drawing card".

Your description of the plans for the Old Freight Station and Underground Atlanta are exciting and would seem to make it an ideal location for our meetings. I can't think of a better "drawing card" than Underground Atlanta. We support your efforts and look forward to doing business with you in the future.

Very truly yours,

J. A. Mederos
P & D Manager
Atlanta District



video
supply
company

August 9, 1979

Mrs. Mary Ann Lynch
Assistant Director
HALDC
Old Freight Depot
104 Old Central Ave. SW
Atlanta, GA 30303

Dear Mary Ann:

I certainly enjoyed talking to you recently about your revitilization effort for the Freight Depot at Underground Atlanta. All of the potential ideas and plans will surely be of great significance for the downtown Convention market as we discussed.

I'd very much like to offer my support and assistance in this program for renovating this building and would especially look forward to working with groups using the facility for theme parties and meetings.

Mary Ann, keep up the good work and call on me if I can help you with this or similar projects.

Best Wishes,

Bob

Bob Haney
Video Supply Company

BH:ks

POST OFFICE BOX 13684 / ATLANTA, GEORGIA 30324 / (404) 872-6247

Presenting Atlanta Tours, Inc.

SUITE 117 / 1699 TULLIE CIRCLE, N.E.
ATLANTA, GEORGIA 30329
(404) 329-0110

Cindy Fowler

Jane Ann House

August 27, 1979.

Mrs. Mary Ann Lynch
HALDC
Old Freight Depot
104 Old Central AVe. SW
Atlanta, Georgia 30303

Dear Mary Ann,

Many thanks for all of your help in putting together our party in November.

We are certainly pleased with the prospects of doing lots of parties in the future. As you know, we specialize in handling conventions of 1,000 or more and our most pressing problem is where to take them for a party out of the hotel. Our hopes are that UNDERGROUND ATLANTA will be the answer.

Cordially,

Cindy

Cindy Fowler

GEORGIA
CHAMBER OF COMMERCE 1200 COMMERCE BUILDING ATLANTA, GEORGIA 30303 U.S.A. 404 • 524-8481

August 27, 1979

Mrs Mary Ann Lynch
Assistant Director
Historic Atlanta Local Development Corp.
104 Old Central Avenue, SW
Atlanta, GA 30303

Dear Mary Ann:

I appreciate your call and letter concerning Underground Atlanta and that HALDC is endeavoring to bring the area to what it can and deserves to be.

I was Vice Chairman of the State Properties Control Commission during the early days of the development of Underground Atlanta and assisted Steve Fuller in getting approval from the state for certain of the areas which are state property. It is impossible for anyone with an awareness of the importance of Atlanta and to Georgia of tourism and convention business not to yearn to see Underground developed to its full potential.

Anyone who contributes to a solution of the problems of Underground is contributing to the long term potential of the city and I can only wish for HALDC success in all that you set out to do. If you feel that I can be of help, please let me know.

Sincerely,

E B Davis

Ernest B. Davis
Executive Vice President

EBD/mef

Officers
Daniel B. Pattillo - Chairman
Lyndon A. Wade - Vice Chairman
John H. Weitnauer, Jr. - Secretary
Harold Sheats - Treasurer
Alan F. Kiepper - General Manager

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Sue S. Trotter - Atlanta
Lyndon A. Wade - Atlanta
John G. Glover, Jr. - Clayton County
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John H. Weitnauer, Jr. - DeKalb County
Daniel B. Pattillo - DeKalb County
Joseph E. Lowery - Fulton County
Harold Sheats - Fulton County
K. A. McMillon - Gwinnett County

Ex Officio
G. W. Hogan - Commissioner
State Properties Commission
W. E. Strickland - Commissioner
Georgia Department of Revenue
Thomas D. Moreland - Commissioner
Georgia Department of Transportation

marta

2200 Peachtree Summit
401 West Peachtree Street, N.E.
Atlanta, Georgia 30308
404/586-5046

August 31, 1979

Ms. Mary Ann Lynch
Assistant Director
Historic Atlanta Local
Development Corporation
104 Old Central Avenue, SW
Atlanta, Georgia 30303

Dear Ms. Lynch:

From the beginning of the MARTA project, the MARTA Board of Directors and staff have worked closely with representatives of Underground Atlanta, and individual merchants there to create an environment for growth during and after MARTA construction in the area.

The single most important contribution to that effort has been the pedestrian walkway being constructed from our Five Points Station into Underground. The tangible contribution we have made in this connection amounts to half a million dollars...MARTA's share of the construction cost of the walkway. Our tangible commitment to this project is also a demonstration of our faith in the future of Underground Atlanta, as an attraction for Atlantans, conventioneers and tourists.

We are pleased to have been a part of the development of the new Underground Atlanta, and we look forward to being a part of her future.

Sincerely,

Daniel B. Pattillo
Chairman

dk

TourGals, Inc.

September 13, 1979

Mrs. Mary Ann Lynch, Assistant Director
Historic Atlanta Land Development Company
Old Freight Depot
104 Old Central Avenue, S. W.
Atlanta, Georgia 30303

Dear Mary Ann:

In the early '70s when Atlanta's convention business was beginning to boom, Underground Atlanta was a major stop in many of our tours. We took thousands of people there because it was charming, historic, and full of attractive shops and restaurants where tourists could relax. We were proud that visitors could enjoy the area where the city had its beginnings.

On many occasions we planned parties for thousands of people because the area could accommodate large crowds and the ambiance was perfect for browsing.

In later years, the climate changed. The better shops and restaurants (except one or two) closed, the publicity stopped, and the visitors expressed doubts about the safety of the area.

The fact is that Atlanta needs Underground Atlanta. It needs a place in the downtown city where conventioneers as well as local citizens can spend leisure time. It needs a convenient location for parties where shuttle buses can take large numbers of people back and forth from their hotels all evening. It needs an interesting area where a little of the old Atlanta can be found, along with modern food, drink and goods. It needs Underground Atlanta.

We feel that with proper funding, proper managing, exciting promotions, new restaurants and adequate security, Underground Atlanta can become again a popular place to visit. We know we can sell it to meeting planners if the value is there. We know Atlantans will come back when the atmosphere is positive.

You have our wholehearted support in renewing Underground Atlanta.

With kindest regards,

Jean Smith (Mrs.)
President

JS:p

Convention Services & Sightseeing Tours
Post Office Box 28556, Atlanta, Georgia 30328 (404) 393-4010

Department of Natural Resources

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

PARKS AND HISTORIC SITES DIVISION
270 WASHINGTON ST., S. W.
ATLANTA, GEORGIA 30334
(404) 656-2754

September 17, 1979

Mr. Bob M. Melton
Primary Consultant
Historic Atlanta Local
Development Corporation
104 Old Central Avenue, S. W.
Atlanta, Georgia 30303

Dear Mr. Melton:

The Historic Preservation Section has reviewed the National Register nomination form on Underground Atlanta which was received by this office on August 14th. As Carole Griffith discussed with you, it is inadequate in several important respects and cannot be processed without considerable revision and augmentation.

Carole has informed me that you stated that your nomination is based on a revision to a draft nomination I prepared. I do not recall preparing a revision and would appreciate your providing me a copy of the document you refer to. Nevertheless, your proposed nomination appears to be based almost word for word on that initial draft nomination prepared by myself and Sarah Hereford for a much larger downtown commercial historic district of which Underground Atlanta was a part. Thus, the new nomination does not focus sufficiently upon the Underground Atlanta area as a unique historical place within this larger urban setting. Injudicious editing of the earlier draft nomination has also compromised its integrity, addressing as it did an entirely different problem, and shows a lack of understanding of both historical development patterns and current environmental realities. Furthermore, the earlier draft nomination does not meet present standards for its style and content. Although it contains much useful information, it should not be used as a model, and all parties to this new nomination were so advised.

(1) The boundaries of your proposed district extend beyond the limits of the Underground Atlanta area. They appear to be based upon current planning and development interests rather than acknowledged patterns of historical development or the current built environment. If the boundaries are not tightly constrained by the Underground Atlanta area, then they must be expanded to include all of the otherwise undifferentiated historic downtown area. This partial extension of boundaries was done contrary to advice given by my staff based on direction from National Register staff. It is imperative that historic district boundaries reflect a well-defined historical development pattern or current built environment.

AN AFFIRMATIVE ACTION/EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

Furthermore, the nomination does not supply all required information, resolve all problems, or answer all questions as stated in my letter of June 28, 1979. Some specific issues that need to be addressed include: the viaducts - a major feature of Underground Atlanta, they are poorly described and hardly addressed; the above viaduct/below viaduct relationship - only discussed in terms of a few individual buildings rather than overall environments; the zero milepost - references to it are confusing; the area north of the railroad tracks - neither described nor evaluated; MARTA facades along north side of Old Alabama Street - these are lightly glossed over; intrusions and non-contributing properties - are neither identified nor mapped; property owners list - does not indicate ownership of viaducts, park, parking lots, railroad rights-of-way. Points such as these, outlined in the memorandum, are points that have been raised by the state staff and the National Register staff. They must be taken into account during preparation and review of this nomination.

All of these points were outlined to you in my letter of June 28th which included Richard Cloues' assessment of Underground Atlanta and in a meeting with Carole and Richard on July 18th. In addition, these points had been discussed with the National Register office as critical aspects of the nomination which must be addressed in order to document and justify Underground's eligibility for listing on the National Register.

I understand that you are concerned about the length of time taken in reviewing your proposed nomination. For your information, the nomination form was hand-delivered to this office on August 14th, although the cover letter was dated July 19th. There must have been a delay in your office from the time the form was prepared until it was delivered to our office. Therefore, I think you will agree, in view of our heavy nomination workload and the complicated nature of this nomination, that my staff has responded in a reasonable amount of time. Furthermore, you had been informed that October 1st was the deadline for considering nominations to be presented at the January Review Board meeting; a decision had already been made not to consider the nomination for the October Review Board meeting which carried a deadline of August 1st for the submission of completed nomination forms to our office. These deadlines are established to provide ample time for the preparation of nominations and to schedule, in an orderly fashion, the extensive reviews, notifications and public information meetings which are required.

This emphasizes a point made repeatedly by this office - that a professional consultant familiar with National Register requirements and experienced in historical assessments is needed to prepare the nomination. I understand from my staff that you do not believe your UMTA grant permits the use of grant funds for the preparation of a nomination form. However, in view of the fact that the grant project work identifies an historical assessment to enhance and/or preserve historical areas as a work item, it would appear to this office that the preparation of a National Register

nomination could be an eligible cost. Listing on the Register would provide eligibility for grant assistance and tax incentives which would certainly support the preservation of Underground Atlanta. I would think that this would be something you want to pursue further.

As you know from earlier discussions and correspondence, a nomination form for Underground, which meets National Register standards, must be received by this office by October 1st to be considered for presentation at the January Review Board meeting. We will look forward to receiving it from you.

Sincerely,

Elizabeth A. Lyon

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer

EAL:cgm

Historic Atlanta Local Development Corporation

DEDICATED TO RESTORATION OF HISTORIC UNDERGROUND ATLANTA

BOARD OF TRUSTEES:
DANTE STEPHENSEN, CHAIRMAN
DON LILLIE
HONORABLE MICHAEL LOMAX
MORTON SROCHI
HONORABLE CARL WARE

September 28, 1979

Ms. Carol Dubie
National Register of Historic Places
HCRS 440 G St., N.W.
Washington, D.C. 20243

Dear Ms. Dubie:

Please find enclosed the document referred to recently regarding certification of state or local statutes (see page 2). Please review and advise whether these provisions are still applicable.

Sincerely,

Bob M. Melton
Project Director

BMM/deo

104 OLD CENTRAL AVENUE, S.W. • ATLANTA, GA. 30303 • 404-522-4802

THE NATIONAL REGISTER OF HISTORIC PLACES
DATE REC'D OCT 3 1979
_____ INDIVIDUAL RESPONSE (ATTACHED)
_____ INFORMATIVE MATERIAL SENT
_____ TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN _____
INITIALS _____

Department of Natural Resources
PARKS AND HISTORIC SITES DIVISION
Historic Preservation Section

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

October 16, 1979

Mr. Bob M. Melton
Primary Consultant
Historic Atlanta Local
Development Corporation
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Dear Bob:

This letter is to confirm our conversation of last week regarding a nomination to the National Register of Historic Places for Underground Atlanta. Since our opinions and comments regarding this nomination have been expressed in previous correspondence and in lengthy consultations with my staff, there is no need to repeat them here.

As I indicated to you by telephone, I feel very strongly that the Historic Preservation Section has provided considerable assistance and advice to you on the preparation of the nomination. In fact, the critique that was prepared by our architectural historian, Richard Cloues, and included in my letter of June 28, represents considerably more lengthy attention than we are usually able to provide to individuals and organizations in the preparation of district nominations. I believe that our telephone conversation clarified the status of the old draft nomination study which was prepared by a former student of mine, Sara Herford. As we have said, this is not an adequate model for the preparation of a new nomination, for the several reasons which have been outlined to you on previous occasions.

Also, as we discussed last week, we believe that the most expeditious way for a nomination acceptable to the National Register staff in Washington to be prepared would be for your organization to hire a professional consultant. The consultant, as we also discussed, should be one with a mature professional understanding of the history of Atlanta and the relationship of transportation systems to that history, as well as familiarity with the National Register procedures and an ability to deal with the architectural complexities of the nomination. It is our understanding, also based on our telephone conversation, that you intend to seek such a consultant as we have recommended through the Georgia Trust for Historic Preservation.

We too, as I indicated, are most anxious to see Underground Atlanta placed in the National Register. We will continue to provide as much assistance to you as we can, within the limitations of our small staff, in the expeditious preparation of an adequate National Register nomination for this very significant area.

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

We look forward to hearing from you soon.

Sincerely,

Liz Lyon

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
State Historic Preservation Officer, Acting

EAL:cs

THE NATIONAL REGISTER OF HISTORIC PLACES
NOV 7 1979
DATE RECEIVED
NATIONAL RESPONSE (ATTACHED)
SENT TO THE NATIONAL SERVICE
LETTER/NOTE/CALL (ATTACHED)
DATE ACTION TAKEN
INITIALS

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes	No
	NO

Comments:

MORTON REALTY COMPANY

Morton Srochi
Signature President

February 28, 1980
Date

Morton Srochi, President
Type or Print Name

87 Pryor Street, S. W., Atlanta, Ga.
Address of Property

Underground Atlanta Historic District
Name of Historic District (if applicable)

RECEIVED
MAR 13 1980
HISTORIC PRESERVATION SECTION

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes ✓ ☒

Comments:

March 3, 1980
Date

O. O. Eckardt
Signature

O. O. Eckardt
Type or Print Name

48 Alabama St., Atlanta, GA
Address of Property

Underground Atlanta Historic District
Name of Historic District (if applicable)

RECEIVED
MAR 5 1980
HISTORIC PRESERVATION SECTION

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes ✓No

Comments:

March 4, 1980
Date

Stanley M. Srochi
Signature Secretary

Stanley M. Srochi
Type or Print Name

94-100 Pryor Street , S. W.
Address of Property

Underground Atlanta
Name of Historic District (if applicable)

PLEASE RESPOND TO:
WASHINGTON OFFICE:
☐ 1504 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-3801

DISTRICT OFFICE:
☐ SUITE 425, WILLIAM-OLIVER BUILDING
32 PEACHTREE STREET
ATLANTA, GEORGIA 30303
(404) 688-8207

WYCHE FOWLER, JR.
5TH DISTRICT, GEORGIA

COMMITTEE ON WAYS AND MEANS

SELECT COMMITTEE ON INTELLIGENCE

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 14, 1980

Historic Atlanta Local Development
Company
104 Old Central Avenue, S. W.
Atlanta, Georgia 30303

Dear Friends:

Just a note to say I was in Washington yesterday and I regret that I couldn't join you for the Announcement of "A Plan for the Revitalization of Underground Atlanta".

I commend the continuing efforts of HALDC to restore and maintain Underground Atlanta as a vital part of our Atlanta community.

As always, please let me know whenever I might be of assistance to you in the future.

With best wishes,

Sincerely,

Wyche Fowler, Jr.
Member of Congress

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

Yes (No)

Comments:

Too little too late. MARTA has already severly impacted the area.

3-17-80
Date

Signature VICE PRESIDENT

The Frates Co
Type or Print Name

86-88 Alabama St.
Address of Property

Underground Atlanta
Name of Historic District (if applicable)

RECEIVED
MAR 21 1980
HISTORIC PRESERVATION SECTION

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W., Room #701
Atlanta, Georgia 30334

Dear Dr. Lyon:

I am the current owner of a property which is under consideration by your office for nomination to the National Register of Historic Places.

I approve of my property being proposed for the National Register.

(Yes) No

Comments: THIS PROPERTY IS OWNED BY MARGARET J., JOSEPH & ROBERT S. REGENSTEIN, THE FIRST TWO ABOVE LIVE IN CORAL GABLES & CEDARTOWN RESPECTIVELY, AND THE UNDERSIGNED HANDLES ROUTINE MATTERS RELATING TO THIS PROPERTY. SINCE I UNDERSTAND THAT LISTING OF PROPERTY IN THE NATIONAL REGISTER PUTS NO RESTRICTIONS ON THE OWNER, I AGREE TO THIS PROPOSAL FOR THE OTHER TWO OWNERS AS WELL AS MYSELF.

RECEIVED
MAR 24 1980
HISTORIC PRESERVATION SECTION

3/21/80
Date

Robert S. Regenstein
Signature

ROBERT S. REGENSTEIN
Type or Print Name

80 PEACHTREE ST. S.W. ATLANTA GA.
Address of Property

UNDERGROUND ATLANTA
Name of Historic District (if applicable)

MARTIN E. KILPATRICK
ERNEST P. ROGERS
DEVEREAUX F. McCLATCHEY
OF COUNSEL

LOUIS REGENSTEIN
HARRY S. BAXTER
A. G. CLEVELAND, Jr.
WILLIAM B. GUNTER
GEORGE B. HALEY
BARRY PHILLIPS
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CARL I. GABLE, Jr.
A. KIMBROUGH DAVIS
R. LAWRENCE ASHE, Jr.
JERRE B. SWANN
DUANE C. ALDRICH
WILLIAM E. EASON, Jr.
RICHARD R. CHEATHAM
ALFRED S. LUREY
A. STEPHENS CLAY
TIM CARSSOW
MARION H. ALLEN III
SUSAN A. CAHOON
RICHARD J. BEAM, Jr.
JOE BECK
DENNIS S. MEIR
R. ALEXANDER BRANSFORD, Jr.
THOMAS C. HARNEY
RICHARD R. BOISSEAU

LAW OFFICES

KILPATRICK & CODY

3100 EQUITABLE BUILDING
100 PEACHTREE STREET
ATLANTA, GEORGIA 30303

TELEPHONE (404) 572-6500
TELECOPIER (404) 688-1626
TELEX 54-2307

WRITER'S DIRECT DIAL NUMBER

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DEBORAH A. BRIAN
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KEVIN B. BUICE
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JAMES H. COIL III
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RODERICK C. DENNEHY, Jr.
EVERETTE L. DOFFERMYRE, Jr.
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PHILIP H. MOISE
ROBERT T. MORGAN
JOHN M. NANOS
DAVID C. PALMER
CAROL A. PAULK
JOHN S. PRATT
DUNCAN A. ROUSH
WILLIAM F. SCHNEIDER
ROBERT E. SHIELDS
JUDSON HAWK SIMMONS
DONALD R. STACY
D. SCOTT STENHOUSE
JAMES A. TALERICO
VIRGINIA S. TAYLOR
R. SLATON TUGGLE III
ROBERT C. VARGA
J. WILLIAM VEATCH III
WILLIAM J. VESELY, Jr.
ROBERT DAVID WARE

March 26, 1980

Mr. Bob M. Melton
Project Director
Historic Atlanta Local Development Corporation
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Re: 54-56 Alabama Street Property

Dear Mr. Melton:

Your letters of March 6 and 17, 1980, to our client, Mrs. Thalia Carlos, in regard to the above property have been referred to me for a reply. Mrs. Carlos certainly wants to cooperate with the Historic Atlanta Local Development Corporation in the revitalization of Underground Atlanta and in having Underground Atlanta listed in the National Register of Historic Places. She is not interested, however, at the present time in either selling or granting an option to purchase her property in Underground Atlanta. She would be interested in leasing it to a qualified tenant.

As your plans develop further, I would appreciate your keeping me advised, and we will certainly cooperate with you.

Very truly yours,

Harold E. Abrams

HEA:jh
cc: Mr. Michael C. Carlos
Ms. Elizabeth A. Lyon

RECEIVED
MAR 28 1980
HISTORIC PRESERVATION SECTION

Department of Transportation

State of Georgia
No. 2 Capitol Square
Atlanta, Georgia 30334

THOMAS D. MORELAND
COMMISSIONER
STATE HIGHWAY ENGINEER
EMORY C. PARRISH
DEPUTY COMMISSIONER

HAL RIVES
ASST. STATE HIGHWAY ENGINEER
DANIEL O. KELLY
TREASURER

March 31, 1980

Ms. Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S. W.
Atlanta, Georgia 30334

RECEIVED
APR 2 1980
HISTORIC PRESERVATION SECTION

Dear Ms. Lyon:

In reference to your Notice of February 27, 1980, we have reviewed the information on the proposed nomination of the Underground Atlanta Historic District located in the City of Atlanta, an area bounded by Wall Street on the north, Martin Luther King, Jr. Drive on the south, Central Avenue on the east, and Peachtree Street on the west, and centered on the intersection of Alabama and Pryor Streets in Fulton County, Georgia, to the National Register of Historic Places.

We find no approved transportation plan or proposed project which would have an affect on the site. However, it is requested that the highway rights of way not be included in the nomination.

Yours very truly,

Russell L. Chapman, Jr.

Russell L. Chapman, Jr., P. E.
Director of Preconstruction

RLC/bl

cc: Pete Malphurs

CITY OF ATLANTA

CITY HALL / ATLANTA, GEORGIA 30303 / (404) 658-6400

MAYNARD JACKSON
Mayor
DICK LAYTON
Commissioner
Department of Budget and Planning

PANKE BRADLEY
Director
Bureau of Planning
CAROLE MASSEY
Director
Bureau of Budget Policy
and Evaluation

April 1, 1980

Ms. Elizabeth A. Lyon, Ph. D., Chief
Historic Preservation Section
Department of Natural Resources
Parks, Recreation & Historic Sites Division
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Dr. Lyon:

Subject: Nominations to the National Register of Historic Places - Underground Atlanta Historic District

The Department of Budget and Planning is pleased to support the nomination of the Underground Atlanta Historic District to the National Register of Historic Places. This nomination is very timely, considering the restoration plans for the area which have been prepared by the Historic Atlanta Local Development Corporation.

Sincerely,

Dick Layton

Dick Layton

DL/EH/jp

cc: Mr. Art Cummings, CAO
Commissioner Shirley Franklin
Ms. Jann Meadows
Ms. Panke Bradley
Mr. Eric Harkness

RECEIVED
APR 3 1980
HISTORIC PRESERVATION SECTION

April 2, 1980

Ms. Elizabeth A. Lyon
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Ms. Lyon:

In response to your letter of February 27, 1980, I must state that I am very much opposed to including the "Underground Atlanta District" on the National Register of Historic Places.

Most of the properties outlined in your memorandum have no remaining historical significance and in particular the one myself and my partners own (#13), has none.

The rights of individual property owners have to be impinged upon by bringing another voice into the decision of what disposition may be made of the property.

I am in favor of less government, not more. Government needs to do for the people what they cannot do for themselves and even then only when it is in the best and needed interest of the community. Such a case cannot be made in this situation.

I would welcome an opportunity to meet or talk with you personally prior to your meeting of April 11, 1980.

"Underground Atlanta" can be a great asset to both Atlanta and the state of Georgia. I am in favor of encouraging its development. I am as yet unable to see how this proposal accomplishes that end without possibly inflicting more damage to individual property owners than the net benefits arrived at.

Sincerely,

Alan B. Srochi

Alan B. Srochi

ABS:dl

Historic Atlanta Local Development Corporation

DEDICATED TO RESTORATION OF HISTORIC UNDERGROUND ATLANTA

BOARD OF TRUSTEES:
DANTE STEPHENSEN, CHAIRMAN
DON LILLIE
HONORABLE MICHAEL LOMAX
MORTON SROCHI
HONORABLE CARL WARE

April 4, 1980

Dr. Elizabeth Lyon
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S.W.
Room 701
Atlanta, Georgia 30334

Dear Dr. Lyon:

During the past 45 days I have met with the 34 merchants of Underground Atlanta, who are unanimous in endorsement and support of the National Register nomination request. I have also met with 36 of the 43 property owners in the area, and only two have indicated any concern regarding the National Register nomination. One of those property owners, Mr. Alan Srochi, has subsequently indicated that he would like to sell us his property in connection with our restoration efforts.

We believe National Register appointment is extremely important in our efforts for the preservation, restoration and revitalization of the historic district. We have numerous commitments from prospective investors, new businesses, property owners and lenders indicating their participation is contingent upon success of the application. The importance of this matter was such to warrant hiring of a historic consultant, Dr. Timothy Crimmins, to assist in the preparation. We believe our application is in good order. Inasmuch as more than 90% of the concerned parties in the district indicate support for appointment, we feel it should be given utmost consideration for approval. I am enclosing a copy of our revitalization plans for the district and numerous letters of support for your review and consideration.

Thank you for your continued interest and assistance in this matter.

Sincerely,

Bob M. Melton
Project Director

cc: Carol Griffith

RECEIVED
APR 7 1980
HISTORIC PRESERVATION SECTION

BMM/deo

UNDERGROUND ATLANTA
MERCHANTS ASSOCIATION
84 OLD PRYOR ST.
ATLANTA, GEORGIA 30303

April 4, 1980

Mr. Bob Melton, Project Director
Historic Atlanta Local Development Company
104 Old Central Avenue, S.W.
Atlanta, Georgia 30303

Dear Mr. Melton:

This is to advise you that the Underground Atlanta Merchants Association is unanimous in its support of the Historic Atlanta Local Development Company's preservation, restoration and revitalization plans for the Underground Atlanta Historic District.

Sincerely,

Dante Stephensen, President

Department of Natural Resources
PARKS, RECREATION AND HISTORIC SITES DIVISION
270 WASHINGTON ST., S. W.
ATLANTA, GEORGIA 30334
(404) 656-2754

Joe D. Tanner
COMMISSIONER

Henry D. Struble
DIRECTOR

May 6, 1980

RECEIVED
MAY 13 1980
NATIONAL REGISTER

Ms. Carol Shull, Acting Keeper
National Register of Historic Places
Heritage Conservation and Recreation
Service
U. S. Department of the Interior
W434
Washington, D. C. 20243

Dear Ms. Shull:

We have enclosed the following National Register nomination for your review and consideration.

Underground Atlanta Historic District, Atlanta, Fulton County, Georgia

Sincerely,

Elizabeth A. Lyon

Elizabeth A. Lyon, Ph.D., Chief
Historic Preservation Section
Acting State Historic Preservation
Officer

EAL:dm
Enclosures

RECYCLED PAPER

AN EQUAL EMPLOYMENT OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 6/18/80

TIME OF CALL AM PM

1. CALL ☑ TO: ☐ FROM *(Name)*

Richard Cloues

2. ADDRESS *(Tel. No. if needed)*

GA SHPO

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta—

4. DETAILS OF DISCUSSION

① Are there any other worthwhile interiors of the underground storefronts? ② Have they thought about Tax Act?

① Interiors underground are like the exteriors— some w/very little remaining, others w/many good details — Beverly Hotel has lobby; on other side of the street, some altered, some w/original features. Area definitely has more bits + pieces than anywhere else in Atlanta. (2 sides of one block near Russell Federal Bldg + one other street elsewhere)

② TRA will definitely be a device considered here — State has thought carefully about how to deal w/criteria + standards — they have not reached conclusions on some points, but →

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE | TITLE: HIST | OFFICE:

FHR-8-227
June 1978

have set up a process – are working w/ store owners + developers architect. interest in the above ground also-

③ "Above ground" underground is considered to be strong element of the nomination – This part of town is known as "underground Atlanta" – locally, the name denotes above a/e/a below ground environment. I told Richard I felt that the strength of the nomination was the above ground structures – underground facades had problems w/ integrity in some cases.

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 7/3/80

TIME OF CALL 11:00 ~~AM~~ ~~PM~~

1. CALL ☐ TO: ☒ FROM *(Name)*

Richard Clowes

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

= There was a major fire - it was confined to interior of one of the major buildings — didn't damage the exterior in any way as far as State can determine —

= had no period lobby or other interior spaces

= talk about salvaging the bldg —

= underground level stores — 5 were in basement of this bldg — 1 burned out; & have water damage. UG level is mostly masonry =

= looks still structurally sound - no major cracks - no window damage -

= If later removed, may have an impact on the →

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE

TITLE: HIST

OFFICE:

FHR-8-227
June 1978

distinct —

= area is also a city historic zone — UDC would therefore pull.

— bldg is intact; destruct should be listed —

Start

ENTRIES IN THE NATIONAL REGISTER

STATE GEORGIA

Date Entered JUL 24 1980

Name	Location
Underground Atlanta Historic District	Atlanta Fulton County

Also Notified

Honorable Herman E. Talmadge
Honorable Sam Nunn
Honorable Elliott H. Levitas

State Historic Preservation Officer
Dr. Elizabeth A. Lyon
Acting Chief, Historic
Preservation Section
Department of Natural Resources
270 Washington Street SW., Room 703-C
Atlanta, Georgia 30334

NR Byers/mjd 8/6/80

For further information, please call the National Register at (202)343-6401.

United States Department of the Interior

NATIONAL PARK SERVICE
SOUTHEAST REGIONAL OFFICE
75 Spring Street, S.W.
Atlanta, Georgia 30303

IN REPLY REFER TO:

OCT 2 8 1988

Memorandum

To: Chief, National Register Branch, WASO

From: Chief, National Register Programs Division, SERO

Subject: Recommendation for delisting Underground Atlanta National Register District

The Southeast Regional Office recently received Part I tax certification applications for two buildings located in the Underground Atlanta Historic District in Atlanta, Georgia. As you may know, this district has lost a substantial degree of its integrity since its listing in the National Register in 1980 due to a number of fires and the redevelopment project that has been underway for the last few years.

Although the district is still listed in the National Register, providing the basis for issuing certifications of significance, initially it was our understanding that procedures in National Register Bulletin 19 were applicable. Section VI of the bulletin, "The National Register and Tax Act Certifications", outlines these procedures, "if the NPS regional office staff concludes that claims made in the registration documentation are not supported." Subsequently we were informed by your office that the solicitor had been consulted on this issue, and that Part I certifications should be issued consistent with documentation on file with the National Register, even though that documentation is no longer accurate. We were also directed to provide the National Register with information on the district's loss of integrity.

Enclosed are photographs of the entire district which illustrate streetscapes of each block. The few photographs of individual buildings included were taken from the two recent tax applications and part of one block that is not under construction. Most of the district is a construction site surrounded by a chain link fence, making access difficult. The photographs are numbered and keyed to the map of the historic district, also enclosed.

It appears that only two of the buildings in the two blocks facing Alabama Street, Underground's primary streetscape, have not been demolished/destroyed, either in whole or in part. The block between Central Avenue and Pryor Street is all new construction, with the exception of the Block Building at 60 Alabama (66-68 Alabama on the district map). Between Pryor and Peachtree, some front facades still remain but a photograph of the rear facades shows all new construction (photo 17). The Connally Building is the only building in the block that appears to retain its integrity. New parking decks infill most of the area within district boundaries behind (south of) Alabama Street between Central and Pryor, and a quarter of the block at Pryor and Martin Luther King Drive. The only streetscape that probably retains its appearance as documented in the nomination is located on Peachtree between Alabama and Martin Luther King. Of these eight buildings, five would probably not meet the "Standards for Evaluating Significance within Registered Historic Districts" due to front facade alterations resulting in loss of integrity (photos 20-25). The underground-level facades on the north side of Alabama Street (see nomination, item 7, pages 9 and 10, no.5) are no longer extant (photo 26), except for the structural bays of one building at the corner of Alabama and Pryor Street.

Part I certifications were issued for the Block and Connally buildings, however, the nomination documentation on file is in need of revision, as outlined above. Please contact Jody Cook of my staff at (404) 331-2641 with any questions.

Cecil N. McKithen

Enclosure

cc: GA SHPO

1
SUPERIOR

2

Peachtree
South
View

QSS 115 12-2 N N N 2

3
9 OF 5
RESTAURANTS
ENTERTAINMENT
OPENING SPRING '89
FOR LEASING INFORMATION CALL
522-1793
ROUSE-ATLANTA, INC.

4
27

5
UNDERGROUND
GROUND
ONE
WAY

6

7

8
ROAD CLOSED
Central
DANGER
WATCH FOR TRUCKS

9

UNDER
EQUITABLE
HCB
TMC
A Joint Venture...
NOTICE
10

11
UNDER
HCB
TMC
A Joint Venture
NOTICE

12

13

14

15

ATLA
FURNITURE
16

QSS 113 11-2 N N 1 2

17

18

19

LERNER SHOPS
KINNEY SHOES
KINNEY SHOES
ATLANTA FURNITURE
20

LERNER SHOPS
KINNEY SHOES
KINNEY SHOES
DISCO
BEAUTY WORLD
DISCOUNT BEAUTY SUPPLY
DISCO
STEREO FESTIVA
YOUR HOME ENTERTAINMENT CENTE
BRAND NAMES AUDIO-VIDEO
CAR STEREO TV & TELEPHONES
LOW DISCOUNT PRICES
SALE
21

MANGEL'S
mangels
MANGEL'S
MANGEL'S
sale
$15 FREE
22

BOOKHAMMER'S
ATLANTA
GIFT & NOVELTY
SALE
23

NITURE
Payless ShoeSource
ATLANTA
FURNITURE
DOWNTOWN
577-5353
GREENBRIAR
344-2884
Payless ShoeSource
24

0SS 115 12-2 N N N 2

Rich
Grant

Payless ShoeSource
NO PARKING
TRUCK LOADING
9AM-4PM
DOWNTOWN
OUTLET
STORE
Payless ShoeSource
ATLANTA
FURNITURE
THE SAVINGSTORE
DOWNTOWN
577-5353
GREENBRIAR
344-2884
25

26

27

UNDERGROUND) SHPO-G.
FULTON

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

OCT 2 1985

Ms. Shirley Franklin
Chief Administrative Officer
City of Atlanta
200 City Hall
Atlanta, GA 30303

OCT 8 1985

REF: Underground Atlanta Festival Project
Atlanta, Georgia

Dear Ms. Franklin:

The enclosed Memorandum of Agreement for the referenced project has been ratified by the Chairman of the Council. This document constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and the Council's regulations. A copy of the ratified Agreement has also been sent to the Georgia State Historic Preservation Officer.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,

Don L. Klima
Chief, Eastern Division
of Project Review

Enclosure

Advisory
Council On
Historic
Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

MEMORANDUM OF AGREEMENT

WHEREAS, the Department of Housing and Urban Development (HUD) proposes to approve the use of Community Development Block Grant and Urban Development Action Grant Funds by the City of Atlanta, Georgia, (City) to assist in the development of the Underground Atlanta Festival Project (ATL-UDAG-84-1-9) in the Underground Atlanta Historic District (District), a National Register property; and

WHEREAS, pursuant to the Housing and Community Development Act of 1977, as amended, HUD has delegated its responsibility to the City for seeking the comments of the Advisory Council on Historic Preservation (Council) on this undertaking; and

WHEREAS, the City, in consultation with the Georgia State Historic Preservation Officer (SHPO), has determined that this undertaking may have an adverse effect upon properties located within the District; and

WHEREAS, pursuant to Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations (36 CFR Part 800) the City has requested the comments of the Council; and

WHEREAS, the Underground Atlanta Historic District has lost a significant degree of its historic architectural integrity as a result of two major fires and insensitive storefront alterations;

NOW, THEREFORE, the City, the Georgia SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

Stipulations

The City will ensure that the following measures are carried out.

1. Archeology. Concurrent with the design development stage of the project, and prior to any ground disturbing activities, the City will undertake an archeological survey. Based on the results of the survey, the Georgia SHPO will be consulted and a plan for the avoidance or data recovery of archeological remains which are eligible for the National Register of Historic Places, will be developed and implemented that is consistent with the Council's Handbook, "Treatment of Archeological

Properties" (Attachment 1). The plan will include adequate provisions for analysis, curation and reporting of the results of data recovery and will be submitted to the Georgia SHPO for review and comment. In the event that the plan is developed in phases concurrent with phases of construction activities, ground disturbing activities for each phase of construction will not begin until the Georgia SHPO has reviewed and commented on that phase of the plan.

In the event that previously unpredicted archeological resources are discovered during construction, all work will immediately halt in the site of discovery, and the City will notify the Georgia SHPO. The City, in consultation with the Georgia SHPO, will determine the National Register eligibility of the resources uncovered within seven (7) working days of the original notification. If the resources are determined to meet National Register Criteria (36 CFR Sec. 60), the City will ensure compliance with the appropriate provisions of the Archeological and Historic Preservation Act of 1974 (16 U.S.C. 469). Work in the area shall not proceed until appropriate data recovery or avoidance procedures are completed, or until located remains are determined ineligible for inclusion in the National Register.

2. Rehabilitation. Rehabilitation of "key" and "contributing" properties as designated by the Georgia SHPO in Attachment 2, will be carried out to meet the recommended approaches in the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" (Standards). Plans for rehabilitation will be submitted to the Georgia SHPO for review and comment.

3. New Construction. The City will submit project design plans for all new construction, including site development and landscaping to the Georgia SHPO for review and comment.

4. Design. The City will consult with the Atlanta Urban Design Commission on matters related to the Underground Atlanta Festival Project in a manner consistent with all applicable local ordinances and regulations.

5. Planning. The City, in consultation with the Georgia SHPO, will consider alternatives to the demolition of the Atlanta Fixtures Building. Consideration should be given to alternative designs for the parking facility which would provide necessary parking without requiring the demolition of the building. If it is agreed by both the City and the Georgia SHPO that no feasible or prudent alternative exists to the demolition of the Atlanta Fixtures Building, the City will ensure that the following steps are taken to mitigate the adverse effect of demolition.

a) The Atlanta Fixtures Building will be permanently recorded. The City will contact the Historic American Buildings Survey [HABS, National Park Service, 75 Spring Street, SW, Atlanta, Georgia, (404) 221-2639] to determine the level of documentation required. Documentation must be completed and accepted by HABS, and the Georgia SHPO so notified, prior to the initiation of demolition.

b) The City will, in consultation with the Georgia SHPO, determine what, if any, architectural fabric will be salvaged from the building. The City will provide the means of salvage, and an appropriate repository or re-use of the salvaged fabric will be determined in consultation with the Georgia SHPO.

6. Dispute Resolution. Should the Georgia SHPO object within 30 days to any plans or specifications provided for review pursuant to this Agreement, the City will consult with the Georgia SHPO to resolve the objection. If the City determines that the objection cannot be resolved, the City will request the further comments of the Council pursuant to 36 CFR Section 800.6(b).

7. District. The Georgia SHPO will request the Keeper of the National Register to reevaluate the District and its boundaries in order to determine whether it should be delisted. If the Keeper determines that the District should be delisted, the Georgia SHPO will work with appropriate governmental agencies to determine the eligibility of individual buildings within the boundaries of the former District and to nominate such buildings to the National Register.

8. Amendments. If any of the signatories to this Agreement determines that the terms of the Agreement cannot be met, or the scope of the project is altered, that signatory will request the consulting parties to consider an amendment or addendum to the Agreement. Such an amendment or addendum shall be executed in the same manner as the original Agreement.

Execution of this Memorandum of Agreement evidences that the City has afforded the Council an opportunity to comment on the Underground Atlanta Festival Project and its effects on historic properties and that City has taken into account the effects of the project on historic properties.

(date)
Mayor of Atlanta, Georgia

(date) 9/17/1985
Georgia State Historic Preservation Officer

(date) SEP 17 1985
Executive Director
Advisory Council on Historic Preservation

(date) 30 SEP 85
Chairman
Advisory Council on Historic Preservation

ATTACHMENT 2

UNDERGROUND ATLANTA HISTORIC DISTRICT

KEY AND CONTRIBUTING STRUCTURES

The Block Building	66-68 Alabama Street
The Mark Connally Building	54-60 Peachtree Street
The Atlanta Fixtures Building	102-106 Pryor Street
The Rich's-Grant Building	82-86 Peachtree Street
The Bass Department Store	83-85 Peachtree Street
The Mirror Company	76 Peachtree Street
80 Peachtree Street Building	
The Viaduct Network	that area within the District boundaries; except the Peachtree Viaduct at the Five Points MARTA Station

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 11/14/88

TIME OF CALL 4:05 AM (PM)

1. CALL ☐ TO: ☐ FROM *(Name)*

Richard Cloues

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

GASHPO

4. DETAILS OF DISCUSSION

History: came up several years ago / ACHP case
delist??
RC - talked to NPS → process was set forth
if STILL ON THE NR, could be eligible...
SHPO - → leaning toward delisting... but in
the end consider elig HD
MofA from ACHP → will reassess HD at SHPO

* 6-8 BLDGS IND LIST
* HD delist... → GASHPO therefore dragged feet going

CONNALLY BLDG decertified

Development
NO ultimatum →
URban Design Commission, City of Atlanta
Part 2 → ndo denied

move to doc 6 IND bldgs

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

FHR-8-227
June 1978

DEC 20 1988

H32(413)

Dr. Elizabeth A. Lyon
Deputy State Historic Preservation
Officer
Department of Natural Resources
1252 Floyd Towers East
205 Butler Street, SE
Atlanta, Georgia 30334

Dear Dr. Lyon:

The Southeast Regional Office, National Park Service, has requested that I assess the current condition of the Underground Atlanta Historic District, a property included in the National Register of Historic Places on July 24, 1980, and determine whether this district should be removed from the National Register. This request was made after the regional office reviewed requests to certify the significance of several buildings within the historic district for the historic preservation tax credits. In response to the request for certification, the regional office carefully considered the overall condition of the district today and has recommended that the district be removed because it no longer conveys its historical and architectural significance.

Our information indicates that since its listing in the National Register, the district has lost a substantial amount of historic fabric. Many of the buildings highlighted in the original nomination have been demolished. In several cases, historic buildings have been replaced by modern construction not compatible in scale with the significant historic buildings of the district. These changes alter the district's visual cohesiveness and design. They impact its ability to convey its associations with commercial development of 19th century urban center of Atlanta.

We request that you provide us with your opinion concerning the eligibility of the district and advise us if you plan to initiate procedures for the removal of the district from the National Register.

J. Leonard Ledbetter, Commissioner

Georgia Department of Natural Resources

205 Butler Street, S.E., Suite 1352, Atlanta, Georgia 30334
O.R. Cothran, III, Director, Parks, Recreation and Historic Sites Division
404/656-2770

February 14, 1989

Mr. Jerry L. Rogers
Associate Director, Cultural Resources
National Park Service
Post Office Box 37127
Washington, D.C. 20013-7127

RE: Underground Atlanta Historic District, Fulton County, Georgia

Dear Mr. Rogers:

I am writing in response to your letter of December 20, 1988, in which you asked for information about the underground Atlanta Historic District.

As you know, the Underground Atlanta Historic District was listed in the National Register on July 24, 1980. Since then there have been changes to the district resulting from building renovations, fires, and demolition. The most recent of these changes, and by far the largest in scale, have been brought about by the soon-to-be completed redevelopment of the entire Underground Atlanta area as a festival marketplace.

Because federal funds through the City of Atlanta are being used in part of the Underground Atlanta redevelopment project, Section 106 review procedures are in effect for these undertakings. Enclosed is a copy of the Memorandum of Agreement signed by the City of Atlanta, our office, and the Advisory Council which governs the preservation-related aspects of the federally funded portion of this project. Stipulation #7 of the MOA calls for our office to reassess the National Register eligibility of the Underground Atlanta Historic District, taking into account the effects of the redevelopment project as well as prior changes to the district. This stipulation is understood to mean that we will reassess the National Register eligibility of the district upon completion of the current redevelopment project so that the full impact of the project can be taken into account. We intend to do this, in consultation with our State Review Board, property owners, and the City of Atlanta (a Certified Local Government), when the redevelopment project is completed. Project completion is expected during this calendar year.

Given the large-scale nature of the Underground Atlanta

is expected during this calendar year.

Given the large-scale nature of the Underground Atlanta redevelopment project and prior changes in the area, we believe it is likely that, when it is reassessed, the Underground Atlanta historic district will be found to no longer meet the National Register criteria due to loss of integrity. In anticipation of this finding, we have been compiling a list of buildings and structures in the Underground Atlanta district which might be individually eligible for the National Register; a copy of this list is attached to the MOA. As part of its MOA responsibilities, the City of Atlanta is to provide us with National Register-level documentation on these buildings and structures so that they can be individually nominated to the National Register should the district be deemed no longer eligible. This will allow the continuation of National Register benefits to eligible properties in the area and help to insure their preservation. However, should National Register documentation on these buildings and structures not be provided to us by the time the Underground Atlanta redevelopment project is completed, then we will proceed with our reassessment of the district's eligibility.

Because of the complexity of the preservation issues relating to the Underground Atlanta area and prior commitments to preservation on the part of numerous agencies and organizations, we believe that the plan of events outlined in the MOA should be allowed to run its projected course. Should this not be possible, then you might wish to consider unilateral action to resolve the situation. At this time, however, such action seems to us to be premature.

Should you need additional information or wish to discuss this matter in more detail, do not hesitate to call or write me.

Sincerely,

Elizabeth A. Lyon
Chief
Historic Preservation Section

EAL:ca

Enclosures

COPY: Atlanta Urban Design Commission

H32(413)

MAR 3 1 1989

Memorandum

To: Regional Director, Southeast Regional Office
Attention: Deputy Associate Director, Cultural Programs

From: Associate Director, Cultural Resources

Subject: Request to remove the Underground Atlanta Historic District from the National Register of Historic Places

We have reviewed your request to remove the Underground Atlanta Historic District from the National Register of Historic Places. As part of our review, we requested the opinion of the Georgia State Historic Preservation Officer. The State responded that the district as a whole had lost integrity and would probably no longer meet the National Register criteria. Attached is a copy of the State's letter. The State also noted that it would conclude a reassessment of this district as part of its role in a large development project in this area. With this in mind, I determined that the district should remain on the National Register so that those properties which retain historic integrity can continue to receive the benefits of National Register listing until the district as a whole can be officially reassessed.

The State noted an official reassessment of the district had been pending since 1985, when it was mandated in a Memorandum of Agreement among the State, the City of Atlanta, and the Advisory Council on Historic Preservation. The State expects to conclude its reassessment by the end of the calendar year when the redevelopment project will be completed. We will notify your staff as soon as we receive documentation from the State.

If we can be of any additional assistance, please contact our staff.

/Sgd/Jerry L. Rogers

Attachment
cc: Mr. J. Leonard Ledbetter, SHPO, Georgia
bcc: 400-Reading File
413-Reading File
Record Center
FNP:A.Schlagel:adr:03-20-89:343-9536
BASIC FILE RETAINED IN 413
SYS 66:(APS/tax-act)/ga-under

A Schlagel 3/28/89
Boland 3/29/89
3/29/89
0413
R T Bowen 3/30/89

We would appreciate a response as soon as possible in this matter.

Sincerely,

/Sgd/Jerry L. Rogers

Jerry L. Rogers
Associate Director, Cultural Resources
and Keeper of the National Register of
Historic Places

cc: Jody Cooke, SERO
bcc: Southeast Regional Office
400-Reading File
413-Reading File
Record Center
FNP:A.Schlagel:ad:12-12-88:343-9536
BASIC FILE RETAINED IN 413
SYS 64:(aps/nom-review)/ga-under1

Georgia Department of Natural Resources

J. Leonard Ledbetter, Commissioner

205 Butler Street, S.E., Suite 1352, Atlanta, Georgia 30334
O.R. Cothran, III, Director, Parks, Recreation and Historic Sites Division
404/656-2770

October 2, 1989

Carol Shull, Chief
Registration Branch
National Register Division
U. S. Department of the Interior
P. O. Box 37127
Washington, DC 20012-7127

RE: Underground Atlanta Historic District, Fulton Co., Ga.

Dear Carol:

Our office is reassessing the eligibility of the Underground Atlanta Historic District in Atlanta, Fulton County, Georgia, a historic district which was listed in the National Register on July 24, 1980. This reassessment was stipulated in a Memorandum of Agreement written in conjunction with the recent redevelopment of Underground Atlanta as an urban festival marketplace. We need your help in resolving eligibility issues pertaining to Underground Atlanta.

When Underground Atlanta was listed in the National Register nearly 10 years ago, it consisted of several blocks of late 19th/early 20th century commercial buildings, a gridiron street plan, a railroad right-of-way with an associated survey marker (the "Zero Milepost") and a freight depot, and a network of early 20th-century concrete viaducts which carry the city streets over the railroad "gulch" and create distinct "upper" and "lower" levels in the area (hence the name "Underground"). The combination of these elements resulted in a unique two-level historic urban environment reflecting the growth and development of downtown Atlanta in the late 19th and early 20th centuries and, in particular, its accommodation of railroad and automobile traffic in the central city.

Since the date of listing there have been major physical changes to the district. These changes have resulted from several fires and subsequent demolition of buildings, demolition of other historic buildings, extensive remodeling of former historic buildings, and extensive new construction. A lesser number of historic buildings in the district have been rehabilitated following preservation guidelines. Many but not all of these changes are the result of the recently completed redevelopment of Underground Atlanta as an urban festival marketplace.

Statistically, the district when listed contained 25 contributing buildings, 8 noncontributing buildings, 1 contributing structure (the viaducts), and 1 contributing object (the Zero Milepost, located under the Central Avenue viaduct north of the railroad tracks) (note that these counts were not reported in the National Register nomination form which was prepared before such counts were a required part of National Register documentation). Currently it contains 9 contributing buildings, 24 noncontributing buildings, 1 contributing structure, and 1 contributing object. These figures represent a loss of nearly two-thirds of the contributing resources in the district. These losses include two landmark buildings along Pryor Street and the two oldest buildings in the district along Alabama Street as well as other contributing buildings. Also lost is the overall historic setting of these buildings. What remain today are two landmark buildings at the two major intersections in the district (Alabama/Pryor and Alabama/Peachtree), the freight depot, the Zero Milepost, seven contributing commercial buildings, and the viaducts, in a contemporary "urban festival marketplace" environment.

After considering all these facts, we have concluded that the Underground Atlanta Historic District as a whole no longer meets the criteria for listing in the National Register. We believe that the loss of a significant percentage of contributing buildings plus extensive alterations to the historic setting of the district have resulted in an overall loss of historic integrity.

The Georgia National Register Review Board was asked by our office to review the situation and our conclusions at its most recent meeting. Although the Review Board agreed that the district as a whole no longer meets the criteria for listing in the National Register, the Board was unwilling to recommend that the entire district be taken off the National Register. Instead, the Board suggested changing the boundaries of the existing district to eliminate the large areas of new development and to encompass only the areas containing surviving historic buildings and structures. In keeping with the theme and significance of the currently listed Underground Atlanta district, the smaller district would include the surviving historic buildings in the vicinity, on both upper and lower levels, including the two surviving landmark buildings and the freight depot, and the Zero Milepost, tied together by the gridiron street plan and the overlaid network of historic viaducts. The Board believes that this area, although smaller than the original district, represents all the important aspects of the larger district--buildings, street plan, viaducts, railroads--and is sufficient in size, scope, and integrity to "tell the story" of Atlanta's downtown development. Moreover, the Board pointed out that there

are no other areas in the downtown area which today have the potential to do this.

I have enclosed information which we developed for our Review Board's consideration of Underground Atlanta. It includes several maps of the district showing contributing/noncontributing buildings "then and now," current slides of the area keyed to maps which correspond as closely as possible to slides and photographs taken in 1980 for the Underground Atlanta National Register nomination, and maps showing the Review Board's proposals for reducing the boundaries of the district. With regard to the Review Board's proposals, note that Proposal #1 retains all surviving historic buildings in the current historic district while Proposal #2 retains only those surviving historic buildings which are fronted by the viaducts and which have both upper and lower levels. Would you please look over this material and advise us as to: (1) whether or not in your opinion the district today as a whole meets the National Register criteria; and (2) whether or not you believe our Review Board's proposals for reducing the boundaries of the district would result in a smaller district that would meet the National Register criteria.

Please call or write Richard Cloues, our National Register coordinator, if you have questions, need information, or would like to discuss the matter more fully. Thank you for your assistance in this matter.

Sincerely,

Elizabeth A. Lyon, Ph.D.
Chief, Historic Preservation Section
Deputy State Historic Preservation Officer

copy: Richard Cloues

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATE 5-21

TIME OF CALL AM PM

TELEPHONE REPORT

EXECUTIVE ORDER 11593

1. CALL [X] TO: [ ] FROM (Name)

Agency Name:

Mr Mano

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

Downtown Atlanta

4. DETAILS OF DISCUSSION

Maureen Cavanaugh

Told them that Dave Sherman will send down.. & to send determination request

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

GPO 881-055

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATE 6-1

TIME OF CALL AM PM

TELEPHONE REPORT

EXECUTIVE ORDER 11593

1. CALL [X] TO: [ ] FROM (Name)

Agency Name:

Bob Cucco

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

007

4. DETAILS OF DISCUSSION

Told him that we had not yet received written request for data. He promised to get it to us

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

GPO 881-053

EXECUTIVE ORDER 11593

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE 6-11

TIME OF CALL ____ AM / PM

1. CALL [X] TO; [ ] FROM *(Name)*

Mr Mano

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

Umpqua Administrator is thinking about having a talk with the Sec. of DOI about delaying the project. Mr Petricelli (Admin. of Umpqua) is holding the letter.

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

GPO 881-053

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

meeting **~~TELEPHONE~~ REPORT**

DATE 9/26

TIME OF CALL 4:30 AM PM

1. CALL ☐ TO: ☐ FROM (Name)

see attached cards

2. ADDRESS (Tel. No. if needed)

Atlanta

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

- They were in DC to discuss future of area. Specific concern relative to NR was how to get new area listed. They felt that SHPO was giving conflicting advice + direction — question of what should be included in terms of viaducts, etc. They seem to feel they have been told right to include, now not too.
- Unclear as to how GA nomination process are involved. They want direct assistance or assistance to SHPO to deal w/ "complex resource."

I told them I thought SHPO staff was competent to deal w/ the resource; knew they were actively working

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE | TITLE: HIST. | OFFICE:

FHR-8-227
June 1978

on nomination in June (we had discussed w/R. Clowes) + thought it was progressing. I suggested that internal staff disagreement might be source of problem + that I would talk with them. Told them I would be coming thru City next week + would suggest to state I would stop all if they felt they needed assistance. Otherwise, we could talk a bit more + then see what was really needed in the way of assistance. I stressed that we (NR) clearly cannot go down + do the nomination + then review it here — this would be a conflict — and staff time is very limited.

Told Mary Ann Lynch I would call her, Thurs. or next week.

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 9/27

TIME OF CALL ____ AM / PM

1. CALL ☑ TO: ☐ FROM *(Name)*: Bob Mellon

2. ADDRESS *(Tel. No. if needed)*: Dev. Corp

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

- met w/ Liz several days ago
- They (D. Corp) was approaching it wrong — want to stop further demo
- Have had indication that firm could be altered to cover whole system —
- "is looking forward to working w/ State"
- wants to work w/in structure — is businessman

July 16 → Sept 20 to review nominations

NAME OF PERSON PLACING/RECEIVING CALL: DUBIE

TITLE: HIST.

OFFICE:

FHR-8-227
June 1978

UMTA grant 18 month period
no cons. $ available per see
need to make ~~application~~ application

are these grants?

---

name at N. Trust

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 9/27

TIME OF CALL 9:45 AM PM

1. CALL ☑ TO: ☐ FROM (Name)

Richard Cloues

2. ADDRESS (Tel. No. if needed)

GA SHPD

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

- Norcross Dev. Corp set up to do feas. study to devise ways to pres.
- Stephenson owns major bldg.

They came several months ago.

- SHPO came up w/ memo — told them eligible but there were things they needed to do
- They sent back Xerox copy of SHPO's material
- They've been meeting + having

NAME OF PERSON PLACING/RECEIVING CALL: DWSC

TITLE: Hist.

OFFICE:

FHR-8-227
June 1978

- SHPO staff reviewed some current proposal
- they have a lawyer

looking about for expertise

→ it they could get together now it would go right through

- SHPO cant suggest consultants but believes they have found names

- L12 had talked w/ their lawyer — had impression they would straighten out

? is not an historical type — economist or something

Melton is difficult to work with — wont listen to SHPO — can't perceive how NR relate to destroy

MEETING REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Underground Atlanta

LOCATION OF MEETING: DATE: 10/23

STAFF MEMBER: DIVISION:

PARTICIPANT: ORGANIZATION: PHONE:

Call to Mary Ann Lynch 404-522-4802

REPORT:

- called to tell her we were meeting w/SHPO tomorrow
- we will discuss this specifically - on Wed or on Thurs., after meeting w/Liz Lyon -

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE 10/30

TIME OF CALL 9:50 AM ~~PM~~

1. CALL ☒ TO: ☐ FROM *(Name)*

Mary Ann Lynch

2. ADDRESS *(Tel. No. if needed)*

HALDC

3. SUBJECT, PROJECT NO., ETC.

Underground Atlanta

4. DETAILS OF DISCUSSION

1. Use old nomination only to understand the General area — not as basis for new nom

NAME OF PERSON PLACING/RECEIVING CALL	TITLE	OFFICE
DUBIE	HIST	

FHR-8-227
June 1978

WASO-166
(August 1971)

U. S. DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TELEPHONE REPORT

DATE

TIME OF CALL AM PM

1. CALL ☐ TO: ☒ FROM *(Name)*

David Sherman

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

Ga. // Atlanta // Olympics project

4. DETAILS OF DISCUSSION

We would like to explore that it is ~~Parks~~ responsible to identify cultural resources early in the planning process.

He says the stronger language the better.

Advised us to include statements in letter that Parks staff were present at Feb & Sept meetings

NAME OF PERSON PLACING/RECEIVING CALL

C Shull

TITLE

OFFICE

PC

GPO 897-848

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE

TIME OF CALL AM PM

1. CALL ☐ TO: ☐ FROM *(Name)*

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

- They cannot get leases from MARTA for spaces in R.O.W.
- May make mothe wall into museum or underground Atlanta.

Dead space from planning pt. of view

- 4 block area with T street - linear section including structure
- Redev. corp. has carved out area slightly larger than underground. Other bldgs have nothing to do w/underground

-

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

FHR-8-227
June 1978

history + hist. sig has to be stated

— SHPO suff.

bldgs + st. gatter – mid – late 19th

viaducts –

all of underground is on one side of viaducts

- come up to block
3 or 2 blocks in one dir.
that's all
- Tech wood not included

S
- several facades completely intact
- some others are fragments – eg local windows
- some gone

N
- A lot of them were to be stone
put back up
"Manta facades"

redev. plans are to keep the fabric w/ integrity

U.S. DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

TELEPHONE REPORT

DATE

TIME OF CALL AM PM

1. CALL ☐ TO: ☐ FROM *(Name)*

Richard Clowes

2. ADDRESS *(Tel. No. if needed)*

3. SUBJECT, PROJECT NO., ETC.

4. DETAILS OF DISCUSSION

6-7 States

27-32 items | boiled down 3-4

→ Simplier + quicker to list

Competit envir w/ other preser benefits; must be consummate w/ listing

getting the form more satisf

min →

overkill

over compensive

NAME OF PERSON PLACING/RECEIVING CALL | TITLE | OFFICE

FHR-8-227
June 1978

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

The regular meeting of the Atlanta Civic Design Commission was held on Thursday, Feb. 13, 1975 at 10:30 A.M. in Committee Room 4 at the City Hall. The meeting was presided over by the Chairman, Mrs. Rodney Cook. The following members were present:

Mrs. Rodney Cook
Mr. Tarlee Brown
Mr. Bill Finch
Mr. James Gramling
Mr. Bill Laubman
Mr. Edward Daugherty

Visitors attending were:

Howard L. Preston, Bureau of Planning
Elizabeth Z. MacGregor - Ga. DNR
Marilyn Devoe - Morris Brown College
Kenneth Raskin - Ga. DNR, HPS
George Otto - Bureau of Planning
Paul J. Kennedy - MARTA, Mgr. Design Development
Mabel Owen - League of Women Voters
Monica Fleischman - Burear of Planning
Dr. Elizabeth Lyon - Architectual Historian
Stephen M. Schwartz - International City Corp.
Panke Bradley - Councilwoman
The Honorable Mayor Maynard Jackson
Commissioner Emma Darnell

The January 9th minutes were corrected, read and approved. Minutes of January 23rd were read and approved. The Chairman called Mr. Whitman at the Hamilton Bank & Trust Bldg. and he reported that Mr. Wain Covington, Interior Designer of the Bldg. will be at the Feb. 27th meeting. It was brought up that the name of the Ga. Savings Bank had been covered up with concrete. This was not the original name of the bank and they do not intend to do anything structurally to change the outside of the bldg. Mr. George Otto reported on permits for the outside of the building and will put up awings on it. The inside will have no physical change.

Mr. Tarlee Brown reported on the Commission's letter to Mr. Ventulett about the Pedestrian bridges over Techwood & Magnolia Sts. Copies will be sent to Mr. William Wofford, Commissioner Pelham Williams, The Mayor, Commissioner Leon Eplan, Mr. Collier Gladin and Councilman Richard Guthman.

A letter of resignation from Mr. Charles Jones was read and he recommended Mr. Andrew J. Gravino as his replacement. Also Mr. Norman Shavin requested his letter of resignation be read. Mr. Julian Harris sent his resignation and recommended Mr. Glen Acree of Ga. State University who was also recommended by Mr. George Beatty and Mr. Joe Perrin. Mr. Daugherty suggested that the Commission write a letter of appreciation to Mr. Harris for the ten years he spent working for the Commission. It was so moved.

Mr. Paul J. Kennedy, Mgr. Design Development of MARTA, presented a report on the station to be constructed in Underground Atlanta. A discussion was held of the access to it as well as Rich's and Omni International, particularly at plaza level. The Chairman brought up about all the stations being made beautiful and the main station downtown have a history of the city done in terrazzo. A letter was written last Oct. by her about this matter but no response was ever heard from it. Mr. Kennedy suggested that she write Mr. Allan Keefer. Mr. Finch gave a detailed description of the design of the station problems of low head room, design of a park and the smooth moving of pedestrian traffic. His firm is the architect for the station. The Chairman suggested the Commission make contact with Underground Atlanta and hear their problems. Mr. Bill Laubman was asked to contact Mr. Jack Patterson and Mr. Steve Fuller to comment on the facades of the buildings along Old Ala. St. being torn down. Mr. Daugherty and Mr. Finch also brought up the lack of public conveniences on the plaza level and hoped this would be reminded to the MARTA people.

The Chairman read a letter to the Commission by Dr. Elizabeth Lyon stating that the City of Atlanta was given a $880,000.00 Grant on June 28, 1974 from the Historic Preservation Section of the Ga. Dept. of Natural Resources for a complete survey of the National Register of 26 historical places and 6 neighborhoods. Dr. Lyon summitted a proposal to the Chief of the Section, Mary G. Jewett, in Jan. 1974 and had subsequent conferences with the Design Commission. Only a small amount of work has been done since July, 1974 since the funds have still not been released by the City. In Oct., Dr. Lyon learned the City Council would have to issue a contract. This was done by the end of the month and also it was learned that the Urban Observatory Staff in the Mayor's office would write up a suitable contract. Dr. Lyon drew up a new tentative schedule of work completions. On Jan. 10th, 1975, Dr. Lyon met with Mr. Michael Lomax. The contract was sent to the Mayor's office on Jan. 24th with the recommendation from Commissioner Emma Darnell that the contract not be signed. February 3rd, Dr. Gloria Blackwell, Commissioner Darnell and Dr. Lyon met and found that the E.O.A. requirement of the make-up of the team of student assistants and personnel and minority group identification was not in order. Also Dr. Lyon was already listed with the "Sweet Auburn" contract and it is contrary to city policy to sign another with her. They will sign the second contract if it can be proved that this one requires someone with special skills. They offered to reevaluate the contract by Feb. 11th. The student assistants have not been paid to date and cannot expect them to work any longer since the expiration date of the contract is June 28, 1975 as required by the state. The work cannot be finished unless assurance can be given of the funds coming. Dr. Lyon has been told by Mr. Jackson Lamb of the Historic Preservation Section that an extention can be made for the work already done. These funds are not matching funds but Federal money given to the State.

Dr. Lyon reported that the second contract was turned down by Commissioner Darnell. At this point, Councilwoman Panky Bradley was recognized and said that the Council should be informed of the procedual manner in which time is lost in contract negociations being turned down by the Executive Branch. If contracts are turned down, it should be done earlier before work starts, especially with citizen participation. Councilwoman Bradley said she would be glad to work with the Commission on this.

Mayor Maynard Jackson joined the meeting at this point. He would like the Commission to become the Commission of Urban Design, incompassi more than the city, have a broader impact. Mr. Leon Eplan will discuss this with the Commission. Dr. Lyon told the Mayor she had sent him a copy of her letter to Commissioner Darnell and he will study the situati Mr. Daugherty brought up the pedestrian tie-up from Five Points area to the multiplying air-right structures; a coordinated effort needed for th North-South Viaduct. The Mayor wants the Commission also to work with Mr. Eplan, Dept. of Budget & Planning, about this.

After the Mayor left, Dr. Lyon said in her meeting with Commissione Darnell, she showed and equal number of men and women, students from bot black and white universities but Dr. Lyon being used on more than one contract was not procedual. She works on the "Sweet Auburn" contract so must have someone else on this one. The other people listed on the contract are as follows: Dr. Michael Porter, Emory & Atl. Univ., Black and a student of Dr. Lyon's; Dan Durett, Emory & Atl. Univ., Black; Lee Dunagen from Ga. Tech, graduate student, white; Jem Roberts, Emory graduate student, white; and several girls doing clerical work.

Mr. Daugherty read a letter about the Great Museum Park he wrote to the Mayor. It made reference to the presentation by Mr. Jim Wiley at the Dec. Commission meeting of a park using the I-485 right-of-way from the intersection of I-85 and Ponce De Leon out to Candler Park. Plans and drawings were not shown and the Commission concluded that with such lack of access by the park structures to the neighborhoods, it would be using public lands for private use. It was voted and approved to send the letter to the Mayor.

Mr. Daugherty also read a letter of 12/18/74 from Mr. Stephen Thomas of Stone Mountain stating that a Trilon Sculpture was being given to the City and was accepted by the Commission. A place to put it needsto be made so it was recommended that Mr. Connell, Mr. Laubman and Mr. Daughert meet and decide on this.

Mr. Daugherty read a letter he sent to the Mayor about the beds at the Civic Center. He recommended that some beds be pulled up and moved to the pedestrian level for more color and worked with Mr. Elrod and his gardner who were most helpful. Mr. Elrod will be most happy to work with the Commission in the future. The Mayor also had asked Mr. Daugherty to prepare changes for simplification of the City Hall grounds. Mrs. Lomax,

Mr. Sugerman, Mr. Monroe and Mr. Daugherty worked this up and a letter was sent to the Mayor on August 28, 1974 with an estimate of about $2,000.00 for the Ga. Plaza Scheme to be done by Hickory Hill or Monroe's. No reply came so another letter was written on Jan. 24, 1975. If no response is had by Feb. 18, 1975, Chairman Cook and Mr. Daugherty will follow this up.

Commissioner Darnell joined the meeting and wanted to explain her reasons for refusing the contract of Dr. Lyon's. She needed job descriptions, list of all personnel, rate of pay, title & educational background, race, sex and no duplification of personnel on other contracts. Dr. Lyon explained her unique qualifications needed on both contracts and she will work up a table of all this for the Commissioner.

There being no further business, the meeting was adjourned at 1:15P.M.

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

The regular meeting of the Atlanta Urban Design Commission was held on Thursday, June 12, 1975 at 10:15 A. M. in Committee Room 4 of City Hall. The meeting was presided over by Chairman, Bettijo H. Cook. The following members were present:

Leon Allain
Bettijo H. Cook
Bill Finch
Frances Aronson
Tarlee Brown
Edward Daugherty

Advisory Committee Members present were:

Elizabeth Lyon
Franklin Garrett
Larry Preston
Richard Rothman
Tarlee Brown
George Otto
Dr. Gloria Blackwell

Visitors present were:

Ray Kenze - C.A.P.
Rick Wilson - City Council Staff
Morris Dillard - Director of MARTA Planning
John C. Calhoon - City Councilperson
Tom Eason - Bureau of Parks
Ed Castellani - Planner, MARTA
Mary Ann Callen - Planner, MARTA
Peter Yeung - Bureau of Parks
Mabel Owen - League of Women Voters

Mr. Morris Dillard, Director of MARTA Planning, talked about the E.I.S. Survey required by law, and MARTA's plans to comply with this requirement. MARTA's survey will begin in the Decatur area soon. He said that at this time, only minor changes could be made in the transit lines. Mr. Franklin Garrett said that he had done a 1972 survey of the right-of-way for MARTA to determine if there were any buildings or sites located within the right-of-way. Mr. Dillard also discussed the effect of MARTA upon Underground Atlanta. He stated that MARTA owned the Alabama St. side of one of the streets in Underground Atlanta. Mrs. Cook then switched the discussion to the interior design of the stations. Mr. Finch expressed the opinion that the stations should reflect the history and characteristics of the surrounding neighborhoods. Mr.

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

Rothman explained the plans for the Cain Street Station which might include visual etchings for the passengers to enjoy. Dr. Blackwell talked of MARTA's need to be aware of the entire history of the various neighborhoods. Mr. Rothman spoke of other factors which should be considered in the interior design of the stations, such as building costs, maintenance expenses and vandalism. Mr. Dillard stated that the stations would not look like hospitals but would try to reflect the historic characteristics of the neighborhoods. In returning to the issue of Underground Atlanta, there was a discussion of the noise effect on the area when the transit trains were passing through. Mr. Brown said the Commission was opposed to the demolition of the taverns, shops and restaurants along Alabama Street. Mr. Castellani mentioned that the station architects have access to the historical and architectural materials at Georgia State University.

Mrs. Cook concluded the discussion by stating that she was satisfied that lines of communication between the MARTA Planning Department and the Urban Design Commission had been opened.

In the second order of business, Tom Eason and Peter Yeung of the Parks Dept. brought forward a design plan for a gymnasium which the City's Parks Dept. is building in a park in the Thomasville neighborhood in Southeast Atlanta.

Finally, Randy Mallory, owner of the Front Page in Underground Atlanta, showed the Commission members possible design schemes for a door and window to be constructed in his tavern. He will return at the next meeting to bring in other design schemes. There being no further business, the meeting was adjourned.

George Otto &
Frances S. McDaniel
Recording Secretary

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

The regular meeting of the Urban Design Commission was held on July 10, 1975 in Committee Room 4 of City Hall with Chairman Cook presiding. The following members were present:

Bill Laubman
J. A. Gramling
Jack Adair
Tammy Jenkins for Tarlee Brown
Bettijo H. Cook

The visitors present were:

Dr. Elizabeth Lyon - Advisory Committee Architect-Historian
Kent Hofmann - Midtown Neighborhood Assoc.
Joe Svatos - " " "
Ruste Kitfield - " " "
George S.Hart - Interested Bystander
Mary Anne Callen - MARTA
Mabel Owen - League of Women Voters
George Otto - Planning Bureau

Chairman Cook reported on several happenings to the Commission. She read a letter from Tom Eason of the Parks Dept. with a sketch of a sign for Underground. Comments and suggestions should be directed to Joe Cooper, Executive Vice Pres. of Underground from the Commission. A copy was also sent to Commissioner Moore. Also, she received a letter from the Board of Directors of the Cyclorama Restoration, Inc. about a annual meeting, the first, to be held on July 22, 1975 at the Cyclorama at 8:00 P.M. A permanent Board of Directors will be elected, reports from existing committees will be received of the future direction of the Cyclorama and nominations for a Board of Trustees will be done. The letter was signed by Mr. Rocky Wade, the temporary chairman. Mr. Laubman was asked to comment on the Underground sign and said there was not enough information given about colors in the sign and where it will be placed. He will answer the letter with comments from the Commission.

Dr. Lyon gave her report on the June meeting and Bicentennial plans of the Advisory Committee. The Committee will do special projects for the summer and not hold regular meetings for July & August. Bicentennial recommendations were given to the members present. Also appended to it was a report from Minnette Bickel on tours according to subject, districts and area tours with a discription of the tours development, historic structures and sites. Copies will also be sent to the Commissioner of Cultural Affairs. Another recommendation was neighborhood celebrations. It was suggested that the Bicentennial Commission Chairman, Col. Pew, be sent these recommendations as well. George Otto said the Commission of Col. Pew's was not working on celebrations or other plans now but on the reconstruction of the Fort at the Chattahoochee river. Chairman Cook asked that Col. Pew be asked to the Commission's meeting on July 24th to discuss Bicentennial plans with the Commission and Dr. Lyon.

Each neighborhood festival will be according to the historic background of the neighborhood. Funds for the Bicentennial are not known about yet, according to Dr. Lyon, but the Committee was asked by Michael Lomax to work up plans for neighborhood tours of historic sites. Larry Preston of the Committee suggested a Tour Day to start at Central City Park and be self-guided with brouchures to guide the public. They could be walking or bus tours. Some tours are already in process. Someone has to put the tours all together using the Commission and Advisory Committee as consultants. Richard Rothman suggested using a person as a neighborhood coordinator with different identities suitable for each neighborhood.

Another recommendation from the Advisory Committee is a Preservation Conference to be held in the fall and the Commission and Committee sponsor it. The Educational Department of the National Trust has already produced funding for it. Another source is the N.E.H., National Endowment for Humanities Grant.

Three conferences are coming up that Dr. Lyon would like to have representatives sent to. One is the National Trust sponsored one in Seattle, Washington the end of July on Econimic Benefits of Preserving old buildings designed for developers, real estate people, financiers, bankers, people in the community with the where-with-all to do this. The other one is the Historic Districts Workshop Conference held in October in connection with the National Trust meeting held then. The Planning Dept. should send someone. The third is the Assoc. of Technology Conference in Williamsburg in Sept. on paint, structual stone & wood. Chairman Cook suggested telling the A.I.A. about this so that maybe they can send someone as there are no funds here to do so. Col. Pew will be informed on this at the July 24th meeting and he can pass it on to the Planning Dept.

Bill Laubman asked about private neighborhood urban landmark designations information on how to go about establishing it. Ruste Kitfield from Midtown Neighborhood Assoc. wanted to know as well. Dr. Lyon said the Commission should set up some kind of guide and pass it on to the City. An historic survey of the whole city will be done by December and this will help. The Preservation Conference will help give out information on this also. Dr. Lyon spoke with a person in the School of Urban Life at Ga. State on the Community Services Committee. Seminars and summer programs might like to help with this.

The Commission needs to follow up on a letter to Dr. Lyon from Comm. Davey Gibson relative to the C.D. Funds. She had written him asking for C.D. Funds to be used for projects with a wide effect on revitalization of neighborhoods and also having no preservation or professional staff in the city to serve as consultants in using the Funds. Comm. Gibson said the Commission could serve as consultants for this. Not having a staff would not jeopardize the program. Dr. Lyon cautioned about an adequate review and requirements of enviroment done with federal funds and to rehabilitate neighborhoods. You have to follow certain rules and

regulations for the use of C.D. Funds. The State Dept. of Historic Preservation will make a final review.

Letters from three moving companies about moving the Peter's House have been received by Dr. Lyon. Leon Eplan has been informed. The house can be moved without little damage according to these three companies. Mr. Eplan thinks he can get the CAP to do this. The Commission needs to acknowledge that the information has been turned over to the Planning Dept. Chairman Cook said it will be done. The other house the Committee has been trying to do something with is the L.P. Grant house. No evaluation has been done yet so a letter was sent to Mr. Taylor, who lives in it, asking permission for two members of the Committee to do so. He called Dr. Lyon and said they could not come for 2 yrs. Chairman Cook and George Otto have been in the house recently and it is in very bad repair. Therefore, the only access to it will be through code violations procedure but hope to avoid this as the City legal Dept. will have to get in it and it might be torn down. C.D. Funds can be used for the restoration or adaptive use of it as it can be used as a library or child care center but evaluation is necessary. As to the moving of old houses, Chairman Cook pointed out that fundamentally, the Commission does not recommend moving houses but when there is no other alternative, as in the Peter's House, it could be done.

The Historic Zoning Ordinance can be used now in giving protection to Landmarks. Neighborhood groups need to be contacted about this with a member of the Commission acting as a guide.

Dr. Lyon wrote a letter to the Dept. of Interior in Washington about Stone Hall being made a historic landmark. The answer received stated that they are working under theme studies and the present themes are: Architecture, Science & Invention and History of Black Americans. Dr. Lyon suggested that the Commission recomment the Martin Luther King Memorial as one Atlanta Landmark. Chairman Cook brought up that it is imperative for Atlanta to have a Landmark's Office. Commission has talked to the Mayor, Councilmembers and others about this as Landmark work cannot continue to be done by volunteers such as this Commission. In January, the Commission did get non-matching money of $10,000.00 for a survey of Atlanta's Historic Structures & Sites to place on the National Register. With so much new construction and MARTA, it is even more urgently needed. Atlanta will turn into a ghetto with no "soul" left in the city.

Ruste Kitfield was introduced and she brought Kent Hofmann, Vice Chairman of the Midtown Assoc. and Chairman of the Landuse Committee. Their Association has to submit their plan to the city by August 1st for declaring Piedmont Road as an Historic District. Joe Svatos is an Urban Core Intern and he has done the historical background on 60 old houses on Piedmont.

Kent Hofmann said he got in touch with the Planning Dept. and the City-wide League of Neighborhoods and they can help. Piedmont Ave. is the biggest problem. The Nickelson House is already a Landmark on Piedmont. The Hinman House is another they want to save. Most houses on Piedmont, are not historic but show what is left of the park area. Zoning is the biggest problem. Midtown is zoned A-2 but they want to down zone it with the new Ordinance next year. A shingle wood house is on Piedmont and is one of the few remaining in the city. They are sending a letter to the National Trust for information on declaring the neighborhood as a historic district. Dr. Lyon said the Division of Field Services would help with this. She suggested that in the letter, they had talked with the Commission. The district, according to Mr. Hofmann, could also include Piedmont, Myrtle and Penn. Aves. You can walk these three streets and observe architectual changes from 1890-1910 on Piedmont, 1902-1925 on Myrtle and 1920-1940 on Penn. Dr. Lyon said this is called adaptive use and that Piedmont Park is already being considered as a National Register Landmark. "Red Lining" is being done now on Piedmont but is against the law and is being investigated by the Legal Dept. Banking people are being contacted for the possibility of low interest mortgage money if it is being used for restoration and it is hoped that this procedure will be explained further to the public and bankers in the fall when the Preservation Conference will be held. F.H.A. is now helping on loans when property on the National Register. The National Trust is working with F.H.A. on lower interest rates.

Ruste Kitfield asked it C.D. Funds could be used for Midtown development on the Knox House which is up for sale. It is a 1909 sixteen room house and a good example of the type used by the community but needs a garden or area to sit outside. St. Charles near the old Ponce de Leon Ball Park and Blvd. is a good example of a street of Victorian houses restored by boarding houses. The Knox house could only be restored on the front as the inside has been torn up but this could be adaptive use. Dr. Lyon suggested that they put together a proposal for this right away and send it to the C.D. staff and also the Planning Dept. Be sure and include all the people who live in the facility community and boundaries so that the proposal integrates into the neighborhood.

George Otto reported that he had just heard that Cabbage Town area had applied and been nominated for the National Register Nomination District. The State did it as there were no funds from anywhere else to do it. This neighborhood is moving ahead.

There being no further business, the meeting was adjourned at 12:15P.M

Frances S. McDaniel
Recording Secretary

MINUTES

GEORGIA NATIONAL REGISTER ADVISORY COMMISSION

September 16, 1975

A meeting of the Georgia National Register Advisory Commission was held on September 16, 1975, in the Jessie Draper Room at the Atlanta Historical Society. Members of the Commission present were Mr. Edward W. Neal, Chairman; Dr. J. Turner Bryson, Mr. Arnall T. Connell, Mr. Beverly M. DuBose, Jr., Mr. William W. Griffin, Mrs. Mary G. Jewett, Dr. Herman L. Westmoreland, and Dr. James C. Bonner. Members of the Historic Preservation Section present were: Mr. David Sherman, State Historic Preservation Officer; Mrs. Carole S. Griffith, Mrs. Elizabeth Macgregor, Mr. Ken Thomas, Mr. John Cheek, Mrs. Cynthia Smith, Mr. Lee Dunagan and Miss Llona Scarboro. Dr. Elizabeth Lyon and three of her assistants, Mr. Randy Marks, Ms. Diana Coombs and Mr. Dan Durett were also present as well as three representatives from MARTA, Ms. Betty Driver, legal council; Ms. Mary Ann Callan, planner and Ms. Tammy Jenkins, PBTB.

The first item on the agenda was the Grant-in-Aid Program. Mr. Sherman said we had 84 grant applications totalling $7,600,000 for FY1976 and the National Park Service has told us not to expect anymore than $300,000 for these projects. Mrs. Griffith said that the Robert Toombs House, Washington, Wilkes County, was assigned $100,000 for restoration in FY74 appropriation from the National Park Service. The $100,000 matching share for the Toombs House restoration was later eliminated from the state budget and therefore it became ineligible to receive these federal funds. However, an eligible source of matching funds is the purchase price (87,600) paid by the State for the Toombs House. It has been requested by Historic Sites Operations that we decrease the funding level to $80,000 for the Toombs House so that restoration of the structure may begin during Fiscal Year 1976. Fort Jackson and Travelers Rest were also assigned federal funds from the FY74 appropriation for which state matching funds are no longer available. Mrs. Griffith proposed that the balance of the FY74 appropriation - $78,272, which includes funding for these two sites - be reassigned to projects applying for FY76 funds.

Mr. Neal asked for a motion that the $78,272 be assigned to the FY76 projects and the Toombs House be reduced to $80,000. Mr. DuBose made the motion and Mr. Connell seconded. All voted in favor by saying aye.

The first group of nominations were all Atlanta sites and were presented by Dr. Lyon and her assistants who had worked on the projects.

The first nomination was the Sweet Auburn District in Northeast Atlanta which emcompases approximately 35 blocks. It is bounded by Courtland Avenue on the west; Edgewood, Armstrong, Bell, Yonge, Gartrell and Decatur Streets on the south; Howell, Edgewood and Randolph Streets on the east; and Johnson, Boulevard, Irwin and Houston Streets on the north. The district has been the major commercial setting and, until recent times, the most concentrated residential area of Atlanta's black community. Auburn Avenue is the spine of this historic community. As early as the 1890's the Avenue was developing into a center of Afro-Atlanta's entrepreneurial and social activity, and within two decades it was synonymous with that activity. At either end of the Avenue are located two institutions which represent vital elements of both the history and the ongoing life of the community. On the eastern end of the street is the Martin Luther King, Jr. Historic District, listed on the National Register in 1974. On the western end at Piedmont Avenue is the Atlanta Life Insurance Company property on which are located several important and visually interesting historic structures. Included in this area

is the first black office building in the city, the Rucker Building, The Atlanta Life Insurance Building, the Carriage Factory, the John Smith House which is a plantation plain style house and also the Italianate style Rucker House. Henry Rucker was the only black revenue agent for Georgia. Among other structures which have housed, and continue to house, business and professional activity and institutions in the community are the Odd Fellows Building and Auditorium, added to the National Register in May, 1975; the Herndon Building; the Prince Hall Masonic Building which housed WERB, the first black radio station in the nation; Big Bethel Church and Wheat Street Baptist Church. Structures off the Avenue which are an integral part of the community include the Butler Street YMCA, an important community meeting place; the Municipal Market, now being renovated; Grady Hospital and the First Congregational Church, which has been located at Courtland and Houston Streets from its beginning. The suggested level of significance is National. Mr. Connell moved for its acceptance and Mrs. Jewett seconded. All voted in favor by saying aye.

The next nomination was the Atlanta & West Point Freight Depot located at 215 Decatur Street at McCord Place. It is located on less than one acre. Architecturally one of the most interesting buildings in the central business district, this c.1870 structure is a visible landmark from both the Georgia State campus and the State Capitol area. Stylistically its Italianate form is related to the Georgia Railroad Freight Depot a few blocks to the west. The structure is intact and exhibits some well handled and characteristic period details such as the stone and wood trim and cast iron window caps. Its suggested level of significance is local. Mr. Sherman said it is now owned by the State and we are trying to obtain it for an archaeological lab. Mr. Connell said a local food chain would like to put a restaurant in the station with a shuddle along the railroad tracks from Underground Atlanta. Dr. Bryson moved for its acceptance and Mr. DuBose seconded. All voted in favor by saying aye.

Next Dr. Lyon presented the Georgia Savings Bank Building, located at 74 Peachtree Street. The building is situated on less than one acre bounded by Peachtree, Broad and Poplar Streets. The building was designed in 1896 by Bradford Gilbert, a New York City architect who was in Atlanta at the time because of his work on the grounds of the Cotton States and International Exposition. Built in 1897 for the English American Loan and Trust Company, this building with its sharply defined vertical tiers of bay windows in three street facades is a structure of considerable architectural merit. Because of its narrow triangular shape and location, it was known for many years as the Flat Iron Building and it actually predates New York's more famous example. Its location in the changing center of the city facing the new Central City Park and newer structures means that this building, now the City's oldest standing skyscraper, plays a significant role by helping to create a visually exciting sequence of spaces and styles. Its suggested level of significance is national. Dr. Bonner moved for its acceptance and Dr. Bryson seconded. All voted in favor by saying aye.

The next two structures were designed by Walter T. Downing, one of the most interesting and inventive of Atlanta's early architects. The first was Sacred Heart Church at 335 Ivy Street, Atlanta. This twin-steepled Romanesque Revival church building is significant not only for its important location within the urban environment of this section of the city, but also for its outstanding warm, red brickwork. The craftsmanship displayed here enhances both the structure and the general scene. The building which dates from 1897 is one of a dwindling number of extant structures designed by Downing. Its suggested level of significance is local. It was decided to vote on both Downing structures at one time.

The second Downing structure presented was the William P. Nicolson House, 821 Piedmont Avenue. This house was designed in 1891 by Walter T. Downing for William P. Nicolson, a professor at the Atlanta College of Physicians and Surgeons and President of

the Georgia Medical Association. The house, completed in 1892, is still occupied by members of his family. The fact that many elegant Downing homes of this period were located nearer to the center of the city and have succumbed to fire and commercial change makes this home a valuable landmark. Here can be seen the elaborate and finely articulated details, such as the garlands and shell motifs of the exterior which are repeated in interior decorations, and the interesting combination of irregularly shaped rooms reflected in variations of the exterior facade surfaces, which are characteristc of Downing's work. Its suggested level of significance is local. Mr. Connell moved for acceptance of both Downing structures and Dr. Westmoreland seconded. All voted in favor by saying aye.

Next Dr. Lyon and Diana Coombs presented Oakland Cemetery, located at 242 Oakland Avenue, S.E.. Established in 1850, it is the oldest extant Atlanta city cemetery and is one of the significant landmarks of the southeast section of the city. Separated from now busy streets by an interesting brick wall built in 1896, it is the burial place of generations of Atlanta citizens ranging in chronology from the first mayor, Moses Forwalt, to author, Margaret Mitchell, and in economic status from ante-bellum slaves to millionaires. Many costly monuments and vaults, as well as simple weather beaten stones, located under the old oaks and magnolias of its crowded grounds, provide an array of interesting Victorian cemetery sculpture. Because the Register frowns on cemeteries being placed on the National Register it is important to recognize the visual and architectural features of Oakland. Bonaventure in Savannah and Oakland are probably the only two Victorian cemeteries in Georgia that reflect the total integration of landscape and tombstone art. Its suggested level of significance is state. Mrs. Jewett moved for its acceptance and Dr. Bryson seconded. All voted in favor by saying aye.

Next Dr. Lyon and Mr. Durett presented the Atlanta University District, located in N.W. Atlanta and bounded by University Place on the north; Chestnut, Raymond and Ashby Streets on the west; West End Drive on the south; Northside Drive on the east with the exception of the block bounded by Mitchell, Haynes and Hunter Streets on which Friendship Church is located which is also included. The Atlanta University District is an area occupied by Morehouse, Spelman, Morris Brown and Clark Colleges, the Interdenominational Theological Center and Atlanta University. Because of its association with the founding of Atlanta University in 1867, Friendship Baptist Church is an important landmark in this area. Other notable buildings include the oldest building on the old Atlanta University (now Morris Brown) campus, Gaines (Old North) Hall. This is a three-story Italianate structure designed by Atlanta's post-Civil War architect, William H. Parkins. A dominant landmark of the area which is visible as well from the central business district, is Fountain (Stone) Hall, a National Historic Landmark, designed in 1882 by G. L. Norrman. Morehouse and Spelman Campuses also are distinguished by fine Victorian buildings; Graves Hall, 1889, Rockefeller Hall, 1885, Packard Hall, 1888, and Giles Hall, 1893. When the Atlanta University Center was begun in 1929, a new quadrangle surrounded by Georgian Revival Buildings was planned by James Gamble Rogers, an architect who had designed buildings on Yale University's campus. Just east of the new campus area on Fair Street is one of the first public housing projects in the United States, University Homes. Also included in the district is the Herndon Mansion, a fine Beaux-arts Classical home built in 1910 near the old campus on University Place by the founder of the Atlanta Life Insurance Company, Alonzo F. Herndon. The Atlanta University District is significant as the location of some of the country's major institutions of higher learning for Blacks. It contains approximately 413 acres and is recommended at national significance. Mr. DuBose moved for its acceptance and Mrs. Jewett seconded. All voted in favor by saying aye.

Mr. Connell stated that Mr. Durett is a Ph.D candidate at Emory doing his dissertation on the history of Atlanta University and Georgia Tech and their role in land uses

in the urban environment. He suggested that the Historic Preservation Section look into funding publication of Mr. Durett's dissertation. Mr. Sherman said he had been in touch with Mr. Durett concerning his dissertation but at this time there is some question of our financial ability to publish our own research reports. However, he plans to keep in contact with Mr. Durett.

Next was the Downtown Atlanta Historic District. This nomination originally included only Underground Atlanta but has expanded to include the original business district of Atlanta. Mr. Sherman said at this time he would like Dr. Lyon to only show the Commission historic structures in the area and come back at the next meeting with firm boundaries for formal consideration. The Downtown District is the South Central Business District of Atlanta and as proposed would encompass about 20 blocks. Atlanta's original business district, a typically mixed-use area, was located south of the state owned railroad (Western & Atlantic, now Louisville & Nashville). While Alabama and Whitehall Streets were the major streets of this district, the surrounding blocks as far south as Trinity Street and west as the now demolished Terminal Station, contained office, retail and wholesale activity in structures built from the post-Civil War period of the 1870's to World War I. Underground Atlanta is a portion of this area which was covered over in 1928-29 by two systems of viaducts. The bridges effectively buried the railroad area and the first story facades of the buildings along Alabama and Pryor Streets. Presently developed as an entertainment area of shops, restaurants and lounges, its preservation focuses attention on the railroad origins of the city. The zero mile-post marking the southern end of the Western and Atlanta (now L & N) Railroad which provided the impetus to the settlement that became Atlanta stands in this area under the Central Avenue viaduct. To the west of this point once stood a succession of Union Passenger Depots, iron-arched sheds which welcomed visitors to the gateway city of the south. The only extant railroad building here is a fragment of the Italianate, brick and stone Georgia Railroad Freight Depot. Built in 1869 by Corput and Bass, Atlanta engineers, it is the oldest standing structure in the Central Business District. The streets above and around Underground Atlanta were an integral part of the old business area. Interesting commercial facades built between the 1870's and 1920's in a variety of materials and modes remain along these streets. Such details as iron columns, old brickwork, granite block paving and concrete tile sidewalks are visible references to the period when this area was the major business district of the city. In addition to preserving the texture and scale of early Atlanta, many of the structures today continue to play a role in the economic activity of the Central Business District. The suggested level of significance is local. Mr. Neal reminded the Commission that only eligibility of the area was being considered at this time and at a later meeting when the boundaries have been firmly set, final approval would be considered. Mr. Sherman said the district boundaries will make a lot of difference when dealing with federal law and need to be looked at closely before final approval is make. Mary Ann Caller planner for MARTA said the boundaries are very critical to MARTA as federal laws under which the National Register operate can practically stop MARTA's progress. Therefore they would like to work with us in setting the boundaries. The Commission agreed the the Downtown Atlanta Historic District appeared to meet the criteria of the Register and encouraged Dr. Lyon to continue her research and present formal boundaries at the next meeting.

Mr. Griffin said he was concerned that we did not get comparisons from other states or other areas in Georgia for cemeteries, business districts, mill towns, etc., so that we have a coordinated program to guide the merit and quality of each nomination. He said we consider isolated cases without knowing the criteria for judging the particular type of sites. He said he believed we should take one type of site at a time such as all the cemeteries in the state so we could be in a better position to judge the merits of each. Mr. Sherman said this would be good if we could. At this time the Historic Preservation Section has a program to survey the entire state but with our present funding this is a

after 2/3/76

Minutes of January 26, 1976 meeting of UDC with MARTA representatives at MARTA offices, Equitable Building, 15th Floor at 3:30 P. M.

Present: Ed Castellani - MARTA
Joe Cooper - for Underground Atlanta
Doug Lowe - P.B.T.B.
Randy Roark - U.D.C.
Herb Millkey, Jr. - U.D.C.
Catherine Frangiamore - U.D.C.
Jan Meadows - U.D.C.
Philip Diamond - U.D.C.
George Otto - City of Atlanta
Cathy (?) - City of Atlanta
Others

Herb Millkey began the meeting with statement that U.D.C. was concerned that there be a connection of Five Points station with Underground Atlanta. Also questioned impact of construction on Underground Atlanta.

Castellani explained that window and door closure walls at the end of Pryor and along the length of Underground would include permenent closure walls, creating a wall along the whole length of Underground, that the closure walls are not yet designed (he is seeking guidance on criteria for their design), and that those walls will extend to the bottom of the viaduct. The site of construction staging area may be vacant hole for 5-10 years after construction completed.

Roark expressed desire to maintain activity around the area. Is renovation of the Atlanta National Bank building feasible (MARTA now owns it). Castellani reported that the L & B Construction Company is giving a guestimate on the renovation cost at MARTA's request. Roark reported that Commissioner Eplan is also having a study of renovation costs made for his office by Beers Construction Company. Guestimates of from $1-3 million were mentioned as renovation costs.

Cooper spoke for Underground Atlanta on the subject of the Atlanta National Bank building, stating that the building (below ground) was "worth nothing to Underground"; simply a basement space, used for storage. That the rest of the building, except the street level, is an albatross - condemned, unusable without major renovation. The problem with the stair-way system in the building was mentioned as particularly difficult in light of fire regulations - there is a break at the third floor in the stairs, making the building unsafe under city regulations. He mentioned Underground's estimate that it would require, as of 1971/72 study of the building, $1,200,000 to do an adequate renovation.

Cooper expressed, on behalf of Underground Atlanta, a sentiment that the Depot building was of far greater interest as a renovation and restoration project.

Castellani discussed at some length the Underground Atlanta site's importance as a staging area for MARTA construction, emphasizing the importance of having good access for heavy equipment, thus creating less pressure on adjacent streets. MARTA is trying to compress the staging area.

A spokesman for MARTA emphasized that Federal Regulations would not let MARTA renovate and sell the Atlanta National Bank building. Cathy (? from the City) suggested perhaps MARTA could use for own offices. MARTA would not discuss this possibility.

Millkey, citing Underground as a municipal park, reintroduced the discussion of the connection between the two sides of Underground through the MARTA station. Castellani said the money for that would have to come out of MARTA's local funds. Thinks that Underground Atlanta won't "visibly support"...i.e. won't economically justify concessions made in favor of Underground Atlanta...the transportation system's customers won't put enough dollars into the MARTA turn-stiles. Castellani says he "thinks the link a worthwhile investment, but perhaps not MARTA's investment."

Diamond countered that this argument does not stand up in light of the Techwood Station decision.

Castellani replied that the Techwood decision was based on the economic potential for the OMNI as an entertainment area which will attract many more people than will Underground...and is not comparable to Underground. "Underground will never generate that much traffic".

Roark questioned the economic justification comparison argument, pointing out that the cost of a 300 foot tunnel was perhaps not so large and would generate a great more MARTA traffic for Underground....the assumption of considering the whole question of the Five Points station area affecting Underground in strictly economic terms was questioned...the Underground as Public Amenity/Park was pointed out again...above and beyond the strictly commercial interest in the area, the cultural amenity question was raised.

Castellani seemed to want the City, not MARTA, to pay for the "tunnel"/ connection.

Millkey pointed out that, in the interest of public safety, a tunnel connection via the Five Points station would give pedestrians a way to cross one of the busiest parts of Peachtree underground.

Cooper stated that Underground is losing two openings from the north and northwest and needs additional access to make up for the loss. He pointed

out that he is not talking about "too much" tunneling, since the tunnel site falls in an area to be excavated anyway - that it would be cheaper to do it now than it will ever be.

Roark asked Underground Atlanta's representative what Underground Atlanta thinks the loss of the side of Alabama Street will do to Underground's business - both cutting off access and eliminating 30 percent of its area, as well as cutting off "visibility" to the world in general?

Cooper replied that Johnson, from MARTA, had been helpful in trying to work out arrangements to render usable the shops from Pryor to Peachtree, until the whole package can be put together. Expressed desire to get for Underground a 20 foot depth behind existing facades in which to operate retail stores during the construction...felt this would go a long way toward keeping Underground alive during the interim. Discussed desire to put in pre-fab "trailer-type" units.

Mr. Diamond brought up the whole question of offsetting damages of condemnation with compensation...pointing out that private property has been taken, and compensation should be made. Some final and brief discussion of this issue, presented by Frangiamore and Roark that above and beyond commercial compensations, when the site is declared a National Landmark on the Register, MARTA as a publicly funded (Federally funded) project must make compensation for impacting adversely a historic site.

Lots of final comment from U.D.C. people about the fact that Underground is a historic site, valuable to the people of Atlanta and to future generations in terms that cannot be measured on a strictly profit-making, or even break-even, basis...a City asset to be preserved, as a park is an asset and amenity to be preserved.

Roark and Frangiamore feel strongly that design for the closure walls should incorporate remnants of the buildings to be lost in construction for MARTA...Castellani says there are some cast iron facades available for this purpose. He again stated that this was not a request for approval of any plan, but simply a discussion to have the feeling of the Commission, particularly for guidance in designing closure walls. He understands that he is to submit formal request for approval of plans for Underground impact, after which the UDC will have 45 days to act.

hrg

ATLANTA URBAN DESIGN COMMISSION / Committee Room 4 / City Hall / Atlanta, Georgia 30303 / telephone (404) 658-6100

The regular meeting of the Urban Design Commission was held on March 25, 1976 at 3:30 P.M. in Committee Room 2 at City Hall and presided over by Chairman, Randy Roark. Those members present were:

Randy Roark
Tess Canfield
Herb Millkey
Tappy Frangiamore
Leon Allain
Lynn Friedman
Phil Diamond
Jan Meadows
Anthony George
Cheryl Hobson

Visitors present were:

Tom Pullen - Building Dept.
Morris Dillard - MARTA
Edward Castellani - "
Alan French - "
F. E. Elliott - "
Mabel Owen - League of Women Voters
Rajiv Batra - Dept. of Budget & Planning
Carl M. Basnett - Mayor's Office

The meeting was called to order by Chairman Roark and asked for the reading of the March 11th minutes. Corrections of spelling of Mr. Pedron corrected and Collie used in one place where it should have been Carl. There being no other corrections, a motion was made by Leon Allain to accept the minutes as corrected, seconded and passed.

As done at the past few meetings, a file was passed with correspondence sent out in the last 2 weeks and in addition, a letter from the Secretary-designee of the Office of Transportation to the Advisory Council on Historic Preservation acknowledging our letter on the DOT-DNR agreement. The I.R.S. letter has to do with our tax status determination as a non-profit organization and a formal initial requisition to get $3000.00 out of Grants & Contingencies for our bank account. Also Randy received today a letter from the City Attorney on his opinion of Underground as a H.A. District.

A presentation was made by MARTA and Mr. Morris Dillard. Randy gave background for it by stating the Commission at the last meeting asked Randy to write a letter requesting a determination of elegibility for the National Register from the Dept. of Interior. This is normally done by the State Preservation officer but due to the new agreement, they thought there would be a delay and MARTA could do it quicker. The agreement was signed 3 days before the Downtown District done by Dr. Lyon to be presented to the Review Committee was due. MARTA could go

directly to the Dept. of Interior for the Downtown District elegibility. If this was done, a Section 106 Enviromental Impact Statement will have to be done on Underground, 2 blocks of Ala. St. and the area of the 5 Pts. Station as will affect all construction there. The Eisman and Atl. National Bank buildings are in this area as well. On Tuesday of this week, Randy and Herb met with Ed Castellani, Ed Elliott and Ed ~~Overdrone~~ and they asked the letter be held until their presentation today. In the presentation, Mr. Dillard said demolition will start on May 1st if stay on schedule as planned now. A 106 study averages 3 to 6 months so would greatly affect their schedule. The Atl. National Bank Bldg., the Eisman and Lords buildings are the 3 buildings concerned with in the district without a 106 study. MARTA asked the Commission not to send the letter for a 106 or 4 F study which should be done as well. U.M.T.A. (Urban Mass Transportation Assoc.) has the authority to do the 106, not MARTA, according to Mr. Dillard. MARTA owns all the property concerned and the main question is whether to save the Atl. National Bank Bldg. MARTA does not want the building as it is too small for them and P.B.T.B. who have to be with them, also too expensive to renovate. The City is interested in using the building but will cost $30.00 per sq. ft. to do so. There is a possibility MARTA could keep air rights and City might use it but no solution arrived at so Randy referred the discussion to Herb Millkey's Joint Committee on Underground; Architecture, Historic Preservation and Parks, and they will come up with a recommendation to the Commission at the next meeting. The historic process will stop and the matter will be dealt with between the Commission and MARTA.

A presentation of the 5 Pts. Station design was given by Ed Elliott. Charts with stick-ons were used to show various additions. The 4 levels were shown with various entrances to the station from CAPCO (Tom Cousins) and Rich's. The City wants a bridge connecting Underground to the station for pedestrian traffic to go to Omni International. The City Council passed a resolution for MARTA to include a design for the bridge in the station design and Rajiv Batra presented the Planning Dept.'s plan working with Mr. Elliott. The bridge would go through the mechanical room, 9 ft. from the Underground level to the station level and below Ala. St. If the station did not have the bridge, the pedestrian would have to go out of the station to another level and then back down to lower level to enter the Omni International. They estimate the cost is between 1 million 4 and 1 million 7 with the 5 Pts. Station as a whole at 60 million. Enough rough concrete structure could be done now at Ala.-P'tree intersection now not to have to tear up P'tree in the future to make the connection of the bridge later. The connector design would be about $70,000 and construction $300,000.00 with a 60 day delay if done later. There is a possibility of retail area developed west of Rich's and Omni already has developed the air rights over the railroads. P'tree, Pryor and Central could be made pedestrian malls but Ala. St. has to be left open for bus traffic. The City is very interested in the pedestrian circulation system in this area. The actual construction of the bridge would not be done for 5 yrs. Randy referred this to the Joint Committee of Herb's as well for further discussion and a final decision for the next meeting. Leon Allain stated the Commission's work with MARTA is a broad look for the total city, that is what is best for the city. Cheryl wants the Commission to send a resolution to the City recommending the bridge for pedestrian use and asking CAPCO & Rich's to help finance it.

Randy asked that Herb's committee discuss all this over a series of luncheon meetings and arrive at a plan for the City and MARTA.

Andreu Steiner and Richard Rothman of A.I.P. have revived their Commission to hire an additional person using their $4,000.00 to work out a pedestrian plan, utilities and street lights and make an additional staff member of the Commission. This will be discussed with Jules Sugarman by Randy and A.I.P. in the future.

The Library Trustees sent information on the site selection procedures to Randy so he has not sent the letter to the Mayor the Commission voted on the last meeting. Commissioner Moore said the site selection is still open and asked the Commission to hold the library decision until the next meeting. Lynn moved to table the discussion on the library review until all have had time to read the material and Randy reopens the question. It was seconded and passed.

A request was received for an application for a certificate of appropriateness to a building permit application of Dr. Levitt for an addition to his condominiums in Druid Hills which has H. A. zoning. It will be an addition on the back, will not be seen from the street, a greenhouse expansion. The brick condominiums were built in 1968 with wood trim and the addition will be of the same material. There is no opposition from the neighbors. Tess moved the certificate of appropriateness be granted to Dr. Levitt for his addition with the H. A. Zoning District. Anthony George objected as the Commission turned down the Hari Kristna group earlier. Tess said they objected because they tried to make a zoning variance in a H. A. District and did not give enough information. Tess' motion was seconded and 9 voted yes with 1 descending vote. The motion passed.

Tess Canfield gave a report from the Selection Committee describing the procedures they had used for the selecting of our administrator and becoming a candidate for the position. Jan Meadows moved that the Selection Committee report be accepted and that the Commission offer the position of administrator to Ms. Jean K. Buckley. The motion was seconded and passed.

Committee reports were discussed. A statement was given out on a MARTA Station review schedule. They will be given every 2 weeks and the Development committee's review every 2 weeks as well. The Commission's will be 2 weeks behind. The Commission is in the process of appointing an Urban Design Advisory Committee that will be at 5:00 P.M. on the 1st and 3rd Wednesday of every month. The Architecture Committee will run the reviews but all the Commission could come. MARTA will comprise 80% of all the work.

Tappy gave a report on Atlanta University where MARTA wanted to do some construction there. The area from P.B.T.B. which Jan has a copy of has been reduced but need to rectify the Atlanta University boundaries passed by the Commission. The National Register boundary is smaller than the City's boundary. MARTA will miss the National Register boundary. The Category I List boundary needs to go back to the National Register one and Jan will bring her drawings of the smaller to the next meeting of the Commission. Tappy moved to adopt the National Register District carefully drawn up by Dr. Lyon for the Category I List to the

National Register boundary. It was seconded and passed.

Tappy also announced the Historic Advisory Committee is planning a Preservation Conference in the fall. It will be on general education, community awareness and a building conference. They want to work in historic zoning too. Merl Reed is working on a pilot project for the Druid Hills Civic Assoc. and Gale Mull wants the Commission to set up a committee with him in charge to work with the City Planning Dept. on new historic zoning regulations.

Herb prepared 2 letters on the Niskey Lake Middle School and Brown High School. His committee approved of both but in the Brown High School case, they point out that across the street is under consideration for historic district zoning and the parking lot should be buffered with appropriate landscaping. They were approved and sent.

Tess reviewed two parks by the Landscaping Committee by a letter she read with their comments. Phoenix Park in the Dumbarton School area is very good. It is urban renewal land and already cleared. Randy made a motion the Committee's comments be approved. It was seconded and passed. The second letter was comments on Phoenix Park II on Ga. Ave. The design and the information given is very poor so recommended the park be redesigned. Leon Allain made a motion the comments be sent, it was seconded and passed. Randy had other comments for the members but since most members had left and the hour was late, he will hold them until the next meeting. The possibility of starting meetings at 3:00 P. M. will be discussed.

There being no further business, the meeting was adjourned at 6:45P.M.

Frances S. McDaniel
Recording Secretary

Atlanta National
Bank Bldg. —

Department of Natural Resources
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334

Slide for your information —
we can trade for an 8X10
photo on Thursday. Photo
missing in file & no time
to reprint.

Ed Yeager

IN UNDERGROUND 10/15/74

MARTA Work 'Gross Abuse'?

By ANN WOOLNER

MARTA's method of demolishing about a third of Underground Atlanta and its efforts to raze the Atlanta National Bank Building have brought accusations from members of a city commission of "gross abuse," "reprehensible behavior" and "incredible" and "foul" activities.

"I don't know how much wisdom is on that board," MARTA's Johnny Johnson responded Friday to the Urban Design Commission's accusations.

The city's Bureau of Buildings has issued a stop work order on demolition at Underground because of MARTA's apparent violation of the city's building codes and two agreements with local, state and federal officials that it would preserve the facades of the buildings it is demolishing in Underground, Larry Faulkner, a city building inspector, told the commission at its Thursday afternoon meeting.

Photographs of damaged storefronts at Underground which Faulkner showed commission members, along with the news that the city council is almost forcing the commission to back down on its action to preserve the turn-of-the-century bank building, brought hostile remarks and actions from commission members toward MARTA.

"I am very leery about dealing with MARTA in the future," said commission member Lynn Friedman.

"I feel we have been just so overwhelmingly betrayed," said another member, Catherine "Tappy" Frangimore.

Because Underground has been declared a historic zone by state and federal officials, the urban design commission has authority over how much demolition can take place there, including those structures that sit at street level but which have their foundations in Underground, such as the bank building at Alabama and Peachtree streets.

Last May the commission gave MARTA permission to raze all but the facades of about 30 per cent of the structures in Underground, and MARTA agreed to restore whatever damage was done to the facades.

In addition to making that agreement with the ci[illegible] MARTA made the sa[illegible] eement with federal a[illegible] preservation and trans[illegible]tion officials.

Johnson, who is in charge of land acquisition for MARTA, said Friday that MARTA is meeting those commitments and fully intends to restore existing facades as well as build two more.

"If they (commission members) had an ounce of sense, they would know you can't demolish a building without doing some damage" to the facade, Johnson said.

The commission voted to write MARTA and all of the parties who signed agreements to keep the facades intact "strongly censuring the reprehensible activity" in Underground.

The commission also had harsh words for the city council, which has a resolution in the works that asks the commission to allow demolition of the bank building and that states the council's intention to remove the building from the historic zoning district and therefore from the commission's purview.

"They gave us two choices — either you do it or we'll do it," Ms. Friedman said.

Last May the commission voted to allow demolition after a three-year search for a tenant to occupy the building, so that it could be renovated and preserved.

Staff Photo—Bud Skinner

MARTA UNDERGROUND DEMOLITION HAS RESULTED IN A STOP-WORK ORDER
Focus of Action Is Damage to Building Facades in Historical Section

IN UNDERGROUND

10/16/74

Restored Facades Promised

By JIM GRAY

MARTA halted demolition along Old Alabama Street in Underground Atlanta Friday after city building inspectors slapped more "stop-work" orders on endangered building facades.

However, MARTA officials predicted a speedy resumption of the work after it explains to an angry Urban Design Commission that the historic facades will be reconstructed to the commission's specifications.

The head-butting between the two agencies began Thursday when the commission charged MARTA with "gross abuse" and "reprehensible activity" in its partial destruction of building fronts the commission had ordered saved.

The restriction on facade destruction was written into MARTA's demolition permit issued by the commission June 4. The commission has the power to approve or block demolition in such a historical zone.

The buildings are being torn down to make way for MARTA's east line.

Building inspector Larry Faulkner also charged Thursday that MARTA had violated a stop-work order placed on the buildings Wednesday. He issued more such orders Friday morning.

Later in the day, Morris Dillard, MARTA's assistant general manager for staff services, told the MARTA staff committee, "I wish to assure the committee and the general public that the commission allegation is not true."

Dillard insisted that only one facade had been removed. "They are probably reacting to current conditions," Dillard told a reporter later. "It looks pretty bad, but it's all there. We are going to restore it in accordance with plans submitted to the Urban Design Commission."

Staff Photo—Steve Deal

Commissioner Hope Moore (L), Jesse Flannigan in Underground

MARTA's clearance manager in the real estate division, Jesse Flannigan III, toured the area with city officials shortly after the orders were issued and said the transit authority has planned all along to spend about $120,000 to reconstruct the facades.

Some of the wooden doors and windows had rotted and required removal, Flannigan told Parks, Libraries and Cultural Affairs Commissioner Hope Moore and Parks and Recreation Director Ted Mastroianni.

Accompanied by Chuck Hill, clearance supervisor for the project, Flannigan also said facades had to be removed to make way for new concrete pillars that support the viaduct overhead.

House That Jack Built

In a Long Term Lease, the Late Jack Smith Stipulated That Two Stone Tablets From the Original Structure Should Be Included in Any Building Replacing It. They Now Look Down From a Point Above the Cornice at 190 Peachtree Street

BY ALLAN TAYLOR

N 1889, one hundred years after George Washington was inaugurated as first president of the United States, Atlanans were expanding their chests over the opulation, which was about 60,000, looking ck with pride to the Cotton Exposition of ht years before, and, no doubt, laying ans for the greater Cotton States exposiwhich six years later was to be held ay out in the country at a place known ter as Piedmont park.

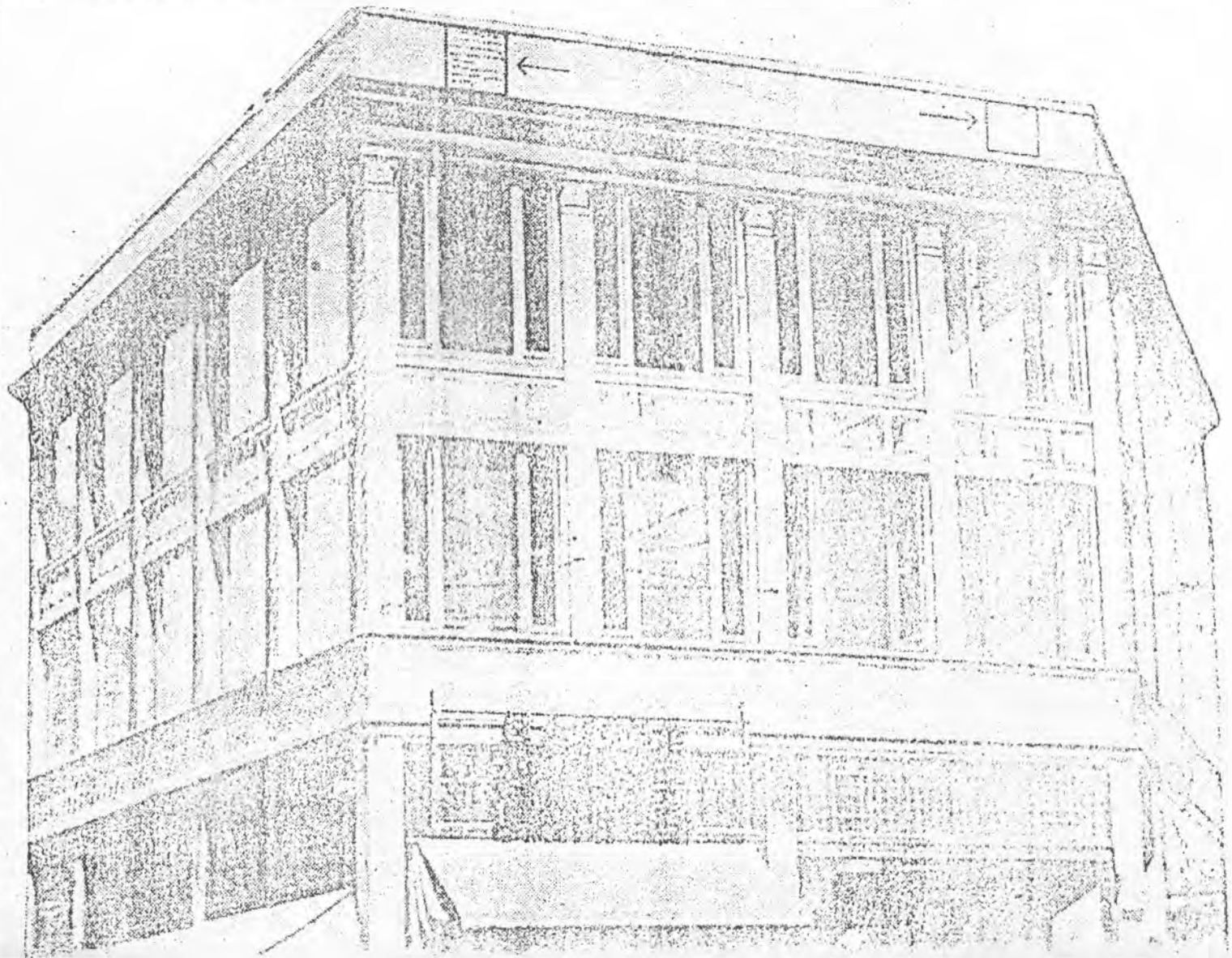
It was a time of forward-looking; a time en the city was striving to forget Sherin and the year 1865.

In the midst of all this quaint energy a an had an idea that he wished to pass to posterity. The man was Jasper ston Smith, one of the most eccentric aracters who ever passed across the local ene, leaving behind him anecdotes of ddities that are yet remembered with affectionate amusement by his contemporaries. The idea is embodied in two stone blocks ich now stare down like the astonished es of their era upon the surging traffic Peachtree street. Above the cornice of e building at 190 Peachtree one of these nes informs the strange bustling crowds 1928 that "This Is the House That Jack Built," while the other relates at more length at this is "J. N. Smith's Building: Commenced 100 years after George Washington's auguration as First President—Paul says: No Man—Let Posterity Heed His

A peculiar mixture of information and monition, yet not nearly so unusual as life and acts of the beloved man who ered them to be placed there.

These acts live in the memory of those w knew and respected the man. In the se of time, the significance of the stones be lost to all but a few, and in the r 2003 they may be regarded in somewise the same light as scientists regard unknown inscriptions they turn up in se of excavating a buried city. However this may be, they will be there in the ar 2003, just as they are at present. Mr. ith saw to that.

The story of how he safeguarded those



Business structure at 190 Peachtree street, which has replaced the "House That Jack Built." Above the cornice are the two stone blocks from the original building. The inscription on one reads: "This is the House that Jack Built." The other states that this is "J. N. Smith's Building; Commenced 100 years after George Washington's Inauguration as First President. Paul says: Gwo no haxu—Let Posterity Heed His Advice."

ilding he erected in 1889, at Peachtree, Forsyth and Carnegie way, which came to be known universally as The House That Jack Built, he took care that they would remain there when in 1909 he leased the building and ground to Edward W. Alfriend. This was the first long-term lease ever consummated in Atlanta and was considered at the time to be a mad undertaking for Mr. Alfriend. The latter acquired the property for a period of ninety-nine years at an annual rental of $7,000. With the growth of the city and the blossoming of the Peachtree section around the building, the idea that Mr. Alfriend was crazy gave way gradually to admiration for his business acumen. A year or so ago he sold the lease to Hugh Richardson for a figure reported to be around $150,000. Now it is estimated to have a value of not far short of $250,000.

But in the original lease from Mr. Smith it was stipulated that the stone tablets should remain in the building and that in case the structure was razed they should be incorporated in any new building that should be erected there. Hence their presence high above the cornice of the building put up by Mr. Richardson. And there they will probably remain for the next eighty years.

The business of assuring himself against the ravages of time and the slings of outrageous fortune seemed to have been an especial hobby with Mr. Smith. A similar safeguard of living quarters was erected behind a couple of favorite rooms which he occupied in what was then known as "The Bachelor's Domain." This building, now a hotel not far from the Candler building, was built by Mr. Smith some time in the eighties or nineties. It lacked street frontage and was to be reached only by a walkway from Pryor street. This Mr. Smith characteristically named "Jasper's Highway," and put up a sign to that effect at the entrance.

In a subsequent lease of the structure to J. D. and Mrs. Bessie Rembert, the owner cannily inserted a clause setting aside the two rooms for his use during his lifetime so that regardless of what use was made of the building his living quarters would remain undisturbed.

The lease of the "House That Jack Built" recently aroused the interest of Sam Massell, of the Massell Realty company, who called it to the writer's attention. Information concerning its exact wording and the "Bachelor's Domain" lease was acquired from the extensive records of the Atlanta Title and Trust company. The two deals have been regarded as setting a precedent in local realty dealings, as they—especially the former—were the first local adaptations of the common English long term lease proceedings.

Interesting though they may be in themselves, they fade into insignificance when compared with the personality of their author. Stories concerning Mr. Smith have long been retained in the memories of Atlantians who were his friends and who had business dealings with him.

For all his eccentricities he was, they agree, one of the finest and most upright men the city has ever produced. He paid his debts promptly and insisted that others do the same. He was a stalwart church member and followed literally the teachings of the apostles, particularly where they referred to business straightforwardness. It is said that he spent fifteen years collecting a comparatively small debt from a man who he believed, was trying to "do" him. But in the end he got it and was satisfied with the accumulated expense account.

Eugene Mitchell, of the law firm of Mitchell & Mitchell, recalls several of the unique stories about the man's personality. There is, for instance, the story of his lawsuit with a painter (portrait, not sign) who was commissioned to execute a likeness of Mr. Smith. In expalnation it should be said that while Mr. Smith dressed in impeccable black and nearly always adorned himself with a silk hat, a stiff white shirt and a wing collar, he had for some obscure reason an antipathy to cravats. In fact he never wore one. One of his friends described his ordinary attire as resembling a "full dress suit except for the tie."

The painter went ahead and executed the likeness of Mr. Smith. Afterwards Mr. Smith indicated that he would like to execute the painter. The reason for this was that the artist had painted in a tie where there was no tie. Mr. Smith said this wasn't realism and refused to accept the portrait. The painter sued him. Mr. Smith won the case.

There was also the story of his humorous newspaper battle with the public regarding the honorable name of Smith. This case was typical of "Jack" Smith's abundant sense of fun. The affair is said to have come about through a petition filed by one of the numerous Smiths—a man who was also well known in the Atlanta of his day—asking that he be allowed to drop the Smith and use a name he had been accustomed to using as a Christian name. As soon as the news was published Mr. Smith arose in humorous journalistic wrath and inferred that the petition insulted the multitude of Smiths throughout the country. He wrote a number of letters to the press affecting to take the matter very seriously, and even threatening to initiate legal action to prevent the change.

Needless to say, the legal action was never begun; as soon as Mr. Smith had had his measure of comedy he let the controversy drop.

Still another story, which has a less humorous tone, is connected with the statue which now rests in Oakland cemetery. Mr. Smith had his own figure carved a considerable time before his death, it is said. It was even put on display at the old "Penny Arcade," which used to be one of the pleasure haunts of Peachtree street in the early nineteen hundreds. There it remained for a long time and was eventually removed to its present location in anticipation of the owner's final rest.

The uncanny prescience of Mr. Smith, which in realty matters was rewarded by a considerable fortune in local property, was also evident in his foreknowledge of his death. One of his friends relates that a few days before his death he made the statement that he was going to have his will drawn up because he knew he was going to die in a very few days. At the time he appeared to be in good health and the friend took his concern lightly. But two or three days later the friend was shocked to learn that Mr. Smith, who always seemed to know things before they came to pass, was again correct.

He died in 1918 while America was engaged in the world-wide strife that toppled so many of the ordered things of his generation. But he made sure of at least one matter: he safeguarded the two inscriptions he had laid in the "House That Jack Built," and due to his precaution they remain today staring down at times and people that must give them cause for wonder.

STRIBLING FINDS HIS PUNCH

(Continued from Page 3)

the Stribling troupe in Montgomery on Christmas night, and left a pair of boxing gloves. Pa volunteered a few boxing lessons, and the new addition to the act was soon the best man of his age on the circuit.

The Stribling act, Comedy Acrobatics, was taken off the billboards during the war, and the family settled down in Macon, where W. L. listened for the bell to start his act, rather than the familiar "Alley oop!" He was known first as "The Fighting Schoolboy," for he went into the ring at seventeen.

It is generally conceded that he is one of the cleverest boxers in the heavyweight ranks. He has been fighting seven years, and no opponent's glove has ever left a permanent bruise or scar on his body. He is one of the few men in the ring who hasn't a cauliflower ear. Jim Corbett is one of the other exceptions.

In recent months Young Stribling has become very much interested in aviation. He has bought a plane, and is dickering for the agency of a well-known machine in the Macon territory. He studied flying at the Wichita Flying school in Kansas when he was out west on a boxing tour, and had eight hours of instruction before even Ma Stribling knew he was taking lessons.

"When Ma found out I was learning to fly, she almost had a fit," W. L. said. "She couldn't stand the idea. And now she's crazy about it, too. She flew with me to Jacksonville and Montgomery recently."

He made his first solo flight the day before the Macon air derby, and on the main day of the exhibition he went up alone as one of the feature attractions of the show. He passed through Atlanta recently by train on his way to Columbus, O., for a fight and his plane was flown to Columbus by the family pilot, Jimmy Kroushop.

"I've taken up flying simply as a hobby," W. L. said. "I never will give up boxing for it, but I plan to fly to all my fights. I took it up simply as a sporting proposition, for I like all sports. The first money I made boxing I spent on a sport model automobile."

The Atlanta Journal

Second FRONT

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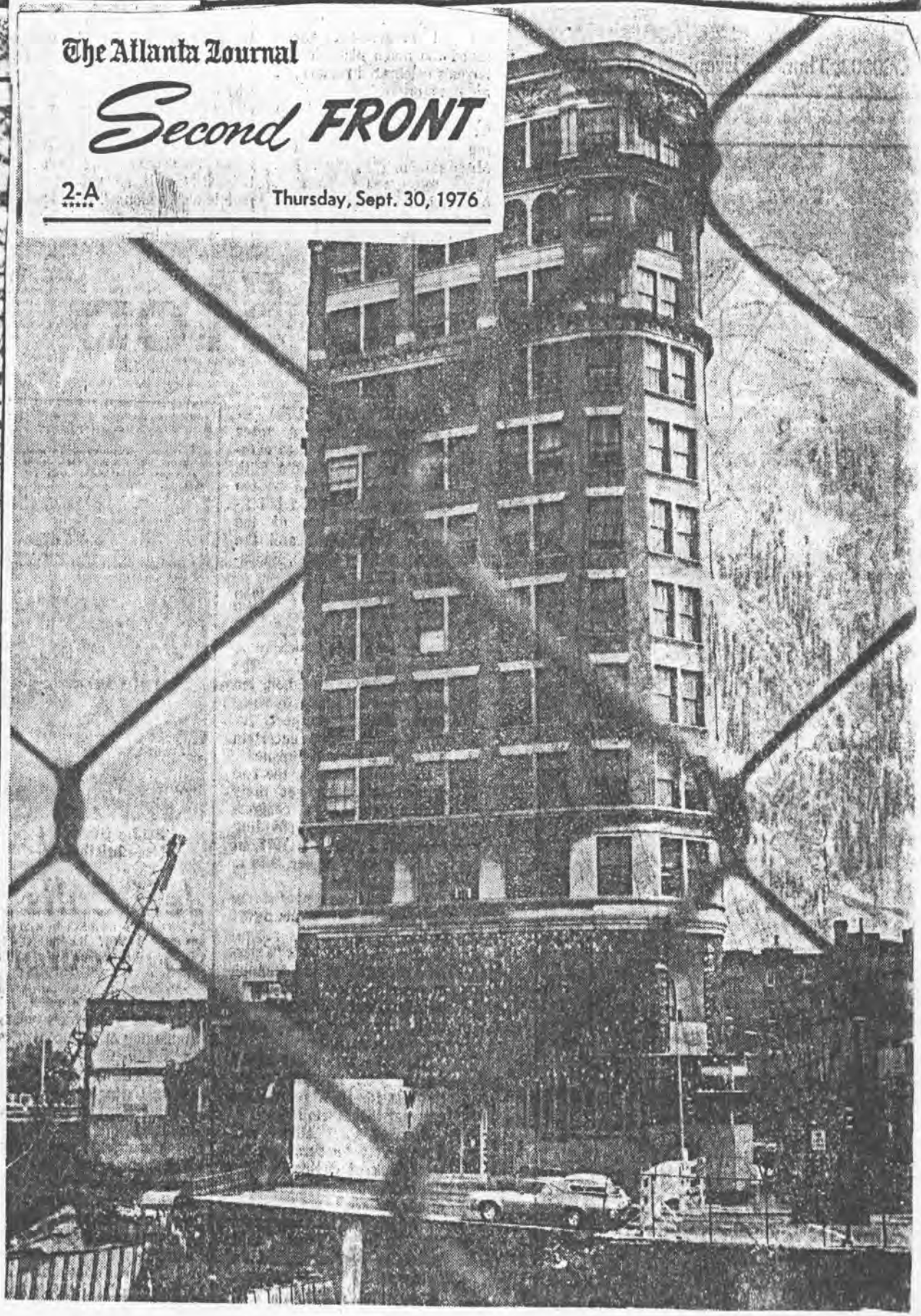
Thursday, Sept. 30, 1976



MARTA WRECKING BALL

Bank Building Endangered

By JIM GRAY

The Atlanta National Bank Building, now vacant but once the queen of downtown skyscrapers, is again in danger of falling to MARTA's wrecking ball.

The city's Urban Design Commission, which has the power to halt demolition because it is located in an area zoned historical, had voted in May to prevent demolition for three years to give investors a chance to save it through renovation.

But Wednesday two City Council members, Carl Ware and Richard Guthman, served notice that an ordinance will be introduced soon to remove the building from the historical zone.

The move may cause the city to be pitted against the design commission in court, its chairman, Randy Roark said. The commission members are appointed by the mayor and council but have autonomous power.

MARTA officials also disclosed Wednesday that they will ask the commission to reconsider.

MARTA has pushed all along to tear the building down because it would be next to the Five Points station. A wall to keep the building from falling down would have to be built if the building is not demolished, MARTA says.

The price tag on the wall has risen from $200,000 to $750,000.

Guthman said Wednesday that another factor in his push for demolition is Mayor Maynard Jackson's backing off a proposal that the building be renovated for $2.9 million by MARTA and occupied by the city. The city would pay MARTA back over 10 years, the mayor suggested in May.

Jackson has written MARTA, however, that the city nows plans to expand its office space next to the present City Hall.

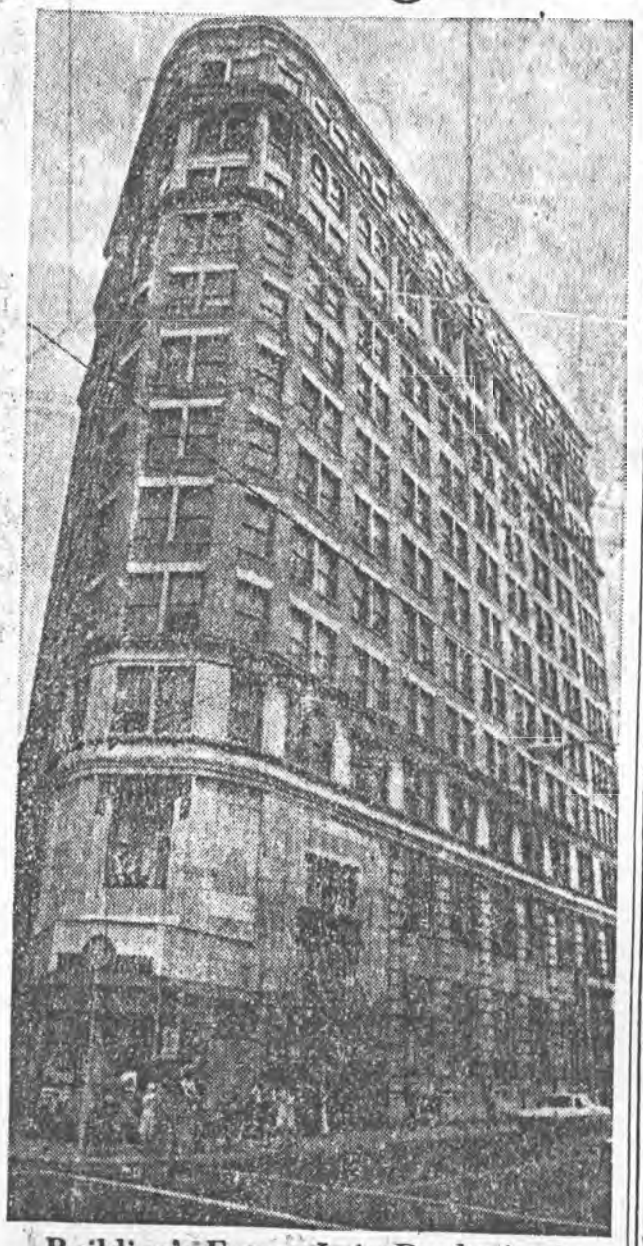
The conflict over the bank building has angered city Commissioner Leon Eplan of the Department of Budget and Planning.

"I am disturbed with the manner in which MARTA has gone about this," Eplan said, accusing the transit authority of "questionable tactics."

Eplan claims MARTA knew a $200,000 price tag for the retaining wall was unrealistic and said he is "annoyed" with MARTA's feasibility studies that favor demolition.

"One by one these buildings are torn down. We are totally abandoning the area, and it's going to be a wasteland," Eplan said.

Franklin Garrett, the city's official historian, said the building is not unique architecturally but that it should be saved if it can be given dignity "instead of standing there like a derelict."



Building's Future Is in Doubt Again

Atlanta Until Board is a possibility if we have to have a temporary lib-

Action Delayed On Five Points Library Space

By ANN WOOLNER

A City Council committee has held up the library board of trustees' proposal to use space at a Five Points building to house central library facilities during construction of the new downtown library.

The finance committee Thursday voted to look at other available space before approving a lease at 10 Pryor St. In other business the committee gave its approval to a proposal that would solve its stated concerns about the concessionaires' lease at Hartsfield International Airport.

The library board studied six downtown locations and a seventh proposal for office space at Ponce de Leon Avenue and Peachtree Street, and decided that the 10 Pryor Street building was best in terms of price, service to the public and usability as a library, said Sherman Hayes, administrative coordinator for the library.

But the finance committee voted to wait before recommending council approval of a 10-year lease so that it could study the financial information gathered by the board about all sites considered.

The three-year lease would put the central library facilities that serve the public in three floors of the 10 Pryer Street Building, while offices and other administrative and maintenance activities would be housed elsewhere in that structure and across the street in the trust company annex, Hayes said.

The relocation is necessary so that the present library can be demolished and a new one built at the Carnegie Way site.

But some library workers are concerned about their safety, according to one employe who declined to be quoted by name.

Board Chairman Fred Shell said, "if it's a major concern to someone, we'll certainly look into" the safety factor.

Hayes said that if the council rejects the 10 Pryor St. location, "it would seem only fair to reopen (proposals) and base the choice only on money" and library usability, rather than considering the convenience to the public.

In other action, the finance committee voted to approve a 30-day consultant's study as to whether the city should contract with a single concessionaire or several smaller ones at what will be the new terminal at Hartsfield.

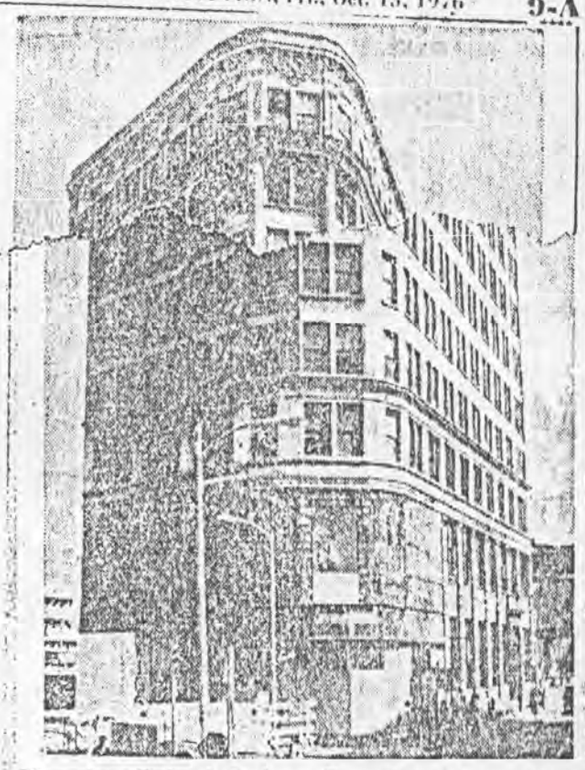
At its last meeting two weeks ago, the committee refused to approve a Finance Department proposal that the city allow a single concessionaire to sublease with others to operate various concessions at the terminal, such as news and food stands.

The committee members said they wanted more information as to why the change in the current system would or would not be preferable, so the consultant agreed to study the matter before preparing plans for either type of lease.

* * *

James Whitnell of Inman Park, president of the Atlanta Chapter of the Victorian Society in America, has returned following his attendance at the Fourth Annual Autumn Symposium of the Victorian Society, held in Philadelphia. The symposium, which was devoted to Gardening in Centennial America, consisted of tours of historic homes and gardens, workshops and lectures.

* * *



Hearing Scheduled on Possible Demolition

Facade Violation Laid to MARTA

By JIM GRAY

MARTA is guilty of "gross abuse" and "reprehensible activity" for demolishing building facades in Underground Atlanta, an angry Urban Design Commission charged Thursday.

The City of Atlanta commission stated in writing June 4 when it issued permission for MARTA to demolish most of the buildings along the north side of Old Alabama Street that the facades must be left intact.

Many of the facades have been destroyed. No "shadow boxes" have been built behind the facades to give Underground patrons the impression that the rear of the buildings remained — as also required in the commission's demolition permit.

In addition, officials of the Bureau of Buildings told the commission that MARTA's demolition contractor violated a stop-work order that was issued Wednesday after the facade destruction was discovered.

The commission, whose members are appointed by the mayor, has the authority to regulate demolition in Underground because it lies in a historic zone.

The June 4 requirement states, "MARTA will take responsible measures necessary to insure that all facades below viaduct level will remain intact to preserve the character of Underground Atlanta."

No one from MARTA appeared at the meeting to explain the destruction.

The commission voted, therefore, to write Mayor Maynard Jackson about the situation. The letter urges that he direct the buildings bureau to stop all work in the area, charges MARTA with "gross abuse," and asks that MARTA be "strongly censured for reprehensible activity."

The commission's demolition permit also required MARTA to insure the facades against damage. Manuel Padron, MARTA planning director, said he did not know if MARTA had complied with the requirement.

In a related matter, the commission scheduled a public hearing for 7:30 p.m. Oct. 20 to consider allowing demolition of the vacant Atlanta National Bank building at the corner of Alabama and Peachtree streets. It also lies in the historical zone.

The commission acted May 27 to place a three-year moratorium on demolition of the 73-year-old structure in hopes that either the city or a private developer would remodel it and keep office workers in the area of MARTA's Five Points station.

But Mayor Maynard Jackson has withdrawn plans for the city to use the building. Two consultants' reports have also urged demolition, stating it is not economically feasible to save the structure.

Commission members reacted bitterly to a City Council threat that it may remove the building from the historical zone if the commission does not reverse itself.

MARTA's Padron came under fire also. In May MARTA said a retaining wall necessary to support the building during station construction would cost $200,000. Now MARTA places the figure at $750,000.

Knocked Atlanta out from priorities for City Hall Annex

Jail, Court, City Hall Top City Priorities

By JIM GRAY

A $12 million city jail, a $6.5 million municipal court building, and a $6.7 million expansion of City Hall are Mayor Maynard Jackson's top-ranked priorities for spending Public Works Employment Act funds.

In a proposed shopping list submitted Wednesday to the City Council, Jackson dropped renovation and relocation of the Battle of Atlanta painting to 12th. The city would seek $5 million in federal money and would issue $7 million in revenue bonds for the Cyclorama project.

Jackson wrote the council that it needs to formulate a formal application soon, with priorities listed, so that it may be submitted to the federal government by Oct. 15.

The mayor notes that federal regulations set a $5 million limit on each project and suggests that the council approve spending about $6.7 million in general obligation bond funds over the next three years to make the projects possible.

Since 1968, the city has been allowed to issue up to $4 million in bonds for schools and up to $4 million in bonds for other purposes without referenda.

In 1977, Jackson proposes, these bond expenditures should be made: $2 million for traffic improvements such as one-way pairing of Spring and West Peachtree streets and the extension of Magnolia Street; $1.1 million for expanding or renovating City Hall; and $900,000 for jail, courts or police buildings.

If the council agrees with Jackson, a public hearing would be held Oct. 18 on the bonds.

Twice since February the council has approved tentative lists of public works projects submitted by the mayor. But Wednesday's list is the first in which firm price tags are placed on projects and in which projects are ranked according to priority.

A combined jail and courts building was estimated in February to cost $12.5 million. Under the new plan, a $12 million jail would take $8.5 million in federal funds and $3.5 million in local bond funds.

Exactly $5 million in federal funds and $1.5 million in city bond money would go to build the second-ranked project, a city court building.

The $6.7 million construction of an east wing to City Hall would involve $1.7 million in bonds over the next three years with $5 million coming from the public works bill.

Jackson says the list was compiled using several criteria. The projects must be badly needed now, ones for which no alternate source of financing is feasible, and so expensive that they could not be built with annual bond issues.

Other projects listed, in order of rank, are: park improvements, $1.4 million; Magnolia Street extension, $2.4 million; park improvements, $4.5 million; City Hall renovation, $2.9 million; new park gymnasiums, $2.7 million; and zoo improvements, $1.3 million.

Also: recreation centers and improvements in parks, $2.2 million; Hightower Road extension, $2.1 million; Cyclorama, $12 million; DeKalb multi-purpose center, $350,000; and police precinct stations, $3.8 million.

Mayor Asks MARTA to Spare Bank Building

By JIM GRAY

The 73-year-old Atlanta National Bank building near Five Points could be saved from MARTA's wrecking ball and renovated for use as a second City Hall under a plan being devised by Mayor Maynard Jackson.

In a letter sent Wednesday to MARTA General Manager Alan Kiepper, the mayor suggested that MARTA spend the estimated $2 million necessary to refurbish the abandoned building and lease the historical structure to the city for 10 years. MARTA's expenses would be recouped from lease payments and interest.

Jackson also speculated that the city might decide to give up its rights to require only park use of nearby Plaza Park. A private developer could build on the state-owned park land instead of on the bank property, Jackson wrote, which would give the downtown area a double shot of revitalization.

MARTA's consideration of the plan is of "major importance to the continued vitality of Atlanta," Jackson wrote.

Kiepper said he will not comment extensively on the plan until he has studied it.

He said the city is "properly concerned" over stabilization of the area, but that MARTA's coming up with the renovation money remains a big question. He said retention of the bank building might restrict future redevelopment of the block.

The mayor's tentative proposal, which would have to be approved by the Atlanta City Council, came on the eve of an expected showdown over the bank building between MARTA and the city's Urban Design Commission.

The commission will meet at 3:30 p.m. Thursday to vote on issuing MARTA a Certificate of Appropriateness, which is required for demolition of buildings in historical districts.

The bank building, located above Underground Atlanta at the corner of Alabama and Peachtree streets, came within the historical district last year when Underground property was changed into park land.

MARTA cannot destroy the bank if it receives no certificate. Its appeal would be made to the courts.

The design commission is required by law to consider "the historical, architectural and aesthetic features of such structure, the nature and characteristics of the surrounding area, the use of such structure, and its importance to the city."

Built in 1903 by Col. George W. Scott as the Century Building, the 12-story edifice was one of the first large office buildings in Atlanta. Most of its office space was abandoned in 1970 when the city condemned its upper floors because of inadequate fire excape stairways. MARTA later bought the land and building.

The building is just east across Peachtree from MARTA's Five Points station, where the east-west and north-south lines will intersect. An inter-line connector is designed to barely miss the bank building, and MARTA has rejected claims that a retaining wall could be built to preserve the bank while a giant hole is dug for the underground station.

Under Jackson's plan, the city would own the building after paying MARTA $300,000-a-year- rent for 10 years. MARTA could cancel the lease at any time during the 10 years, and the city would have the option after 10 years to buy the land on which the building stands.

"We are concerned greatly over the adverse effects of the structural demolition that MARTA will undertake in this station area," Jackson wrote. He added that saving the building would provide "an anchor of activity, encouraging businesses to remain and new firms to locate in the impacted area.

"Without such an incentive, we fear a construction-precipitated future decline and abandonment in this section of Atlanta, jeopardizing the Southside Growth Strategy and this portion of the Central Business District," he concluded.

Chief Administrative Officer Jule Sugarman emphasized that details of the plan are still sketchy and that Mayor Jackson wants to receive MARTA's response before making a final decision on whether to seek lease payments from the City Council, beginning in 1978.

"We could never buy space cheaper," Sugarman said of city departments' shifting to the bank building.

Staff Photo—Charles Pugh

The Atlanta National Bank Building Sits on Shakier Ground Than Ever

Three-Pronged Push On To Demolish Bank Building

By ANN WOOLNER

Movement to allow MARTA to demolish the turn-of-the-century Atlanta National Bank building is coming from three fronts, and a final decision should be made within three weeks.

The structure, which sits across from the future site of MARTA's Five Points station at Peachtree and Alabama streets, had been spared the wrecking ball first through action of the city's Urban Design Commission and then through an agreement MARTA signed with federal and state officials.

But MARTA (Metroplitan Atlanta Rapid Transit Authority) is now trying to get out of that agreement, and will ask the Urban Design Commission to reconsider its action.

And a city councilman Wednesday said he is considering introducing council action to remove the building from the design commission's authority, apparently voiding its action to save the building.

Meanwhile, each day adds a bit onto MARTA's expenses, MARTA spokesmen told the council's development committee Wednesday.

But MARTA would not be stuck with escalating costs had it not used "questionable tactics," charged Leon Eplan, the city's commissioner of budget and planning and a member of the Urban Design Commission.

Eplan said the city needs to keep that building to encourage merchants in the area south of Five Points to stay and to encourage development in a section that "is going to be a wasteland" because of MARTA demolition.

"One by one these buildings are going," Eplan said. "We need to start to recycle the things of value to the city."

But a marketing study shows that the rent that would have to be charged to pay for renovation of the structure could not compete with that in other office buildings downtown, particularly because so much empty office space is available, said Manuel Padron, MARTA's planning director.

Mayor Maynard Jackson last May said the city would consider leasing the building from MARTA for use as a city hall annex in an effort to strengthen the economic viability of that area.

But this month Jackson said leasing the building is no longer attractive because of anticipated federal funds for construction of a new annex adjacent to City Hall.

In a letter to MARTA, Jackson also cited the previously unanticipated expense MARTA would have to bear to protect the building when the city may not have a use for the structure.

Preserving the structure calls for construction of a protective wall. First estimates put the cost of the wall at about $200,000, but the most recent estimate is $750,000, Padron said Wednesday.

The expense has accelerated because the wall's construction was not included in the contract MARTA signed with the firm that is working on the Five Points station. Changing that contract at MARTA's request means "the contractor holds all the cards" in negotiating the change order, Padron said.

Construction of the wall would also delay station construction unless MARTA paid "a premium" for accelerated construction to meet its schedule, he said.

But MARTA knew before the contract was let that "we wanted to preserve the building," Eplan said, although official action was not taken to save it until May.

At that time the Urban Design Commission voted to allow demolition only after a three-year search for a tenant. That action was taken because of the building's structural soundness and historical significance, the area's historical significance and the mayor's statement that the city may try to lease it.

The commission has jurisdiction over the matter because the structure is within the Underground Atlanta Historic District. Its base sits in Underground, so the entire building gets special protection, according to the city attorney's office.

But MARTA is planning to ask the commission to reconsider its action, Morris Dillard, MARTA assistant general manager, said Wednesday.

ATLANTA and ENVIRONS

A Chronicle of Its People and Events

By

FRANKLIN M. GARRETT

VOLUME II

University of Georgia Press
Athens
1969

as the Ivy Street Garage and Bolling Jones Building, it is now one of Atlanta's busiest educational centers—the Atlanta Division, University of Georgia Building. One block north, on the northeast corner of Edgewood and Ivy, the old Mason's Annuity Building was remodeled into the Five Ivy Building.[97] Across Carnegie Way from the library, the former two-story brick home of A. G. Rhodes gave way to the Wynne-Claughton, now Mortgage Guarantee Building.[98]

While the Wynne-Claughton Building was rising skyward, its unique neighbor, "The House That Jack Built," facing three streets, Peachtree, Forsyth and Carnegie Way, became the subject of activity. In April, 1924, Hugh Richardson purchased the leasehold on the old landmark, now remodeled and known as the Richardson Building, 160 Peachtree Street.

The structure was originally built by Jasper Newton "Jack" Smith (1833-1918) in 1889. Flanking the original main entrance were two stone blocks. One is inscribed: "This is the House That Jack Built." The other bears a longer message—a combination of information and admonition: "J. N. Smith's Building: Commenced 100 years after George Washington's inauguration as First President—Paul says: Owe No Man:—Let Posterity Heed His Advice."

In 1909 Mr. Smith leased the building and ground to Edward W. Alfriend for a period of 99 years at an annual rental of $2,000. This was one of the first long-term leases made in Atlanta, and was considered at the time to be a mad undertaking for Mr. Alfriend. It turned out to be very profitable, for 15 years later he sold the lease to Mr. Richardson for a figure approximating $150,000.

Jasper Newton Smith took care that his inscribed stone blocks would remain on the building. In the original lease to Alfriend it was stipulated that they should remain there, and that in case the structure was razed they should be incorporated in any new building that might be erected on the site. Hence, when Richardson rebuilt shortly after acquiring the lease, he had the inscribed blocks inserted just above the cornice, where they remain, looking out upon the busy intersection of Peachtree, Pryor, Forsyth and Carnegie Way—an unusual reminder of an unusual man.[99]

As in 1923, a number of large apartment buildings were completed or in the course of construction during 1924. Among them were the Canterbury Manor, St. Andrew's and Grenada or Spanish Court, all on West Peachtree Street, and the Bonaventure Arms, now Clairmont Hotel, on Ponce de Leon Avenue.[100]

Builders were busy on the outskirts too. Berkeley Park, along and contiguous to Howell Mill Road between Chattahoochee Avenue and Collier Road was developed by the E. Rivers Realty Company. Across town, Mrs. S. B. Turman, widow of the late realtor, began subdividing the family estate, Hexagon Hall, at Lakewood Avenue and McDonough Boulevard. A number of modest but attractive homes were erected in this new subdivision during 1924.[101]

As the 1924 baseball season opened Robert & Company, architects and engineers, finished R. J. Spiller Field, described at the time as "the most magnificent baseball park in the minor leagues." At a cost approximating $250,000, R. J. Spiller had kept his promise of the previous fall—while the old park was burning—to provide new concrete stands for the *Crackers* and their fans.[102]

But it was in the field of new hotel construction that 1924 stands above any year in Atlanta's history, before or since. The Biltmore, the Robert Fulton

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Entrance

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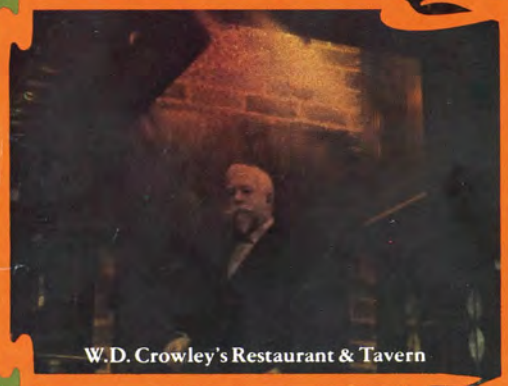

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UNDERGROUND ATLANTA

and well-known Decatur physician; James H. "Uncle Jimmie" Hawes, retired Southern Railway engineer, a veteran on the Atlanta-Birmingham run, and a native of Fulton County; Major Joseph Harris Morgan, beloved Confederate veteran and retired insurance man, a native of Poughkeepsie, New York; Colonel Albert H. Cox, distinguished lawyer, a classmate of Henry W. Grady, Judge Peter Meldrim and other prominent men of the state in the noted University of Georgia class of 1868; Felix Camp, noted title attorney and prominently identified with the founding of the Atlanta Title & Trust Company, a native of Cobb County; John Corrigan, veteran Fulton County employee, born in Atlanta at the corner of Central Avenue and Mitchell Street, a son of pioneer citizen Michael Corrigan; William H. Pollard, well-known local labor leader; Francis E. Price, staff photographer for the *Constitution* for 20 years, and a pioneer in aerial photography; Fletcher A. Quillian, attorney, civic leader and former city councilman, a native of White County, Georgia; and Kendrick Scott, a popular young attorney, son of L. D. Scott, principal of Washington Seminary.[222]

(1929)

In his message to council at the beginning of 1930, Mayor Ragsdale noted particularly the inauguration, during 1929, of the Greater Atlanta plan. Under the plan the towns of East Point, College Park, Hapeville, Decatur and Avondale, and certain unincorporated districts of Fulton and De Kalb counties had united in the borough system of administration with Atlanta as the principal borough. Matters of common interest to all these boroughs, he said, would arise, and in that connection spoke of the sewer problems common to all and the necessity of moving some of the present sewage disposal plants.[223]

The mayor also noted the creation of a new ward, the Thirteenth, during the year. It comprised all that territory of the Ninth Ward lying north of St. Charles Avenue, and east of the Southern Railway belt line, extending east to the west side of Briarcliff Road and north to the corporate limits.[224]

Mayor Ragsdale referred with deep regret to the death on November 20, 1929, of veteran Fire Chief William B. Cody, and paid him a high tribute as a courageous and expert fire fighter and a splendid official and popular citizen. The selection of Captain John Terrell to succeed Chief Cody was cited as a wise choice and a deserved promotion.[225]

From the election of Atlanta's first mayor, Moses Formwalt, in 1848, to the election of Samuel B. Spencer, in1874, the term of the city's chief executive had been one year only. The Charter of 1874 provided for a two-year term, which remained in effect until 1929, when the General Assembly, by Act approved July 27, increased the term to four years, with the right on the part of the mayor to succeed himself for one term only in direct succession. By provisions of the same Act the terms of aldermen were increased from three to four years, and those of councilmen from two to three years.[226]

Among the numerous and important municipal improvements of 1929 were the rebuilding of the Mitchell Street viaduct at the Terminal Station;[227] the building of the Bobby Jones and John A. White golf courses which, together with the slightly older Piedmont Park, James L. Key and Candler Park courses, gave the city five public courses;[228] erection of the Pryor, Central Avenue and Wall Street viaducts and a new city hall, and the purchase of Candler Field as a municipal airport.

The metamorphosis of the old State Square in the center of Atlanta was completed in March, 1929, when the new Central Avenue and Pryor Street bridges were opened. Wrote J. Henson Tatum, executive secretary to Mayor Ragsdale:[229]

"Atlanta's greatest viaduct job is finished. The new Pryor Street and Central Avenue bridges, with their laterals, are open to traffic. Pent-up flow of vehicles in Peachtree, Whitehall and other principal downtown streets is greatly relieved. Like water released through a spillway, traffic has sought the viaducts. They are channels of uninterrupted flow, efficient outlets for streams of traffic that have heretofore coursed at stagnant pace through the central district.

"The two viaducts and their laterals, if placed end to end, would form a bridge one mile long, lacking only 122 feet. The Pryor Street structure is 1291 feet in length; Central Avenue viaduct, 1174 feet; Hunter Street lateral connection, 914 feet; Alabama Street lateral, 776 feet; Wall Street lateral, 695 feet and elevated walkway between Whitehall Street and Pryor Street bridge, 288 feet.

"Total cost of the project, including preliminary work [the railroad tracks from east of Piedmont Avenue to west of Forsyth Street had to be lowered from 5 to 6 feet] and property adjustments, is approximately $2,225,000. The bridges were financed by proceeds from sale of bonds [issue of 1926], and contributions by Fulton County. The steam railroads and electric railway directly benefited by their erection.

"Atlanta citizens voted a bond issue of $1,000,000 for the bridges. The Georgia Power Company contributed $400,000; county of Fulton, $386,068; Georgia Railroad, $230,600; and N. C. & St. L. Railway, $167,075. Bonds of the million-dollar issue netted a premium of $41,624, which sum was also appropriated to the enterprise. . . .

"In excavating for footings workmen broke into two old forgotten cisterns, part of Atlanta's waterworks system when the city was dependent upon wells and cisterns for domestic use and fire protection.

"The viaducts were erected by MacDougald Construction Company, of Atlanta, and actual work started in April, 1928. . . .

"Briefly stated, the viaduct project accomplishes the following benefits, among others:

1. Relieves downtown traffic congestion.
2. Abolishes two railroad grade crossings [for many years the busiest in in the city].
3. Permits trains to proceed into and out of Union Station without halting and without uncoupling.
4. Banishes hazard to motorists and pedestrians which was formerly present at the grade crossings.
5. Does away with railroad and public delay.
6. Remakes large area into more attractive district.
7. Enhances property usefulness and property values.
8. Completes the linking of north and south sides.
9. Provides improved approach to Fulton County court house and new city hall.
10. Opens new street car routes through city.

"In 1923 Atlanta built the Spring Street viaduct, spanning the railroad yards. Immediately there sprang up a building boom on Spring, Marietta, Luckie and other contiguous streets. In less than eighteen months $10,000,000 worth of building was started.

"Similar activity in the twin-viaducts area may be expected within the near future. Already the Nashville, Chattanooga & St. Louis Railway has announced and is seeking approval of plans for erection of a $3,000,000 storage warehouse to replace the Union Station,[230] and to build a new depot facing Forsyth Street bridge, approximately three or four hundred yards from the Terminal Station.[231]

"Owners of stores and other structures facing the viaducts are remodeling their buildings or else tearing them down to make way for new and more modern structures. The Kimball House, famous landmark for many years, is undergoing renovation, and the ground floor is being remodeled to accommodate a number of up-to-date shops. Erection of the bridges will lead directly to an expenditure of several million dollars restoring and developing the district.

"The viaducts were built under plans and supervision of W. S. Schultz, consulting engineer, of Memphis, Tennessee, with C. E. Kauffman, Atlanta city engineer, cooperating."

The construction of the viaducts and the changing of street levels created an exceedingly messy situation in that part of town, which obtained for about a year. Excavations were the order of the day. The present writer remembers a large hole in the street in front of the old Walter R. Brown building at the southwest corner of Pryor and Hunter streets. It remained there for months and filled up with muddy water. Some wag, possibly Mr. Brown, had a neat sign painted and stuck in the hole. It read, "No Fishing Allowed Here."

One of the first sizable real estate transactions in the new viaduct area was the sale by the H. H. Dean estate to the Massell Realty Company, of the eight-story Temple Court Building at the southwest corner of Alabama and Pryor streets. The sale, made in April, 1929, involved a consideration of around $150,000. The old Temple Court, one of Atlanta's earliest tall buildings, was originally built in the mid-1880's as a home for the Gate City National Bank in the then most important commercial section of the city. After the failure of the bank in 1893, the building was sold to the Venable family. In 1895, its name was changed to Temple Court and for the next 25 years it was tenanted almost entirely by lawyers. During 1929 the Massell Company tore down the old landmark and erected the 125-room Jefferson Hotel, opened about January 1, 1930, and leased for 20 years to Jake and Harry Abelson.[232]

Throughout the year 1929 construction went forward upon Atlanta's new million-dollar city hall at Washington and Mitchell streets, authorized by the bond issue of 1926. The fifteen-story semi-Gothic structure, designed by G. Lloyd Preacher & Company, Inc., of Atlanta, and erected by the National Construction Company, was built on the site of old Girls' High School, on part of which was the old John Neal, or Richard Lyon mansion, in which General Sherman made his headquarters during his occupancy of the city in the fall of 1864. Construction of the new city hall was begun in the summer of 1928 and was virtually completed in 1929, though it was not until Washington's birthday, February 22, 1930, that the records and affairs of the city's government were moved from the ancient pile on Marietta Street.[233]

In his message to council at the beginning of 1930, Mayor Ragsdale was able to announce the purchase of Candler Field by the city. He said: "It was one of the most important transactions by the city in years. With one airplane factory and an airport Atlanta is in a dominant position in the aviation of the southeast."[234] Wrote Henson Tatum, the mayor's secretary, shortly after the purchase:[235]

"Actual purchase of Candler Field by the City of Atlanta guarantees to the 'cross roads of the air' an airport worthy of Atlanta's strategical position. On April 13, 1929, a check for $94,500 was exchanged for title to the property, and almost at once important local aircraft developments were announced.

"Pitcairn Aviation Corporation [John K. Ottley, Jr., Atlanta manager], which holds the Atlanta-New York and Atlanta-Miami air mail contracts, has revealed plans for erection of a new hangar and shops at the field to cost approximately $75,000. The hangar will replace one in present use and will be as large as all three hangars now at the field. . . .

"Months ago the engineering department of the City of Atlanta completed plans for improvements at Candler Field, anticipating its future purchase by the city.

"Without delay work of expansion will commence, and when it is finished Candler Field will rank as a class 'A' airport in every important respect. The city has set out to make the field conform to every feasible requirement of the highest type landing field, and the Department of Commerce at Washington has agreed to send one of its experts to assist.

"The first thing to engage the city's attention will be further leveling of a portion of the field and extension of the runways. It is proposed to lengthen the north-and-south and east-and-west runways to 2700 feet. When funds are in hand a concrete apron will be laid facing the hangars which will do away with the clouds of dust raised by ship pilots tuning up their motors.

"Approximate cost of improvements will aggregate $240,000. Fulton County is expected to lend substantial assistance, principally by furnishing labor necessary in extending the runways. The city and county together have expended approximately $80,000 on the property since the city leased it five years ago.

"Candler Field embraces 297 acres. Engineering plans contemplate establishment of a public park and athletic grounds at the northern end of the tract, which will not be needed for air purposes for some time to come.

"Atlanta was one of the first cities to establish an airport, and by reason of her geographical location and her importance as a financial and distribution center, took a commanding lead from the start.

"The city's recent purchase of the field was hastened to enable Atlanta to maintain her supremacy and build to keep pace with the future of aviation.

"Just as she is the foremost rail terminus of the Southeast, Atlanta aims to be the leading mail and passenger terminus of the skies."

By the end of 1930 Atlanta had become America's third city in air transport, only New York and Chicago having more planes on regular schedule. Sixteen planes per day, carrying mail, express and passengers, were arriving and departing from Candler Field.

Early in the year Davis Airlines, Inc., headed by pioneer flyer Douglas H. Davis, was operating a daily passenger service between Atlanta and Birmingham. The field had likewise become southeastern headquarters of the aeronau-

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WHEREAS the Carnegie Library has been nominated for and is pending listing on the National Register of Historic Places, and

WHEREAS the architectural style and location of this building make it worthy of preservation and adaptive use, and

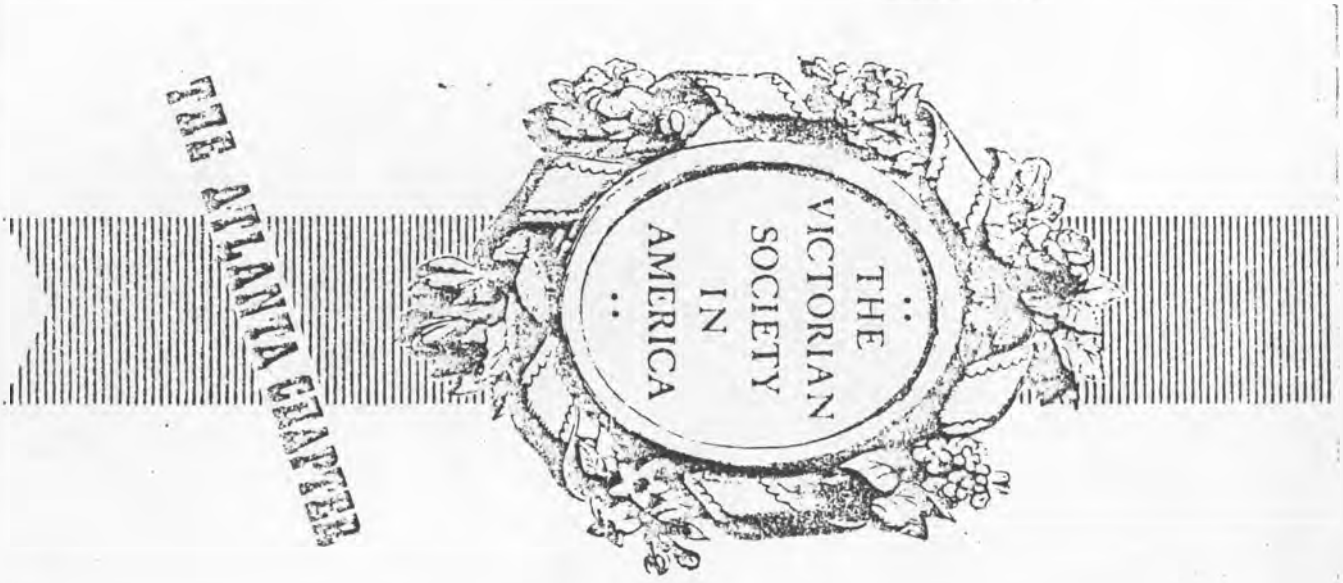
WHEREAS a large number of vacant urban spaces presently exist which are suitable for the location of a new central library facility,

BE IT RESOLVED by the Victorian Society in America--Atlanta Chapter that the Carnegie Library, a building of distinction in the Beaux Arts style, be preserved an an important landmark in Atlanta's architectural and social history.

ADOPTED UNANIMOUSLY May, 1976, at the Annual Meeting of the Atlanta Chapter of the Victorian Society in America.

James L. Whitsitt

President



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David Sherman

Downtown Atlanta

Alternatives to taking downtown Atlanta were very expensive — $15 million for alt. to take backs of bldgs.
Prob. is that UMTA was doing stuff on weekends (demolition on weekends)

"Change of opinion in the State" re sig. of downtown Atlanta.

Cost: Biggest cost is preserv. of facade of 12 story bldg (Etzeman Bldg.)

Next alternative would cost $14-15 mil.
Preserving bldg. for 3 yrs., getting consultants to do feasibility study of would not be much
$250,000 to build slurry wall, which would, according to UMTA, be necessary to keep bldg. up structurally
Have since come up w/ fig of $1.5 mil. for slurry wall — How good is this estimate?
Tunnel from Main Sta. to Underground Atlanta was idea of SHPO, MARTA, & Urban Design Commission.

Sycamore Street

Problem of 4(f) mitigation costing more than 106 mitigation.
106 compliance increased their cost $100,000.
4(f) called for removal of 2 houses - decision by non professionals — cost of $200,000.
Greatest cost has been citizens' lawsuits.

Archeological surveys have been obtained very inexpensively.

4,000 structures to be impacted by MARTA

SHPO funded $10,000 survey of Downtown Atlanta

MARTA is providing architectural data on bldgs. on the lines and from centers
No historical research is being done
MARTA is funding archeol. survey & excavation. Are putting out a monthly report on archeol. surveys. Aren't getting dets on sites recommended by archeologist.
Ernie is getting the monthly report - Why aren't we?

Oct. 1975: David Sherman met w/ Ed Kastellani of MARTA – decision on Downtown was taking out of Sr boundaries but that he could provide MARTA w/ dets of elig. on any indiv props – & dist.s if he needed it fast.

Jan. 16 – Sherman wrote to Kastellani – encouraged by moves to reuse downtown bldgs.

Feb. 1976 rev. bd. was to meet tour was cancelled because of agreement w/ DOT

March '76 – Kastellani & Sherman spoke again ?

Mar. 4 '76 MARTA applied for demo. permit – for imp. prop. in district. – Eiseman Bldg. Urban Design Commsn called them to task on it, MARTA saved facade but demolished rest of it

Apr. 28 – applied for demo permit for 10 structures in Underground –

Held pub mtg Wed May 19

Granted conditional certf. of approval to demol., excepting 1 bldg.

MARTA has done nothing yet

May 20 - Kiyoshi Mano from UMTA met w/ someone in DC (ask Carol) - doc would be required — we finally got request.

Bob Bettis saw district + drew boundaries.

Don Klima 8/26/76

MARTA has been doing surveys — completed for east line (currently under construction) → surveys indicated that some properties were eligible, a few props. have been submitted to SHPO. Also, a few props. on west line have been submitted to SHPO.

History Group submitted a proposal to MARTA to do a historical/architectural analysis of the lines (other than east) — MARTA liked the idea, but UMTA wouldn't fund it. UMTA also has refused to fund archeological surveys — MARTA is funding these.

(Don thinks the problem lies w/ UMTA, not MARTA.

→ this proposal would allow MARTA to get the responsibility

- Lots of support, local business & Congressional for listing; some address significance.

- 2 NPs
  - one concerning loss of integrity;
  - other not explicit

5) integr of elements of facade
6) zero Mile Post

CONTEXT municipal

Viaducts highway signs

1) integrity of viaducts
- materials strengthened w/ steel support
- piercing
clean-up & replace

2) impact of festival marketplace setting
Alabama St viaduct underneath

3) top of Alab viad
large planters, benches
MALL, now
setting + constr

Jody 10/25/99

4) corner bldg lower level Facade

discrete structures
intersections - functionally, not of hanging

Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC: Downtown Atlanta Historic District

AND/OR COMMON:

2 LOCATION

STREET & NUMBER: Beginning at intersection of Alabama Street and Central Avenue, the area bounded by the northernmost property lines on Alabama Street (cont'd) __NOT FOR PUBLICATION

CITY, TOWN: Atlanta __VICINITY OF

CONGRESSIONAL DISTRICT:

STATE: Georgia CODE: 13 COUNTY: Fulton CODE: 121

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	X PRIVATE	X UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	X ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME: Multiple Owners

STREET & NUMBER:

CITY, TOWN: __VICINITY OF

STATE:

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Fulton County Courthouse

STREET & NUMBER: Pryor Street

CITY, TOWN: Atlanta

STATE: Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE: Survey of Historic Structures, Sites and Districts: Atlanta Urban Design Commission -- Portions of this district were listed

DATE: November, 1973 __FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS: Atlanta Urban Design Commission

CITY, TOWN: Atlanta

STATE: Georgia

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE__ ____
X FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Atlanta's Historic Downtown District is a three-block equivalent section of the southern portion of the central business district. The street layout is a grid of square and rectangular blocks, angled on a southeast-northwest axis. Adjacent on the east is a district of state, county and city office buildings; on the west is a new air rights development over north-south railroad lines; to the south is an area of warehouse buildings and parking lots; on the north, an east-west railroad line forms a clear boundary. This downtown district contains many substantial remnants of the nineteenth century business and social center of Atlanta, periodically interrupted by intrusions of parking lots and later speculative store and warehouse buildings. The largest number of extant structures are located along Alabama. A considerable number of period buildings also remain on Whitehall* and Pryor Streets, and the intersection of Whitehall and Alabama Streets remains one of the most significant crossing points in the central district. Later buildings and facade changes along these streets have not disturbed the scale of the earlier one to three-story buildings lined up along the grid pattern of the street.

This older business section was profoundly altered in 1928-29 by the construction of a large viaduct system which raised the street level of the area along a five-block section of the east-west railroad line. These viaducts, which span the tracks and are connected by laterals along either side of the railroad gulch, buried sections of the older store fronts and the ground stories of many buildings. It is a portion of this covered area, along Alabama and Pryor Streets, which has been returned to use as an entertainment area known as Underground Atlanta.

The section of the east-west railroad which extends between Pryor Street and Central Avenue was at one time covered over with the railroad passenger station, an iron arched structure which has since been destroyed. However, the original zero milepost marking the southern end of the old Western and Atlantic, now Louisville and Nashville Railroad, which is located across the tracks from the District, remains. At the eastern edge of the District (where Alabama Street meets Central Avenue) and south of this milepost is the Georgia Railroad Freight Depot, 1869, the

* Note: This street has been recently renamed, Peachtree Street, South, but the historic name, Whitehall, has been used throughout this form.

oldest extant structure in central Atlanta. This is a one-story fragment of the original three-story building which suffered a fire in 1935. A later low hipped roof covers the brick Italianate structure in which the typically stylistic stone quoins, arched doorway and arched windows with stone lintels remain. The long rectangular section extending from the rear of this square section was built after the fire. Adjacent to this depot and to the south is a 1914 commercial style reinforced concrete warehouse, the L and N Terminal Building. This long 5-story rectangular block faces Central Avenue. Across the street are two original brick commercial blocks with remodeled facades which are situated at the edge of the viaduct ramp. These have been remodeled on the interior and are connected by some new construction to create a small, several story mall-like complex of shops and commercial operations.

Along the ground level of Alabama Street, extending northwest from the Georgia Railroad Freight Depot, are the 1870's and 1890's first-story facades of the old mixed-use district. On the northern side, the mill-constructed structures of Packinghouse Row with wood framed entrances and shop windows have been altered by the addition of "period" turned posts, but the original two-story brick facades, with segmental arched windows and brick corbeling at the cornice and between stories, remain along the railroad. Along the southside of the street the majority of the facades are original, with the exception of two later brick structures and a facade to which nineteenth century iron piers, obtained from a demolished structure, have been added. The most notable facades on this side of the street are three in which the iron columns are original. Two of the structures, numbers 50-52 and 54-56, extend above the viaduct, while the third, the old Tripod Paint Company, has been refaced at the viaduct level, probably after 1929. In the columns of number 50-52, built c. 1879, relief shields with the letter "L" at ground level signify this structure as the old location of the Lowry Bank. At the viaduct level, this is a three-story brick structure with two recessed bays with paired segmental arched windows and four semi-circular arched lights above, resting on a simple stone coursing. A pattern of small diamonds enlivens the iron column shafts at number 54-56 at ground level. Above these columns at viaduct level is a three-story brick structure with a protruding rectangular bay containing six windows with sill and lintel coursing of stone, and with light corbeling at the top. A pattern of recessed panels and circles is found on the iron

columns of the Tripod Building at ground level, this being typical of a once widespread building-front style in Atlanta.

On the four corners of the intersection of Alabama Street and Pryor Street, the original structures remain, except on the southwest corner where a new structure, the Hotel Jefferson, has been built above the viaduct. Beneath this 1930 addition, however, remain at ground level the rusticated stone pillars, molded and patterned iron window lintels, and the brick surfaces of the original Gate City National Bank of 1883. On the southeast corner stands the Block Building with some alteration due to brick infilling at ground level, and later store fronts added at the viaduct level. The major portion of this five-story, c. 1890, candy factory is original. Slender iron columns and wider fluted corner piers are extant at ground level and the viaduct level. The windows of the stories above are segmental arched with terra cotta caps. A mixture of window groupings, shapes and lintels is used across both street facades. A high parapet wall above the top story is detailed with heavy cornice moldings, including modillions. Sills of light stone or terra cotta are connected along the street facades to form horizontal bands. On the northeast corner of the intersection is the Hotel Jackson (Bentley), c. 1890. At ground level, an original, diagonally placed, recessed entrance is located behind a corner column of pink granite with an elaborately carved floral capital. Heavy rusticated stone piers form doorways in the center of each street facade, while iron columns along the Alabama front provide wide shop windows. The Pryor Street facade has been altered by windows recently added in the brick infilling which was undoubtedly put there after the viaducts were built. The second story of this five-story structure has been altered to accommodate the higher street level created by the viaducts. Above this the original brick walls contain rectangular windows with dripstone window lintels connected across the facades to form a continuous tooth-like pattern. Between the third and fourth, and the fourth and fifth stories is an incised terra cotta band. The parapet wall above the fifth story, with its heavy overhanging cornice of moldings and corbel-like rounded arches makes a strong cap for the building. On the northwest corner at at the ground level, the original Italianate facade of the P. and G. T. Dodd Building has been altered to provide entrances to recent Underground Atlanta businesses, but the original brick and stone arches over the windows remain and the original

facade still faces the railroad on the north side. Above ground, at the viaduct street level, this building, as others on the northside of Alabama Street between Pryor and Whitehall Streets, has been refaced. In the small section of ground-level Alabama Street which is useable between the corner and the dirt-rubble embankment supporting the viaduct are occasional details, such as iron columns and carved stone ornaments from the original facades.

Pryor Street, part of which also exists on two levels, also features several structures remaining from the nineteenth century. On number 100 Pryor Street, at the viaduct level, there are iron columns in the base which were apparently inserted after the building of the viaducts. The walls of this building have been extensively refaced. Number 102 is a four-story brick structure, the ground story of which is beneath the viaduct and reveals recent alterations in the facade. The viaduct level facade has been remodeled as a store front; on the central bay of the third and fourth stories, there are oriel-type wooden framed windows in a semi-circular arched frame of ribbed terra cotta with an enlarged stone keystone. Two rectangular, vertically paired windows with rough stone sills and lintels are in each of the end bays. A high parapet wall rises above with an overhanging cornice of moldings and dentils with a panel pattern beneath. Adjacent, number 104 is a five-story brick structure of which the ground story facade has also been altered. At ground level, however, is a symmetrical facade with three engaged rough stone pillars with iron capitals and iron columns. The central of these extends into the third and fourth stories as a brick engaged pillar between two vertical, recessed window bays which are treated with semi-circular arches at the fourth story, and which have horizontal terra cotta spandrels at the base of each story. On either side, this arched window treatment is recessed between end bays of ribbed pattern and segmental arched windows with stone or terra cotta voussoirs and keystones. The fifth story has two sections of triple rectangular windows with detailed stone heads and deeply recessed round windows surrounded by moldings in the end bays. Above this is a cornice with shallow modillions and dentils and a fret frieze pattern, all of stone or terra cotta.

Returning to Alabama Street, between Pryor and Whitehall Streets, there are several interesting cornice members of stone with details such as scrolled rectangular modillions, dentils and moldings capping the two-story structures. Further significant

buildings stand at the intersection of Alabama and old Whitehall Streets. On the northeast corner, there is the Atlanta National Bank Building, originally the Century Building of 1901-02. Twelve stories tall and a trapezoid with a rear light court in plan, this structure has large display windows on the street level with the front corner angled to blend with that of the street corner. (These have replaced the original ground level monumental entranceway.) Rusticated stone piers extend through the first two stories along the Alabama and Whitehall Street facades, with an entablature and string course molding separating the second and third, and third and fourth stories. The windows in the shaft are grouped in pairs with flat arched terra cotta lintels and narrow sills. The top three stories are organized as the cap of the building with modillions and cornice moldings above the ninth story and the eleventh story, and with double, engaged fluted pillars at the twelfth story, framing the window pairs. The windows in this top portion are both semi-circular arched and rectangular, and there is an overhanging cornice with ornate swag patterning forming a frieze beneath this cornice. Notable details which remain in the interior of the building include an open wrought iron stairway with marble treads in the upper floors and some elaborate office door hardware. On Alabama Street in front of this building, one original gas lighted street lamp from ante-bellum Atlanta has been preserved. At the northwest corner is a two-story block structure of brick with engaged pillars separating rectangular windows, and extending up to a simple terra cotta entablature with scroll modillions, dentils and a plain frieze beneath a parapet roof wall. There are four protruding second story octagonal bay windows facing Alabama Street. Adjacent to the north, and of a complimentary design, stands the Eiseman Building,* a six-story buff brick structure with an altered street level facade. Above this, four stories of windows are vertically grouped into three bays under semi-circular arches framed with slender Ionic pilasters. The arches are elaborated by ornament and figures between, and spandrels with a pattern of recessed and projecting squares. This entire triple arched window treatment is framed with Ionic pilasters, the shafts of which are banded with ornamental strips of terra cotta, and which support an elaborate entablature with an ornamented cornice and consoles forming a parapet wall above a frieze of horizontal rectangular windows. All of the wood-mullioned windows feature wide window panes framed by smaller

*See Addendum

panes on the sides and at the top. On the southeast corner of this intersection is the five-story Connally (now Mark Building) of 1915, a five story rectangular stone block of steel frame* and elaborately ornamented with terra cotta shields bearing the initials C-B paired at the building corners beneath strongly projecting string course moldings across the top of the second and third stories. The second story has segmental arched window openings with projecting sills on brackets. On the third story above the shield patterns are vertically rectangular inserts with ornamental heads. In the top two stories, the rectangular windows are grouped in pairs with ornamented terra cotta spandrels between vertically molded piers which extend through both stories to end with a low profile crenellated pattern along the cornice edge.

From here southward on Whitehall Street may also be found original and extant late nineteenth and early twentieth century architectural construction. Some structures on the west side of the street date from the decade of the 1930's, but all are consistent in scale and orientation with the older buildings. The two-story, tan brick Spruger Uniform Shop is elaborated by a Palladian window motif above an altered street level facade and a stone cornice with egg and dart molding and rectangular end panels with terra cotta or cast stone swag ornamentation. The adjacent five-story Kress Building, 1936, stands next to and is stylistically consistent with the McCrory Building -- a three-story cast concrete-slab structure with a high stepped parapet wall above. There are rectangular windows grouped in triplets in the center section of the facade beneath "scalloped" headings in the third story, and there are single windows in the side sections. There is a concrete fluted relief between the horizontal window sections, and above the third story windows.

Continuing to the south, there are two single-story structures with recent facade alterations, followed by the original Bass Department Store (now occupied by Mary Jane Shoes) which was built in 1899 and connected in the 1930's to the adjacent structure by a cornice line at the second story and a continuous panel in the first story. The original building has a narrow five-story facade with the windows grouped vertically in the top three stories under semi-circular arches. Ornamented spandrels, pilaster capitals and inserts between the arches compliment the leaf-like frieze pattern beneath the original overhanging cornice.

Adjacent to and south of the Connally (Mark) Building are five single or two-story 1930's-40's commercial structures with tile and glass facades. In addition, number 76 Whitehall Street, the Mirror, c.1920's, is a two-story rectangular stone block with a refaced recessed street level entrance. On the second story, the end bays have five horizontally rectangular windows, recessed in a frame beneath a broken semi-circular pediment on consoles; the central bay has one large mullioned window beneath a molded panel carrying the store's sign. An ornamented entablature breaks forward with a cornice carried over the end bays on consoles, and a frieze relief beneath egg-and-dart and astragal moldings. A turned stone spindle ballustrade is centered in a paneled parapet wall at the top. Number 80 Whitehall Street, occupied by the Atlanta Novelty Shop, is a

*Construction

(continued)

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two-story brick building, the base of which has been refaced and the second story of which has four rectangular wood framed windows with lights above, which are composed in a modified pilaster and entablature frame; the "pilasters" are actually a pattern of recessed panels beneath a projecting cornice on rectangular brackets, above which there is a parapet roof wall with a finial over the high center section. Numbers 80 and 86 Whitehall Street are situated in the corner of the W. T. Grant Building, 1907, a four-story L-shaped brick structure in which large areas of glass are recessed and framed by slender cast iron columns with Ionic capitals and a cross-pattern cast iron ballustrade across the bottom sections of the third and fourth story windows. The brick piers between these recessions are ornamented at their bases with terra cotta lion heads. There is at the top a cast metal cornice and fluted frieze with a protruding block relief beneath a metal capped parapet roof wall.

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March 29, 1976

ADDENDUM: Before this nomination form could be presented to the Georgia Review Commission for consideration, an agreement between the Commissioner of the Georgia Department of Natural Resources and the Commissioner of the Department of Transportation, signed on February 12, 1976, cancelled the scheduled meeting of the Review Commission at which the Downtown District was to be presented. In the interim, the demolition of one of the most significant structures of the district, described herein as the Eiseman Building, was begun as a part of MARTA rapid transit construction. Mitigation of the impact of this federally funded action upon the structure was offered. A section of the facade is being saved for use on a wall of the new rapid transit station on the site. In view of the late stages of transit planning in which historic impact was considered and because of other extenuating circumstances, The Atlanta Urban Design Commission which is the sponsor of this district nomination, has agreed to MARTA's request that this site be deleted from the proposed National Register district. The map boundaries as presented and the boundary description have been amended to reflect this change.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1869-1930 BUILDER/ARCHITECT Multiple

STATEMENT OF SIGNIFICANCE

Atlanta's Downtown Historic District is that portion of the original nineteenth century business district in which a sizeable number of nineteenth and early twentieth century structures maintain a characteristic streetscape. In this area, which was the major business, government and social center of the city from its founding in 1837 into the early years of the twentieth century, the urban environment evolved on a grid of streets in response to economic and social pressures, urban transportation systems and available building technology. It served a mixed use, office, financial, wholesale and retail function until the early 20th century when skyscraper office buildings began to draw office activity and financial institutions northward into the "Five Points" area. It continued to be the major retail center until the post-World War I years when several major retailers and department stores moved into the upper Peachtree Street area. Because of this movement to new sites and the building of a large viaduct system which buried a section of the older, ground-level streetscape, a sizeable number of original buildings remain.

The district is bounded on the east by a continually developing district of city, county and state office buildings, on the South by parking lots and warehouses, on the west and the north by railroad lines. Until recently it was an area that has been neglected by developers and planners. One recent enterprise, Underground Atlanta, by utilizing the extant area under the viaducts has demonstrated the economic feasibility of preserving and adapting older structures. Now, planners are recognizing that the existing older buildings do play a role in the economic activity of the central business district and are offering proposals for their preservation.

The history of this section of the city dates from the founding of Atlanta as a terminus point for a railroad line planned to connect Chattanooga, Tenn. with established Georgia towns. While the actual point at which the survey team drove in the terminus stake was located a few blocks west of the present central business district, the zero milepost of the line was placed at Central

Avenue in the present Underground Atlanta area. This battered concrete post, marked by a Georgia Historical Commission marker, is extant a few hundred yards east of the site of early Atlanta depots in the so-called railroad gulch. The first of the iron-arched depots which stood athwart the tracks between Pryor Street and Central Avenue just north of the district boundary, was destroyed in the Civil War. The second came down when the viaducts were built. Neither the Union Station of 1930, built to replace it nor the Terminal Station of 1904-1905 remain. Therefore, the few railroad buildings that survive in the district, including a fragment of the Italianate Georgia Railroad Freight Depot of 1869, are valuable.

The area south of the railroad tracks, from the beginning, was developed into a mixed-use business center. Hotels and wholesale buildings were built on both sides of the tracks, while both wholesale produce and commission merchants and financial institutions occupied buildings along Alabama Street in the present Underground area. Retail activity spread southward along Whitehall (Peachtree Street, South), Broad and Pryor Streets, and eventually occupied most of Mitchell Street.* Professional offices were located in upper stories of the buildings on all streets. Grocery businesses, originally scattered about along the streets moved out in the late nineteenth century during the time when distinct residential areas began to be developed on the outer edges of the business district. The wagon yards and stables, which were also dispersed through the area in the nineteenth century gave way about the same time to commercial development and newer transportation technology. The undifferentiated functional pattern of the district began to change in the 1890's as specialized skyscraper office buildings, for the most part erected north of the railroad tracks, began to draw professional tenants and financial institutions away from the older area. Wholesale produce activity stayed along Alabama Street and motivated the building of two large, reinforced concrete buildings on the east side of Central Avenue. One of these, the L & N Terminal Building remains a part of the district. Some of the structures (with facades altered as a part of the Underground Atlanta development) that were known at the turn of the century as Packinghouse Row remain on the north side of Alabama Street.

*South of the present district.

By World War I, there had been a clearly discernable shift of the financial-office center north of the railroad tracks in the vicinity of the intersection now known as "Five Points". In addition, retail activity had begun to move toward the Upper Peachtree Street area where the recent development of Peachtree Center is now taking place. The major hotels were also moving into this general area. However, Whitehall Street and the adjacent streets of the old downtown continued to support a variety of retail activities, including the new five and ten cent stores and a proliferation of furniture stores. A wide swath of railroad tracks, running east and west, separated this older area from the newly developing business streets. A coordinated system of viaducts was built in 1928 and 1929 over this railroad gulch. These bridges were all that was implemented from a grand plaza scheme, proposed in 1909 by Atlanta architect Haralson Bleckley, for covering the tracks with a concrete platform supporting walkways and landscaped open spaces. The large viaduct construction project effectively buried the section of the old district that was located along Alabama Street and produced second-story alterations in many of the older structures in order to accommodate the higher street level. By this time, however, the functional changes produced by the movement of older businesses from the district were already accomplished.

The fact that many of the older businesses and institutions moved out of the district and the older structures and street layout was able to accommodate new functions and business activities, has contributed to the preservation of some notable buildings along with the large number of period facades which give the area its characteristic physical environment. Beginning on Central Avenue and lower Alabama Street, the Georgia Freight Depot and the L & N Terminal Building provide an effective boundary and entrance into Underground Atlanta. The extant ground level streetscape of iron columns and other nineteenth century details leads to the intersection of Alabama and Pryor Streets where extant facades remain on all four corners. Two of these corners are occupied above the viaducts by the upper portions of these original c. 1890 buildings. Both are typical High Victorian Italianate designs which represent a style that was once characteristic of the business district of Atlanta. The Jackson (now

Bentley) Hotel Building is especially notable with its typically Victorian polychromy of brick, stone and terra cotta. The white bands which outline the tops of the rectangular windows and the row of small pointed arches forming a corbel-like band under the overhanging cornice edge are distinctive features of the building which was probably designed by E. G. Lind, an architect from Baltimore who worked in Atlanta in the 1880's and early 1890's.

Moving from the upper level of Alabama Street to the ground level intersection of Whitehall Street, there are several notable buildings forming a historically active crossing point in the central district. The Eiseman Building of 1901 on the north west side of this space is one of the most distinguished facades in the central business district. Its designer, Walter T. Downing was one of Atlanta's most interesting and imaginative architects whose work is now beginning to be studied and recognized. Here he provided for the Eiseman Brothers Clothing Company a sensitive adaptation of Beaux-arts Renaissance Revival elements to a commercial facade. The adjacent and contemporary low building on the corner is complementary in its use of classical detailing. On the northeast corner, the intersection is marked by the Century (later Atlanta National Bank) Building of 1901-1902, one of the earliest skyscrapers in the city. The building was designed by Bruce and Morgan, perhaps the most prominent, but certainly the most prolific late nineteenth and early twentieth century Atlanta designers of large commercial structures. The office building, commissioned by George W. Scott, mill owner and founder of Agnes Scott College, was one of the more elaborate designs of the firm and the first to utilize monumental classical detailing. The five story, steel frame Connally (now Mark) Building on the southeast corner of Alabama Street replaced the first Connally Building of the 1870's on this site in 1915. Its elaborately decorated facades by architect W. L. Stoddard document the changing taste of this period for heavier and more traditional detailing.

The streetscape of Whitehall Street is consistent with the other streets in the district, but buildings on this street, long a centrally prominent business street, have housed a concentration of dry goods and department type stores ever since the nineteenth century. Only one of the venerable and still extant Atlanta

businesses which from the nineteenth century well into the twentieth were located along the two blocks of Whitehall Street in the district remains in the area. Rich's Department Store is located on an adjacent block of Broad Street, but Muses, Hirsch Brothers, Regensteins, J. P. Stevens, Froshins and Davison's have moved from the area. One of the more notable facades on the street, the W. T. Grant Building, was originally the home of Rich's. The extant building is this company's 1882 structure remodeled and enlarged in 1907 by Bruce and Morgan. Its elaborated but straightforward commercial style facade with its wide entranceway emphasized the early twentieth century growth and importance of this old Atlanta business. Behind this building extending into Kenny's Alley in the Underground Atlanta area is the old Rich's Annex with a rear facade on which the original store logo of M. Rich and Bros. remains. Along with Rich's on this east side of the street are two other facades which have retained their early twentieth century detailing. The Mirror, with its broken segmental pediments on consoles and balustraded parapet adds a distinctly Neo-Renaissance Revival note, while its neighbor which was originally the location of Froshins (now in the Upper Peachtree area) shows the more rectilinear period detailing. Along the west side of the street in this block, the Whitehall Street facade of the old Bass Department Store preserves late nineteenth century style, while the later 1930's store fronts are complementary in scale and orientation to the period facades.

The Downtown Historic District represents almost all that remains of the original business district of Atlanta. Although this area is marred by some intrusions, including later cosmetic-type ground story facings, and contains many small, modestly detailed commercial structures, the elements that remain include sufficient period detail and represent the general form characteristics of an almost vanished streetscape. That section of the district which was buried by the viaducts is a cultural resource that is unique to this city. In addition, there are many notable individual structures representing a sequence of Atlanta building periods.

Only last year, the American Institute of Architects' guide to the city described the old downtown area as "the most interesting square mile in Atlanta." A part of this assessment was based on its continuing function as the location of a variety of business activities which gave essential balance and diversity to a mixed-use central district.

The viability of this district and the preservation of its physical environment, to some degree already damaged by neglect, is now severely endangered by large-scale rapid transit construction. Faced with the prospect of a cleared and empty area in which immediate new development is both uncertain and of questionable value, the city is seeking to retain the district's vitality. Planning activity which seeks to utilize existing structures to preserve economic and social vitality, is now being focused on this area.

Even if downtown preservation could not be justified on economic grounds, preservation planning theory now suggests that the retention of historic downtowns with their plethora of associations and traditions is a matter of civic piety and necessary continuity. It is important to retain these visible connections to the historical development of the City of Atlanta.

Form No. 10-300a
(Rev. 10-74)

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DATE ENTERED

CONTINUATION SHEET Location ITEM NUMBER 2 PAGE 1

northwesterly to the east right-of-way line of Peachtree Street, South (formerly Whitehall Street); thence southwesterly along said right of way line to the north property line of Number 65 Whitehall Street; thence northwesterly along said property line to the rear property lines of properties facing onto the west side of Whitehall Street; thence southwesterly along said property line to the south property line of the former Bass Department Store Building; thence southeasterly along said property line to the west right-of-way line of Whitehall Street; thence southwesterly along said right-of-way line to a point opposite the southwest corner of the former W. T. Grant Building; thence southeasterly along a line from this corner to the southeast corner of the Atlanta Fixture Company Building; thence northeasterly along the rear property line of this structure to the northeast corner of the building; thence southeasterly*to the west right-of-way line of Central Avenue; thence northeasterly along said right-of-way line to a point opposite the southwest corner of the L and N Terminal Building; thence southeasterly along the south property line of this building to the west right-of-way line of Washington Street; thence northeasterly along said right-of-way line to the northeast corner of the Georgia Railroad Freight Depot; thence northwesterly along the north line of this structure to the west right-of-way line of Alabama Street to the point of beginning.

*Following the rear property lines of structures along Kenny's Alley

GPO 892 455

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Franklin Garrett, Atlanta & Environs (New York, 1954).
Elizabeth A. Lyon, "Business Buildings in Atlanta, 1865-1930: A Study in Urban Growth & Form," Emory University Thesis, 1971.
Sanborn Fire Insurance Maps, 1886, 1892, 1899, 1911
Miscellaneous City and County Records.
Field Survey, Atlanta Urban Design Commission.
Personal inspection, Sarah Hereford and Elizabeth A. Lyon, 1976.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	16	742000	3737000
B	16	742000	3737340
C	16	741140	3737340
D	16	741140	3737700

VERBAL BOUNDARY DESCRIPTION

(SEE LOCATION - ON FRONT OF FORM)

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: Sarah Hereford, Research Assistant and Elizabeth A. Lyon, Consultant

ORGANIZATION: Atlanta Urban Design Commission

DATE: February, 1976

STREET & NUMBER: Atlanta City Hall

TELEPHONE: (404) 656-2840

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 DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 888-443

Attachment 2 – Concept Report

Five Points Station Transformation

Concept Report
17 March 2023

Concept Report Table of Contents

17 March 2023

- Concept Introduction
- Programmatic Requirements
- Bus Layout
- Concept Design
- Landscape Design
- Structural Engineering
- Civil Grading and Stormwater Management
- MEP Modifications
- Urban Design

Five Points Station Transformation

Concept Report Executive Summary

This Report represents the completion of and final deliverable for the Concept Phase of the MARTA-approved 09A Station Transformation scheme. It incorporates the design work developed and presented to MARTA leadership, the City of Atlanta, interested parties, and adjacent property owners during the Concept Lite phases. The Concept Drawing submitted on January 31, 2023, was used to produce the ROM estimate to assist in the selection of the scheme. The 09A Station Transformation scheme will be developed through final design and construction per MARTA's direction, and will be referred to as "the Concept" or "the Proposed" moving forward.

To ensure a holistic understanding of MARTA Five Points Station's potential, the Concept Phase represents a comprehensive design approach incorporating the experience and creativity of SOM Architecture and Structural Engineering, EXP Structural and Traffic Engineering, AXIS MEP Engineering, HGOR Landscape Design, Aulick Civil Engineering, and Tate + Hansen Urban Design.

The open space scheme is guided by four transformative principles identified by the design team – **circulation**, **safety**, **activation**, and **daylighting** – to meet the following goals:

- Optimize intermodal connection and operation for rail, bus, and BRT users,
- Create a new, unified, safe, and activated station, and
- Create a destination for Downtown Atlanta.

The Five Points MARTA Station is the critical link in the transformation of Downtown. We envision a lively, activity-filled open space with a state-of-the-art transportation experience that can truly become the new **civic heart** for downtown Atlanta.

Programmatic Requirements

Bus / MARTA Vehicle Elements

- Required number of buses: 6 definite + 2 potential
- Locations: Forsyth Street (3) + Alabama Street (up to 4)
- South-most Alabama Street lane dedicated to MARTA Vehicle parking

Plaza Elements

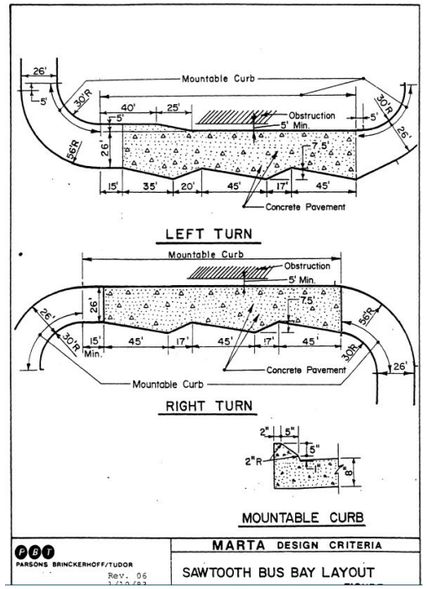
- Station Soccer / Flex Field
- Community Garden
- Preserve Phoenix Statue
- Maintain Concrete Ventilation Silos
- No accommodation for TODs (per MARTA direction)

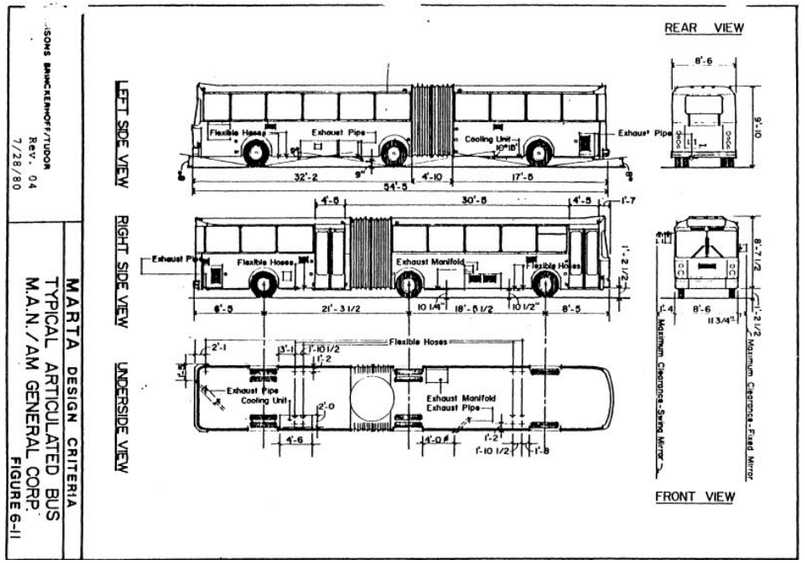
Bus Layout

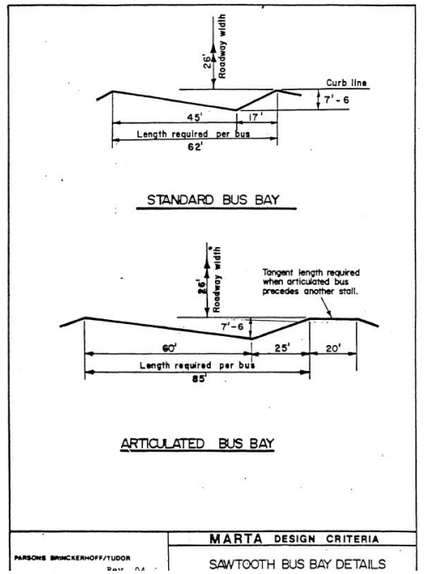
Bus Layout Concept

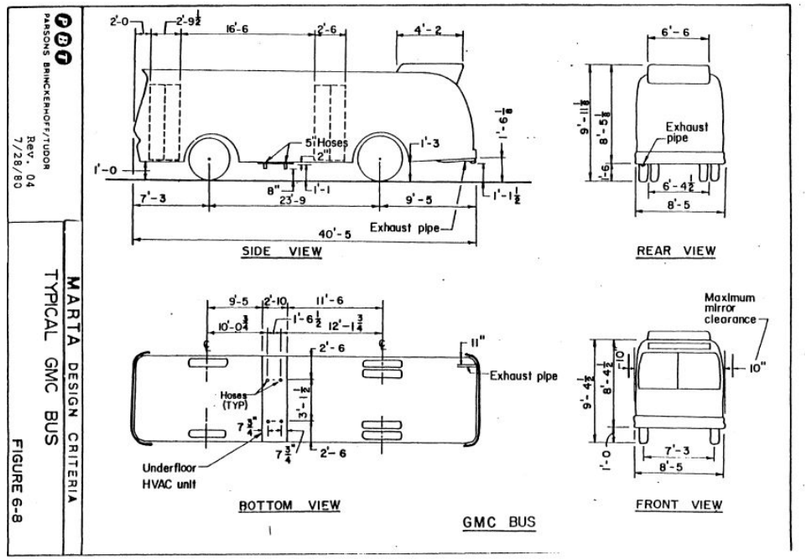
MARTA Design Criteria Implemented
(as per MDC Civil Bus Vol 1 Ch 6)

MARTA CRITERIA - BUS BAYS DESIGN		
Description	**Section**	**Required**
Type of Bus Loading Zone provided	6.5.5.1	1. Recessed Bus Bay 2. Parallel to Curb 3. Sawtooth Bus Bay
Bus Loading Zone roadway width from left edge of adjacent travel lane	6.5.5.1, Figures 6-4, 6-5 and 6-6	Recessed = 26'
		Paralllel to Curb = 24
		Sawtooth = 26'
Traffic Lane width	6.5.3	12'
Min. Desirable Design Speed	6.6.1	30 MPH
Maximum Grade	6.6.4	8%
Minimum Grade	6.6.4	0.5%, but no < 0.3%
Min. Curb Return Radii at Intersection for buses	6.6.5	30'
Cross Slope = Normal	6.6.6	2%
Curb Type	6.6.7	Mountable Curb
Min. Sidewalk Width for two-way peds	6.9.1	6'
Min. Sidewalk Width for bus loading zones		12'
Crosswalk markings min. width	6.10.3.1	6' min., preferably 10'
Bus Types Analysis	Figure 6-8 & 6-11	GMC Bus and Articulated Bus









Bus Layout Concept Summary

Per MARTA's programmatic requirements, the operational feasibility of providing 6 bus stops with 2 potential additional spots was analyzed. The 09A Forsyth Street Expanded bus layout places 3 bus sawtooths along the Forsyth Street edge of Five Points Station and 4 bus sawtooths along the Alabama Street edge. Additional bus layouts were also analyzed in the vetting process. MARTA has selected the Forsyth Street Expanded layout as the Basis of Design.

- As per MARTA's direction, Alabama Street is limited to bus traffic only as per the existing condition.
- The Basis of Design proposes to widen the existing curb line only on Forsyth Street to provide the 26-feet bus loading zone lane width as required by the MARTA CRITERIA – BUS BAYs DESIGN TABLE. It will maintain the existing curb line on Alabama Street and use the existing westbound through lane as part of the bus loading zone lane width.
- While the Alabama Street layout does not meet MARTA's 26-foot requirement, it does meet 'best practice standards' and will provide an improved condition from the existing. By keeping the curb line on Alabama, clash is avoided with the structural slab step below the sidewalk and the street, preventing extensive modification of the existing structure.
- The Basis of Design shows the road transition required in order to match and clear the proposed sidewalk width to tie-in to the existing sidewalk at the bridge limits.

All other existing lane widths around the Station will remain as is and will not meet MARTA requirements.

Bus Layout Concept

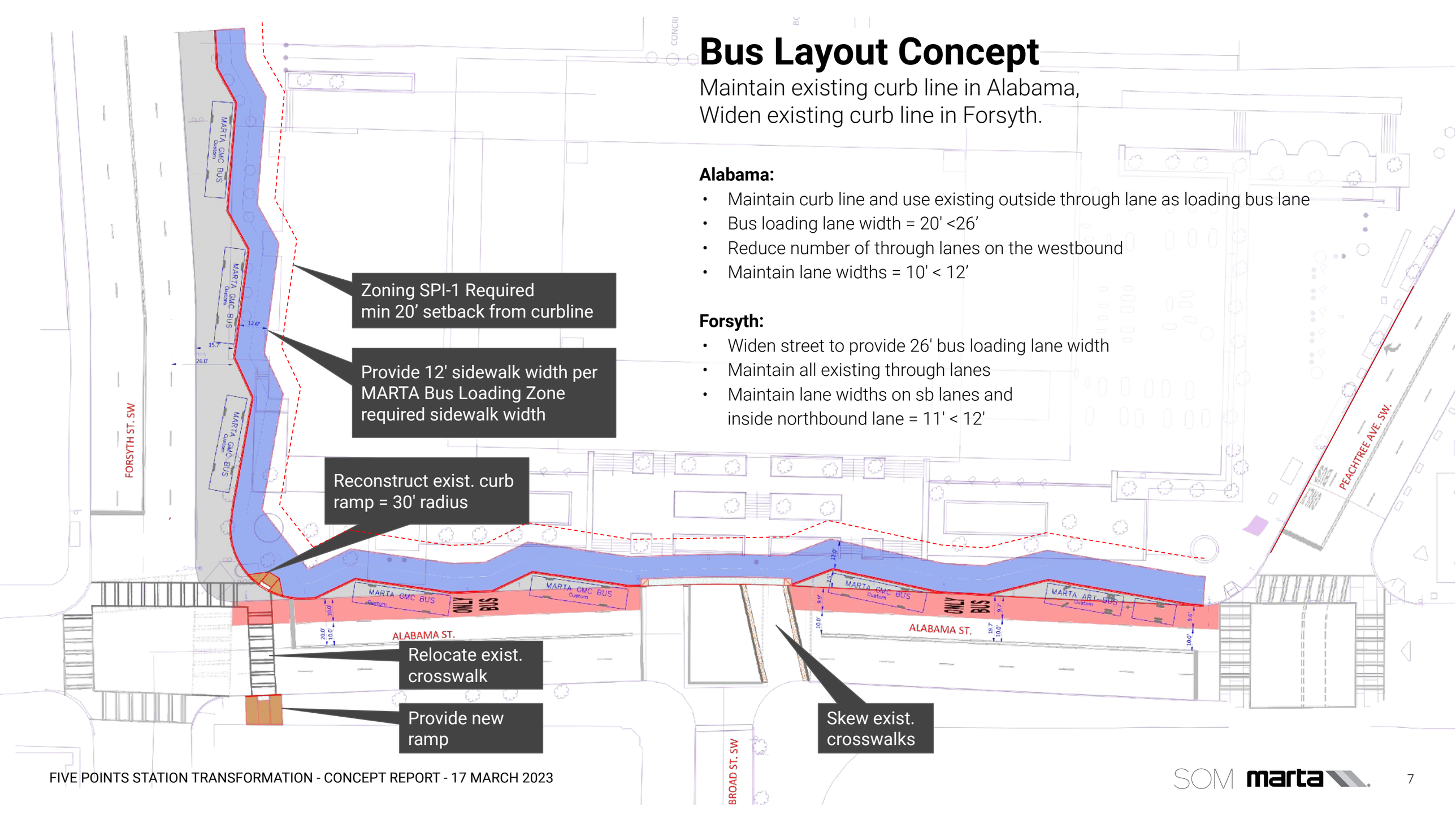
Maintain existing curb line in Alabama,
Widen existing curb line in Forsyth.

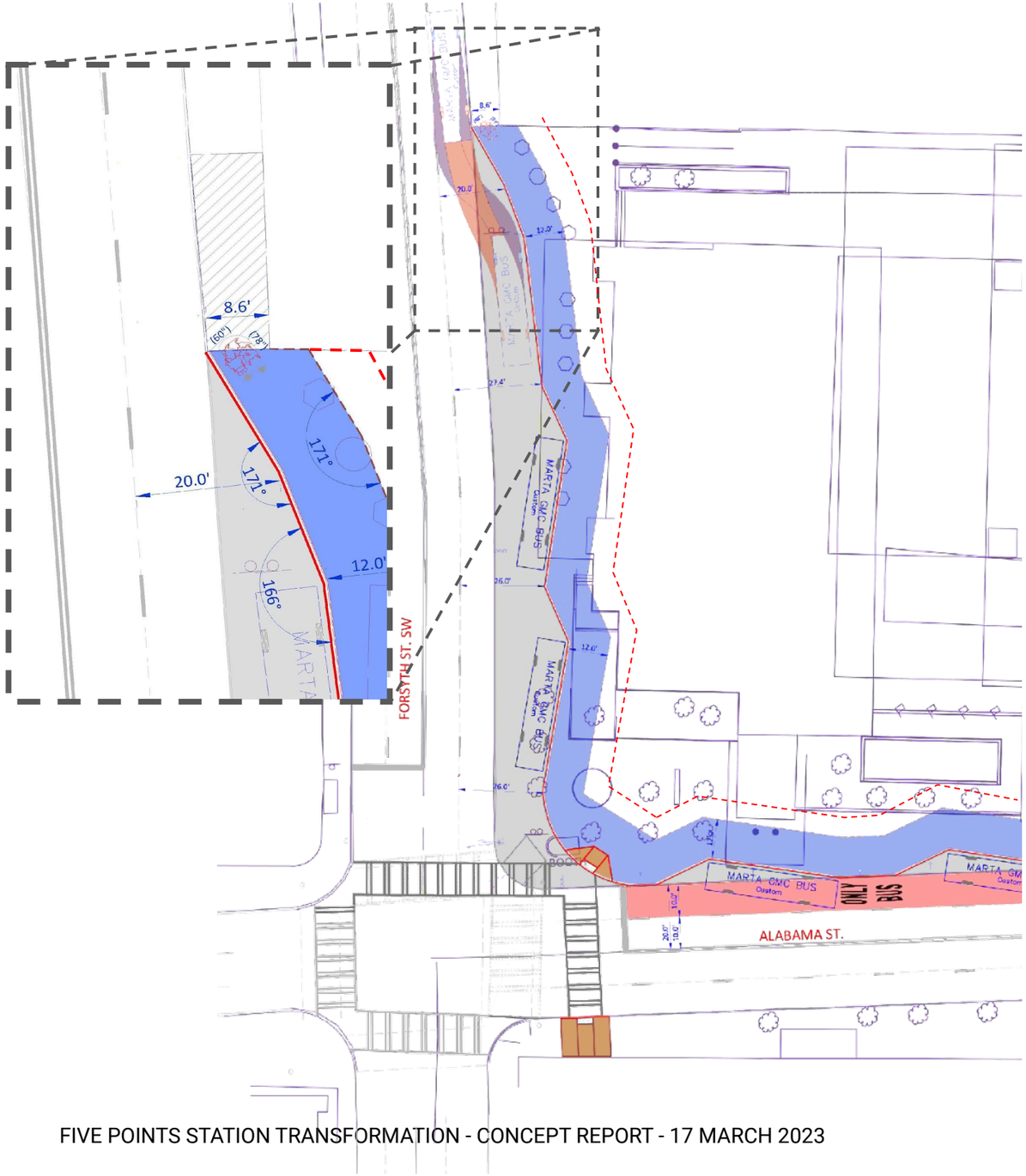
Alabama:

- Maintain curb line and use existing outside through lane as loading bus lane
- Bus loading lane width = 20' <26’
- Reduce number of through lanes on the westbound
- Maintain lane widths = 10' < 12’

Forsyth:

- Widen street to provide 26' bus loading lane width
- Maintain all existing through lanes
- Maintain lane widths on sb lanes and inside northbound lane = 11' < 12'





Bus Layout Concept

Bus Bay geometry on Forsyth modified from MARTA's geometry in order to match and clear sidewalk width at bridge tie-in.

Alabama:

- Maintain curb line and use existing outside through lane as loading bus lane
- Bus loading lane width = 20' <26'
- Reduce number of through lanes on the westbound
- Maintain lane widths = 10' < 12'

Forsyth:

- Widen street to provide average 26' bus loading lane width
- Modified geometry at bridge to maintain min. Zoning and ADA sidewalk width.
- Maintain all existing through lanes
- Maintain lane widths on sb lanes and inside northbound lane = 11' < 12'

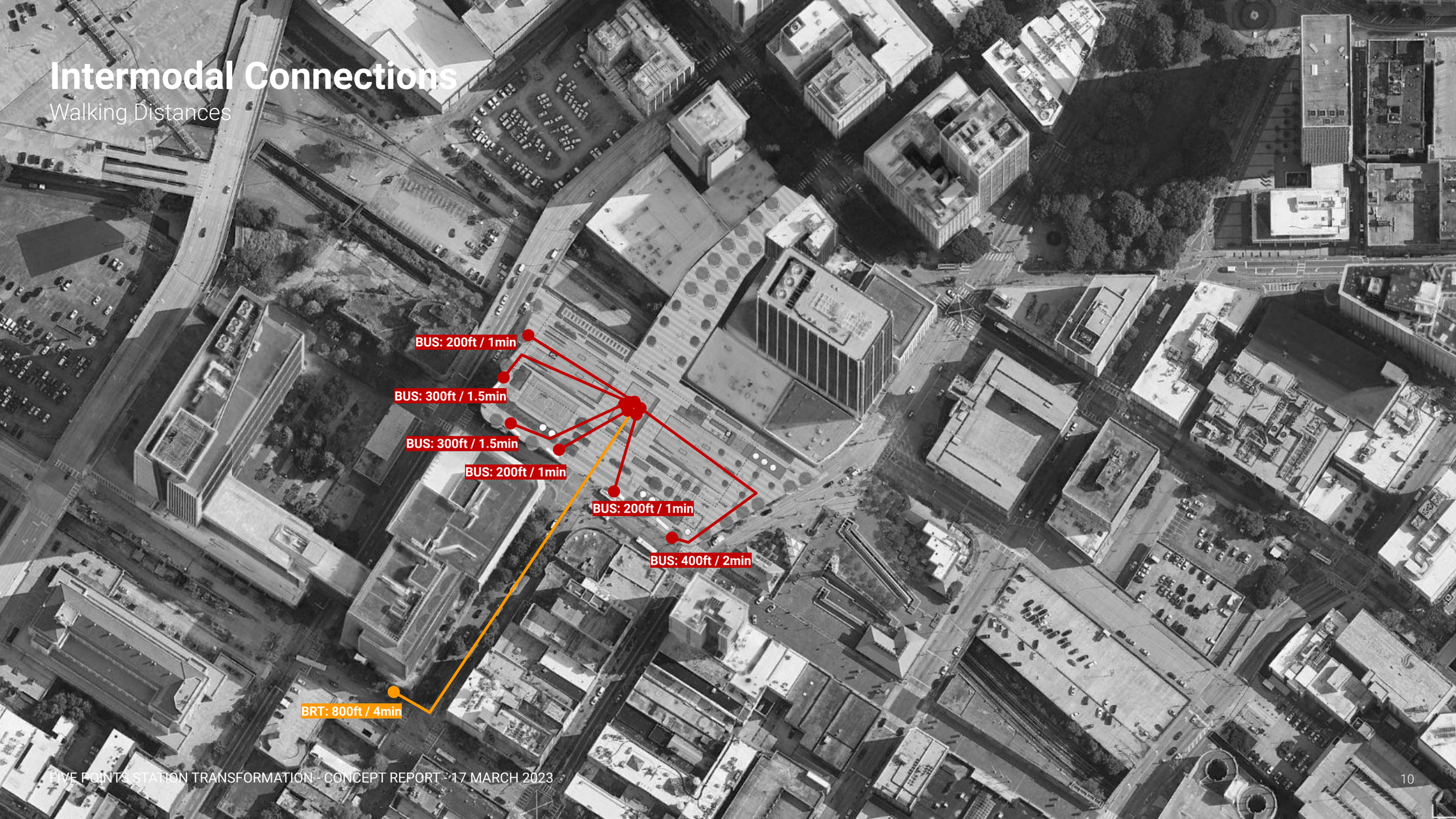
Bus Layout Concept

MARTA Design Criteria and Industry Standards Checklist

MARTA CRITERIA - ELEMENTS COMPARISON - TABLE A						
Description	**Section**	**Required**	**Existing**	**Concept Design (09A)**	**Meets MARTA Criteria**	**Meets Industry Standards**
Type of Bus Loading Zone provided	6.5.5.1	1. Recessed Bus Bay 2. Parallel to Curb 3. Sawtooth Bus Bay	Parallel to Curb	Sawtooth Bus Bay	Yes	
Bus Loading Zone roadway width from left edge of adjacent travel lane	6.5.5.1, Figures 6-4, 6-5 and 6-6	Recessed = 26'	Alabama = 10'	Alabama = 20'	No	Yes
		Paralllel to Curb = 24	Forsyth = 11'	Forsyth = 26'	yes	
		Sawtooth = 26'	Peachtree = 9'	Peachtree = N/A	N/A	
Traffic Lane width	6.5.3	12'	Alabama = 10'	Alabama = 10'	No	Yes
			Forsyth = 11'	Forsyth = 11', Outside NB 12'	No	Yes
			Peachtree = 9'	Peachtree = 9'	No	Yes
Min. Desirable Design Speed	6.6.1	30 MPH	Not Available	Not Available	N/A	
Maximum Grade	6.6.4	8%	Alabama = 3%	No Change	Yes	
Minimum Grade	6.6.4	0.5%, but no < 0.3%	Forsyth = 6.5%			
			Peachtree = 4%			
Min. Curb Return Radii at Intersection for buses	6.6.5	30'	Alabama & Peachtree = 30'	30'	Yes	
			Alabama & Forsyth = 16'	30'	Yes	
Cross Slope = Normal	6.6.6	2%				
Curb Type	6.6.7	Mountable Curb	Curb	Mountable Curb	Yes	
Min. Sidewalk Width for two-way peds	6.9.1	6'				
Min. Sidewalk Width for bus loading zones		12'	Forsyth = 13.5'	12'	Yes	
			Alabama = 15'	12'	Yes	
Crosswalk markings min. width	6.10.3.1	6' min., preferably 10'	Varies, > 10'	> 10', Reduce at Forsyth and Alabama	Yes	
Bus Types Analysis	Figure 6-8 & 6-11	GMC Bus and Articulated Bus	GMC Buses and Articulated	Alabama = 1 articulated bus bay, 3 GMC bus bays	Yes	
				Forsyth = 3 GMC Bus Bays	Yes	

Intermodal Connections

Walking Distances



Concept Design

marta

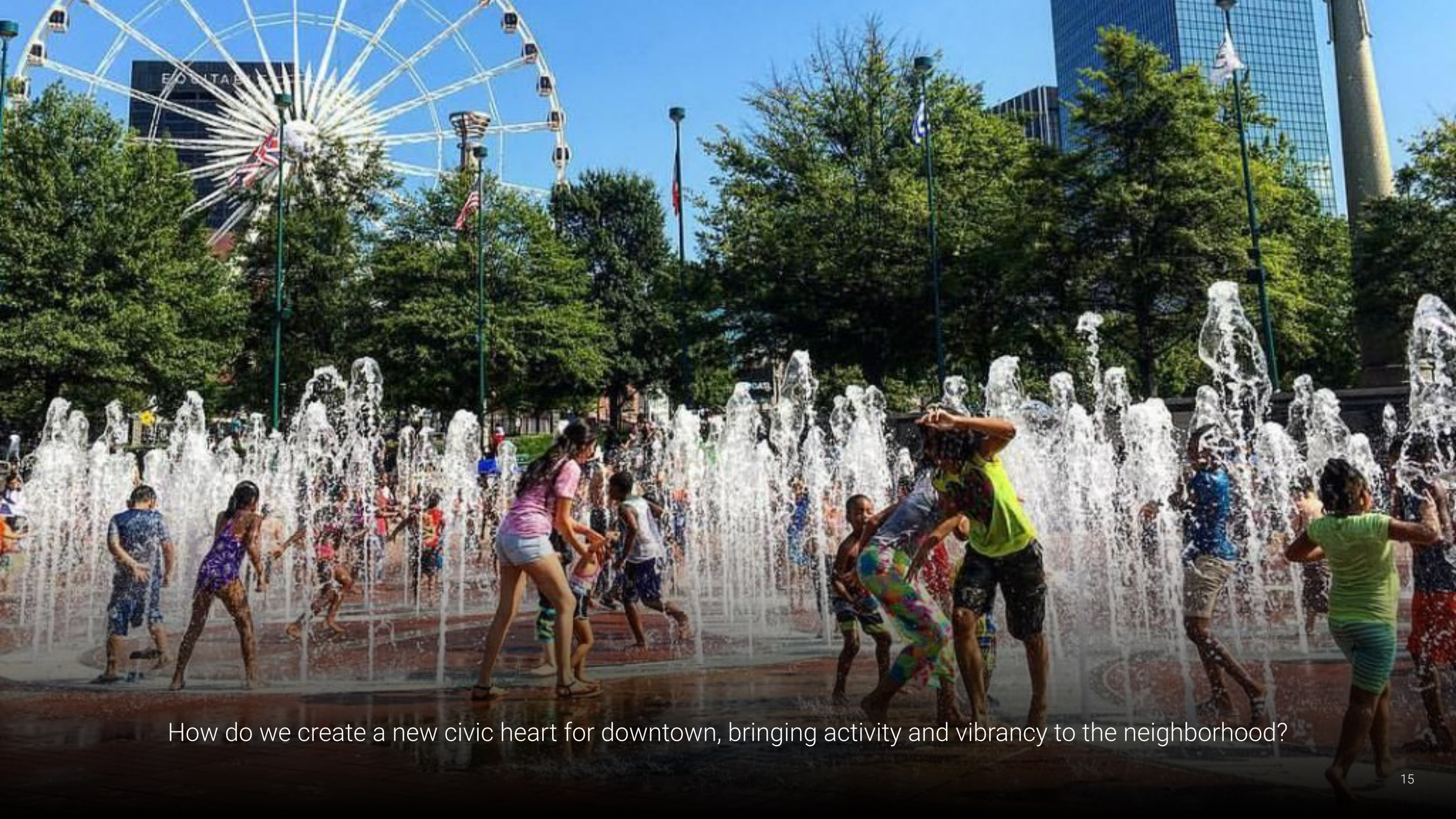
marta

marta

Peachtree St
marta

What will be the identity of a new Five Points?

How will the transformation of the site critically link the urban fabric?

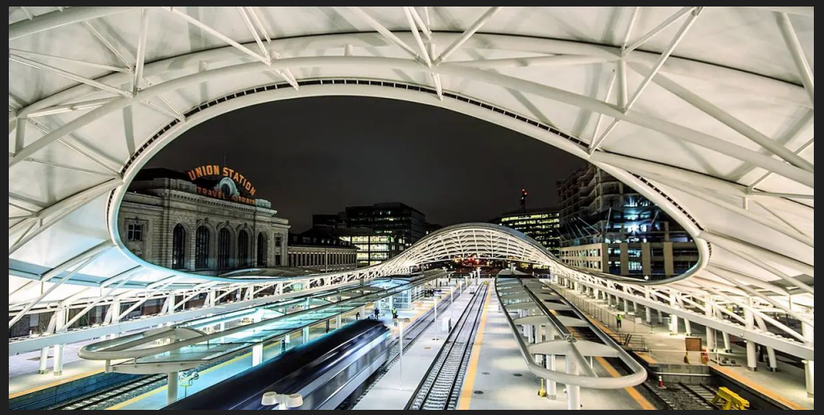


How do we create a new civic heart for downtown, bringing activity and vibrancy to the neighborhood?

Is there an opportunity to truly transform the station, for a state-of-the-art train hall experience?

Iconic memorable transit hubs

MOYNIHAN TRAIN HALL
MOYNIHAN TRAIN HALL
9/10
11/12
11/12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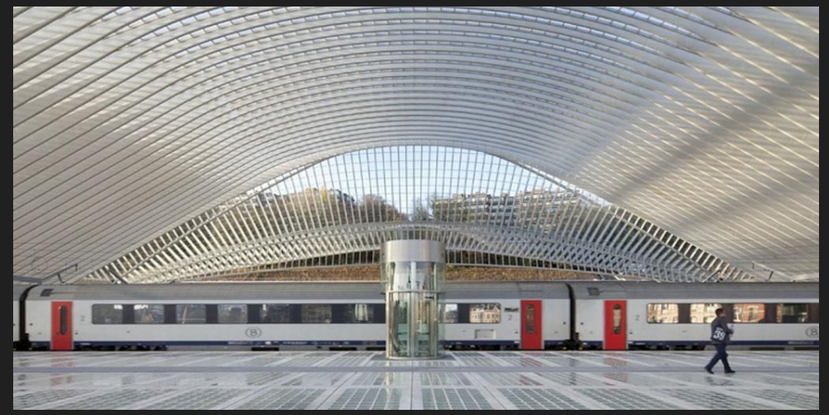
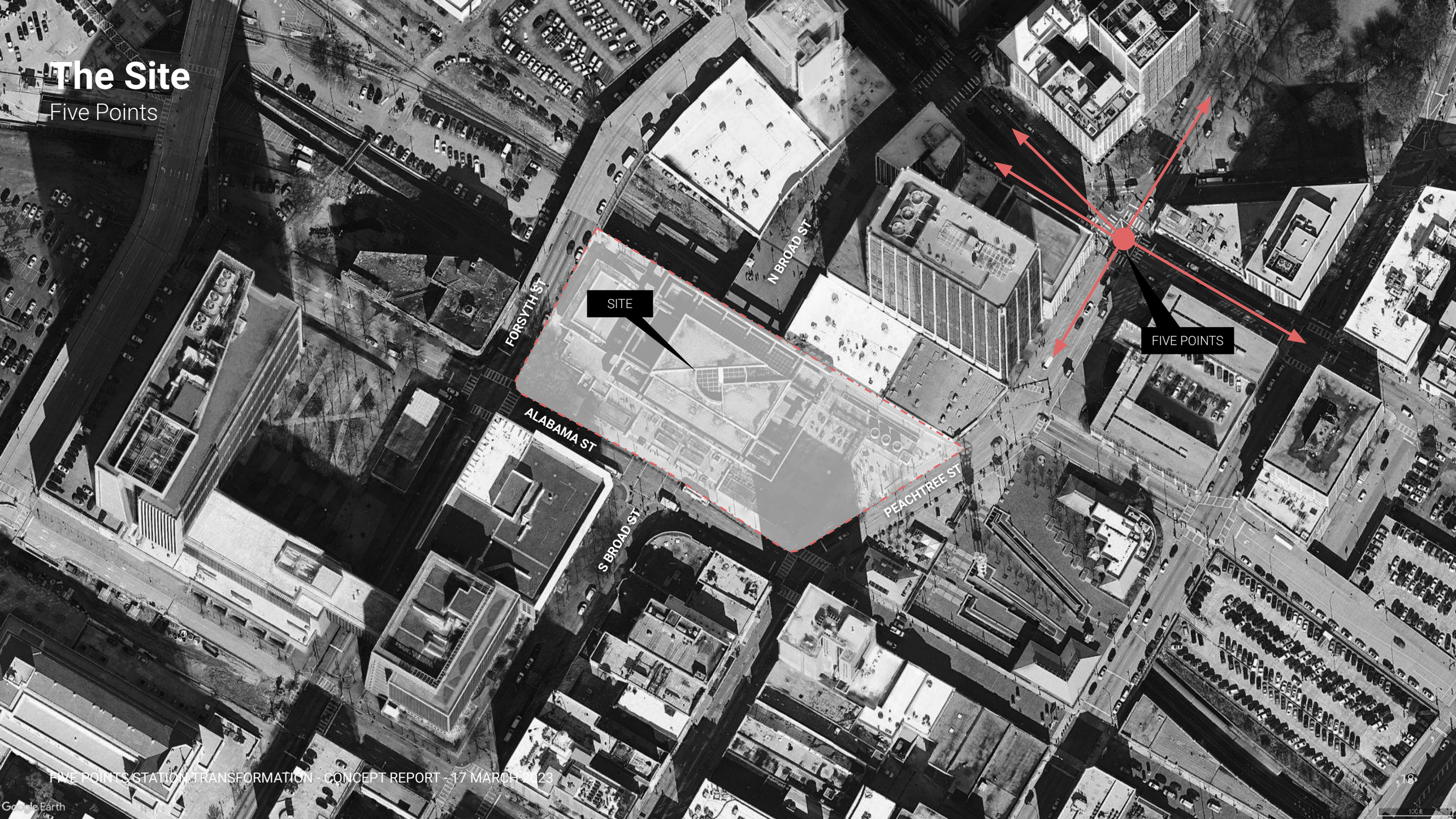


St Pancras

The Site

Five Points



The Site

Broad Street Connection

FORSYTH ST

N BROAD ST

ALABAMA ST

S BROAD ST

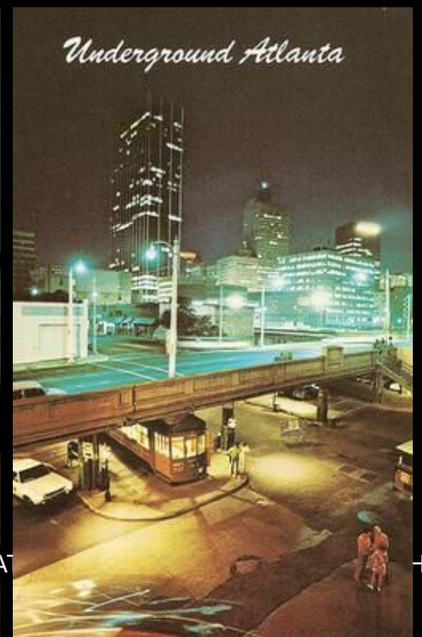
PEACHTREE ST

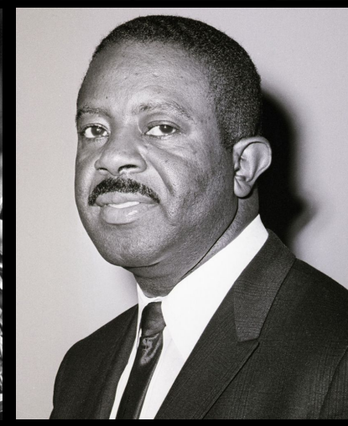
Google Earth

The Site

Neighborhood

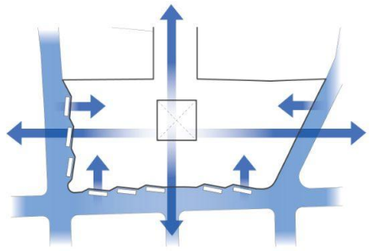
SITE





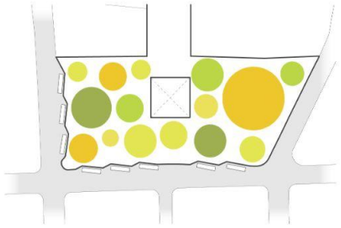
CROSSROADS OF HISTORY & CULTURE

Guiding Principles

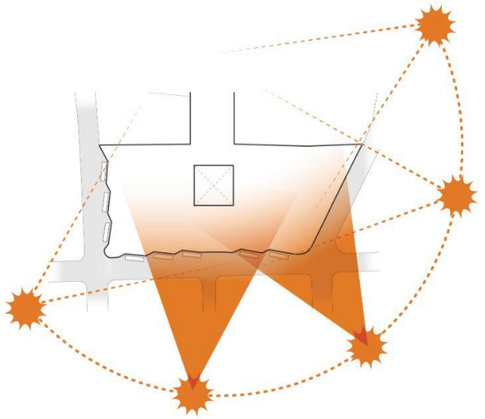


Circulation
Provide seamless transit connectivity and connect flows of people

Safety
Negotiate grade change and improve sightlines

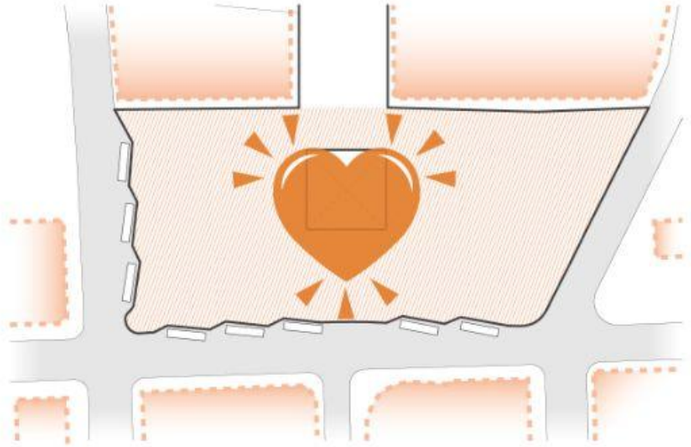


Activation
Support a diverse collection of programs



Environmental Comfort
Allow daylight and fresh air to the station below

Guiding Principles



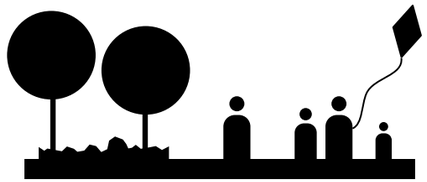
Civic Heart

Create a vibrant beacon for the district

Main Program Elements

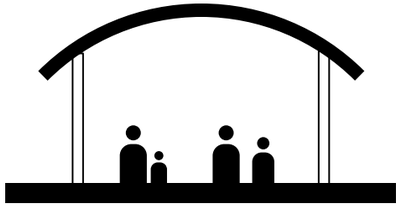
Bus Layout
Various bus staging options
on street and adjacent lots

+



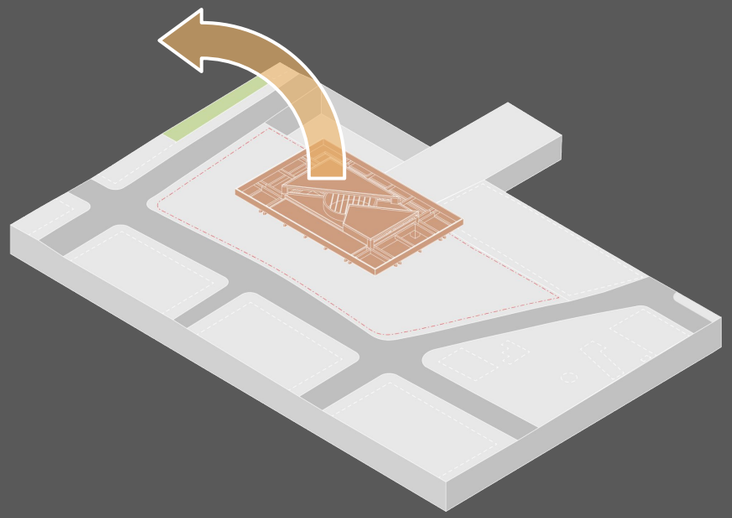
Plaza Open Space
Programmed areas for a wide
range of activities

+

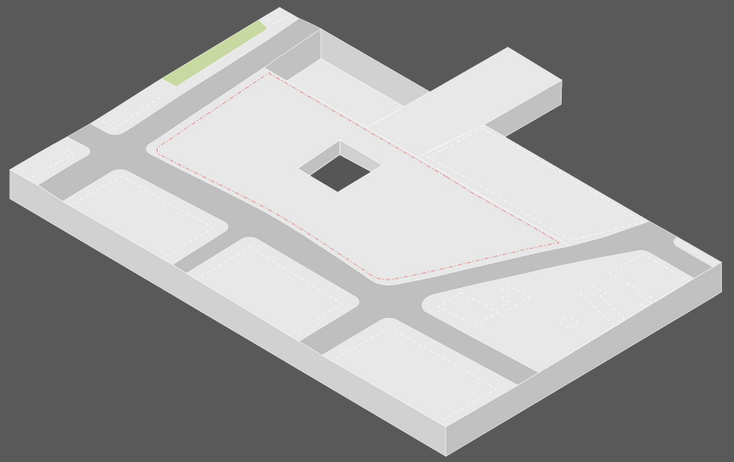


Station Canopy
A new headhouse for efficient
station entry and wayfinding

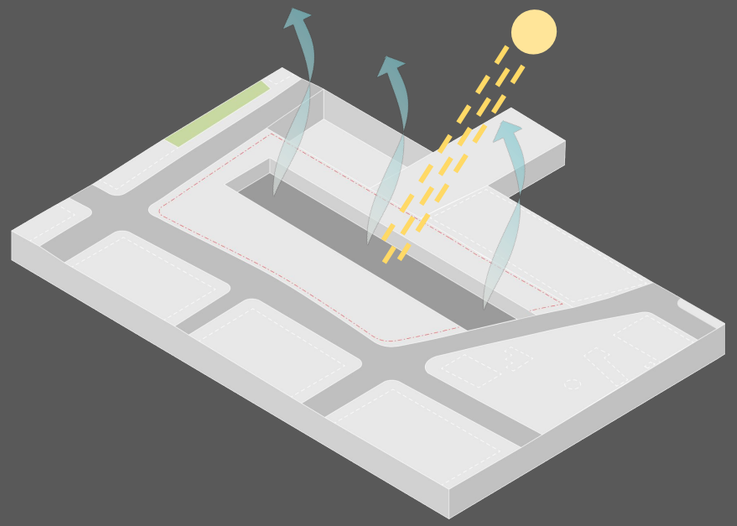
Key Moves



1. Remove existing brutalist canopy structure

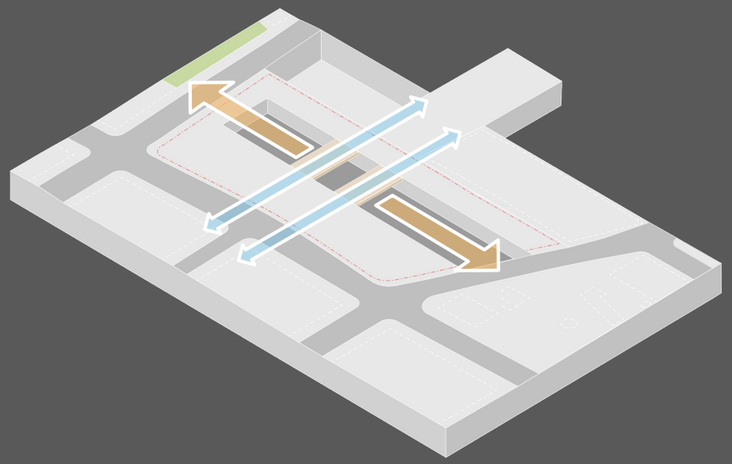


2. Existing plaza has limited openings to below

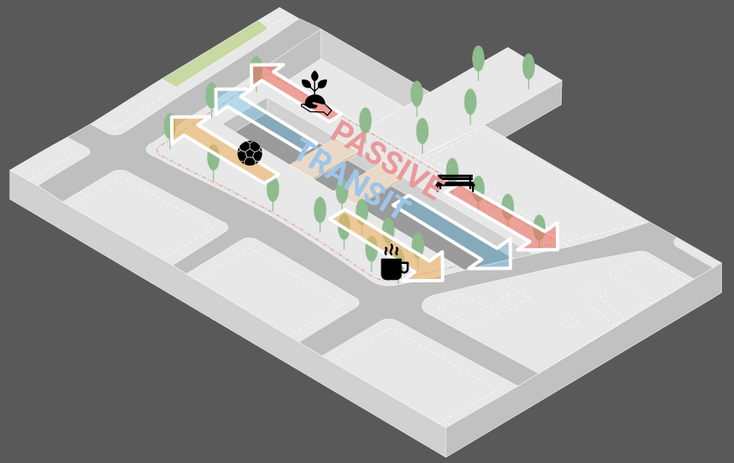


3. Carve existing plaza to open up concourse to light and air

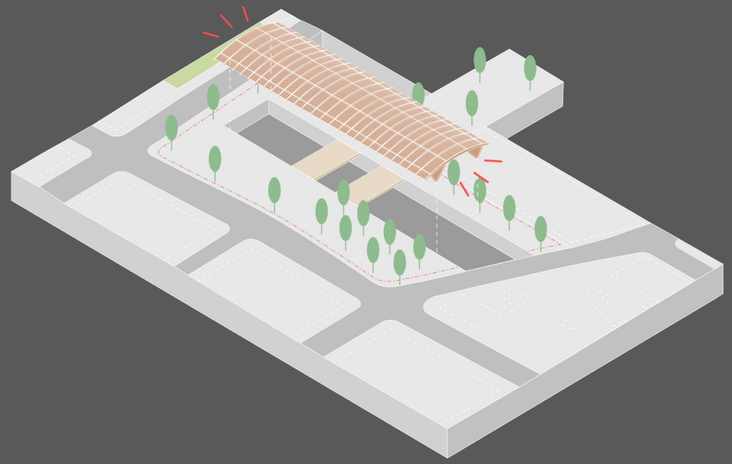
Key Moves



4. Prioritize station axis and reconnect Broad Street



5. Program the open space with distinct character and purpose



6. New canopy ties site together!

Plaza Concept

Station Transformation Introduction

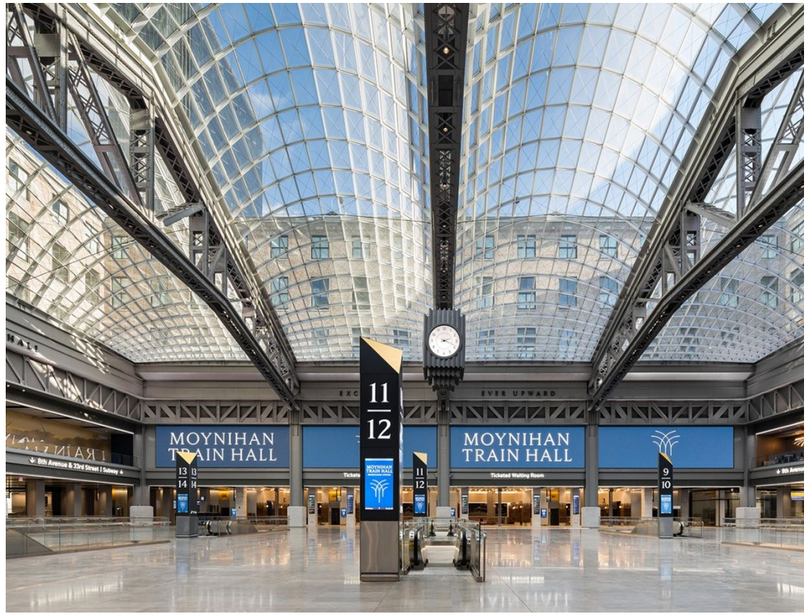
The Five Points Station Transformation Concept proposes a bold approach to transform the station by dramatically opening the Plaza slab and maximizing access to daylight and air at the Concourse level. Inspired by grand transit halls that display activities and circulation across multiple levels, the Station Transformation scheme emphasizes visual and physical connections to create a safe, efficient and spatially captivating station experience.

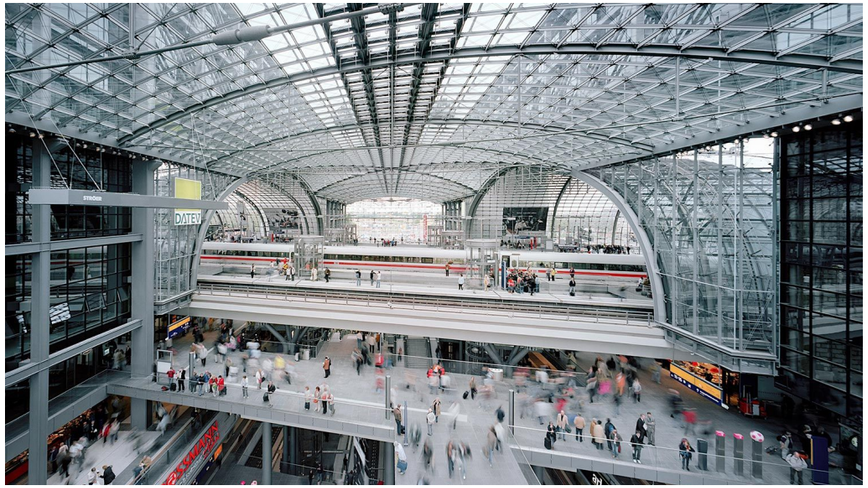
At the newly exposed Concourse level, strengthening the east-west grain of the site (from the Forsyth entrance to the Peachtree entrance) provides direct sightlines to fare control while adjacent walls can be transformed to retail frontages and murals to add activity and color to the station concourse.

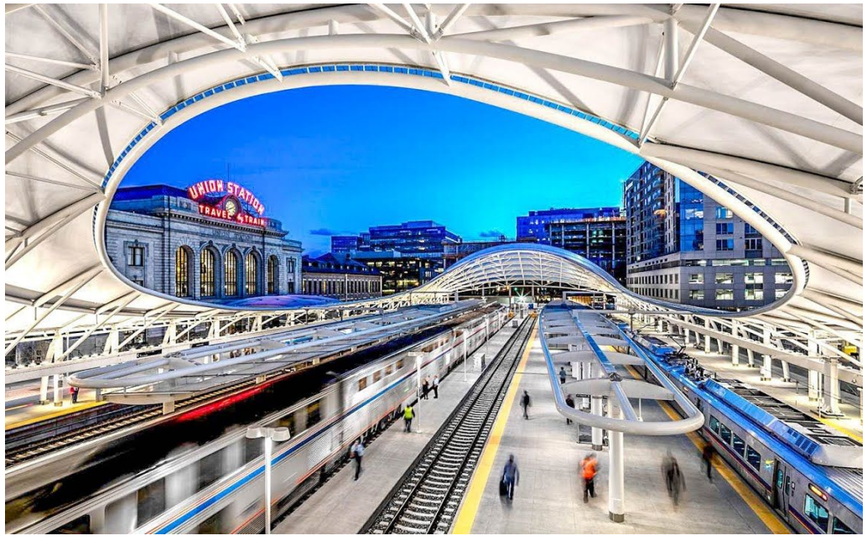
At the plaza level, north-south pedestrian connections are emphasized at Broad Street via two lightweight bridges. At approximately 30-feet width, each bridge provides ample space for both additional programming and centralized access to the Concourse below.

Finally, a mass timber roof structure with integrated shading louvers, transparent skylights and deep overhangs not only provides protection against the elements, but becomes an iconic architectural feature for a new and exciting Five Points MARTA Station experience.

Precedents


MOYNIHAN
TRAIN HALL
MOYNIHAN
TRAIN HALL
11
12

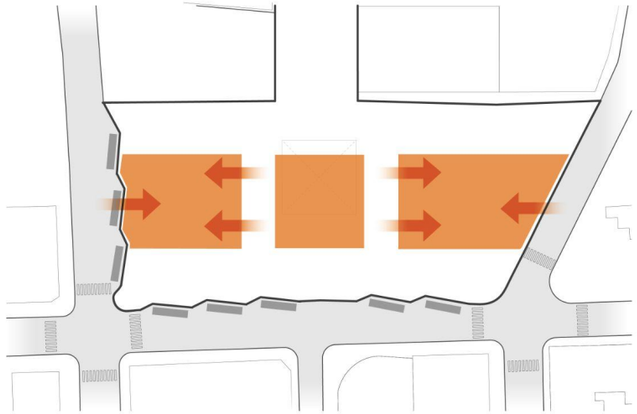



UNION STATION

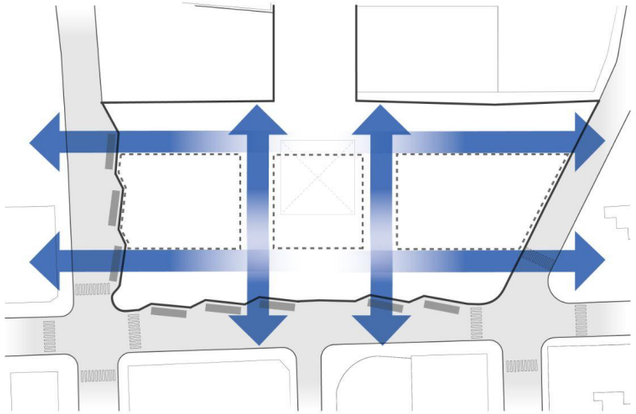
15 16

Plaza Concept

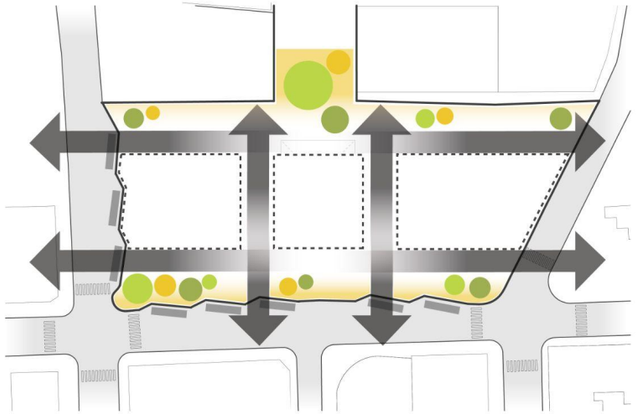
Organization Principles



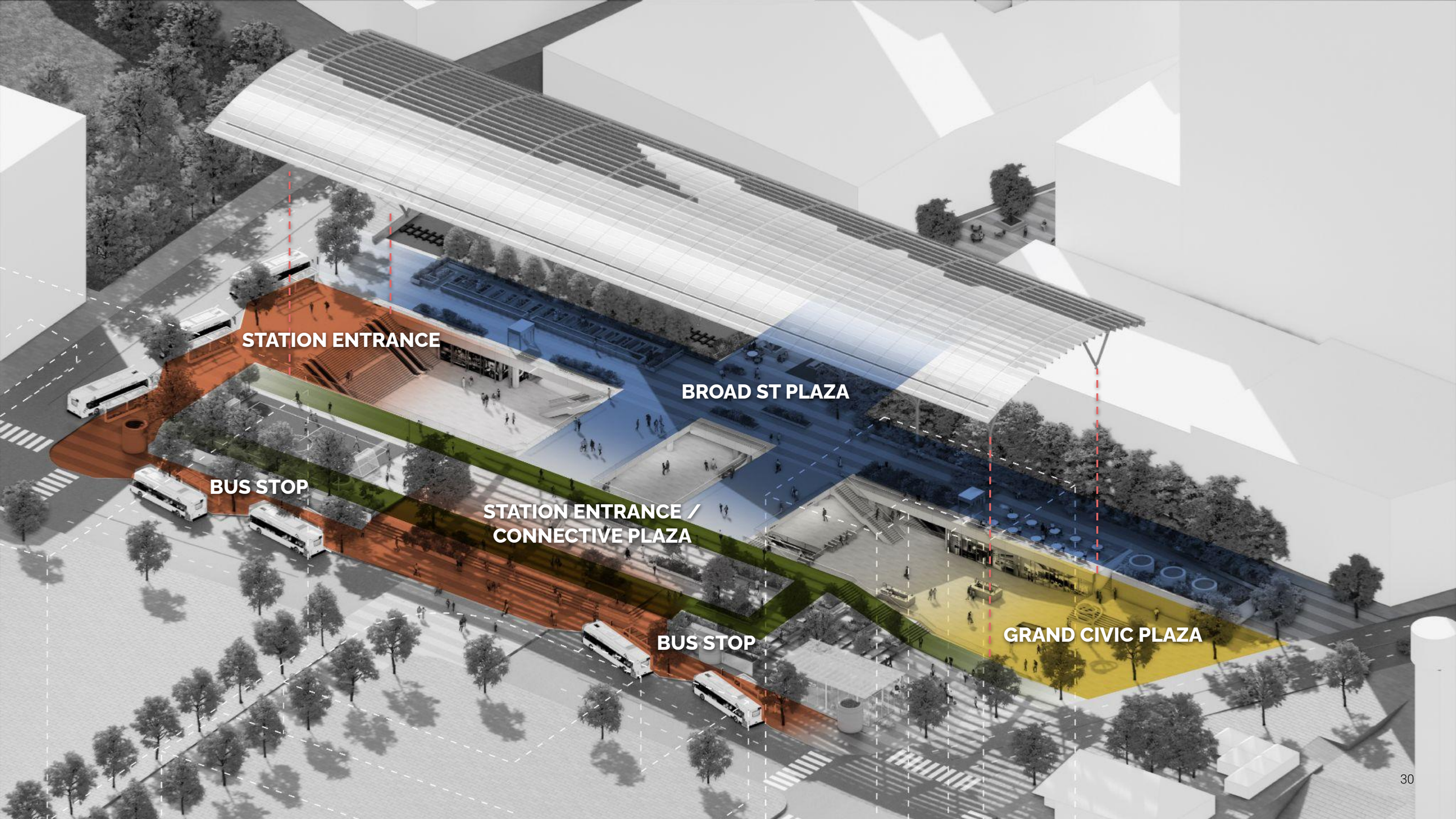
Transit Connections



Connections and Flows of People

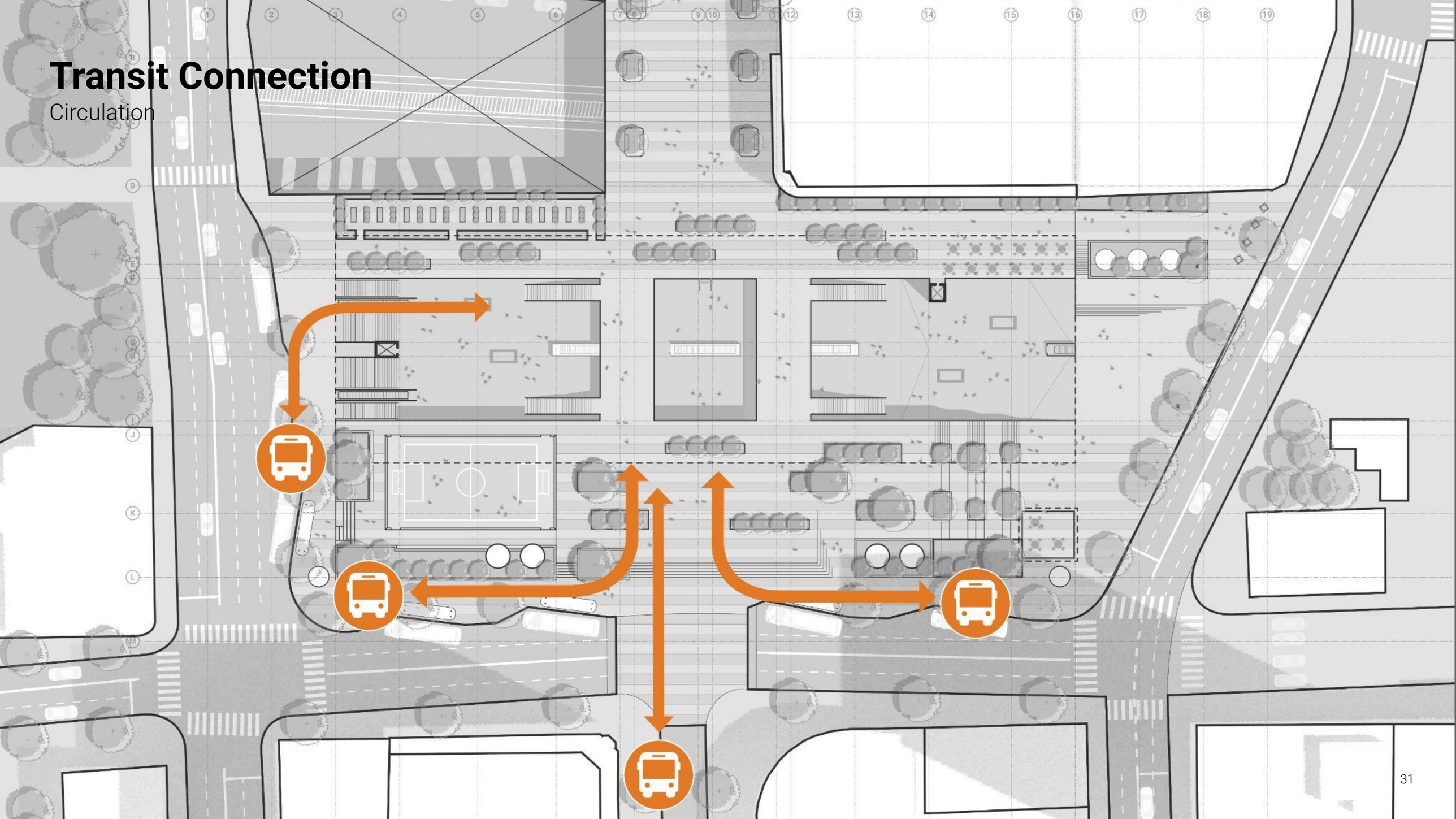


Programmable Area


STATION ENTRANCE
BROAD ST PLAZA
BUS STOP
STATION ENTRANCE /
CONNECTIVE PLAZA
BUS STOP
GRAND CIVIC PLAZA

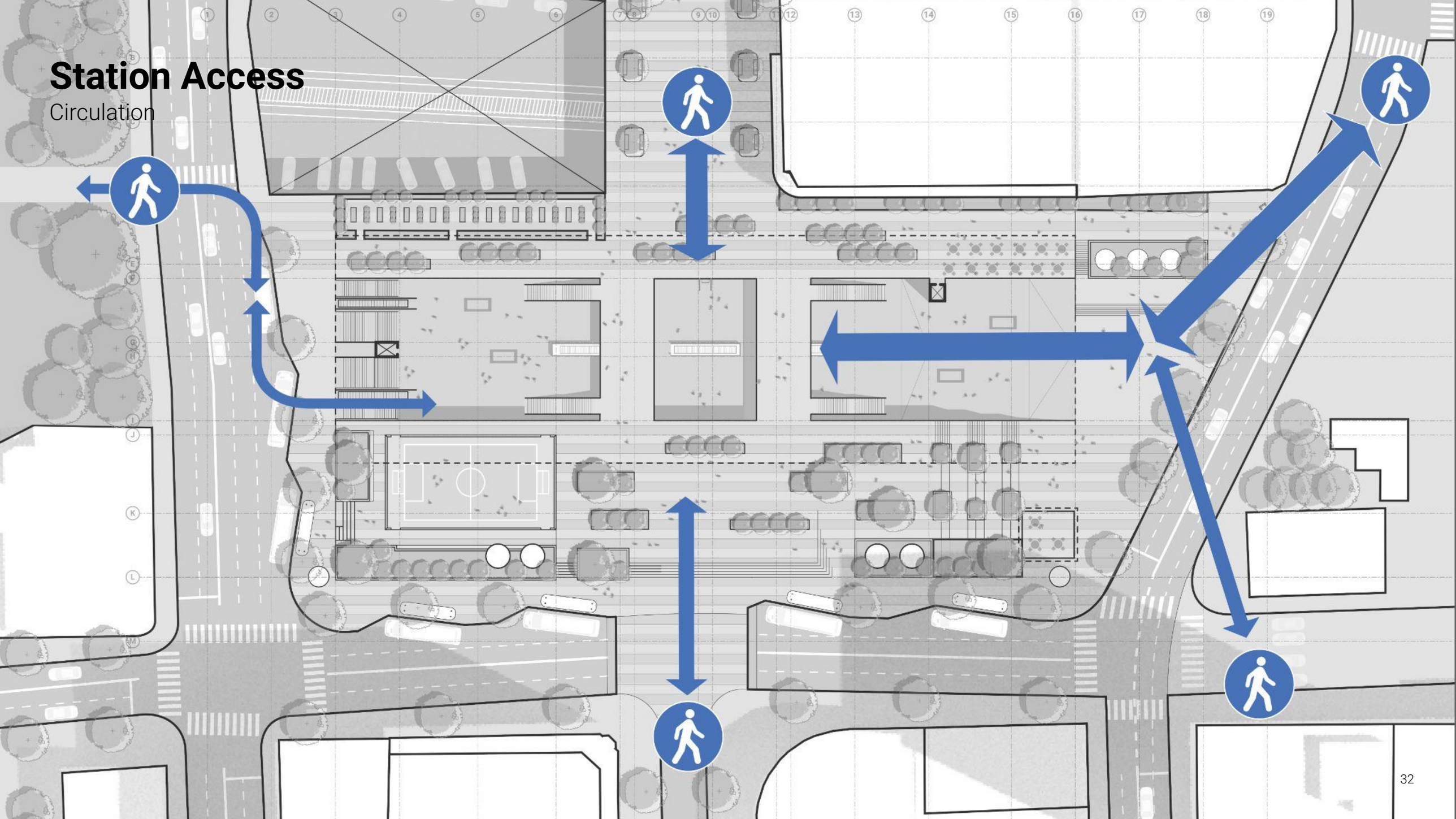
Transit Connection

Circulation



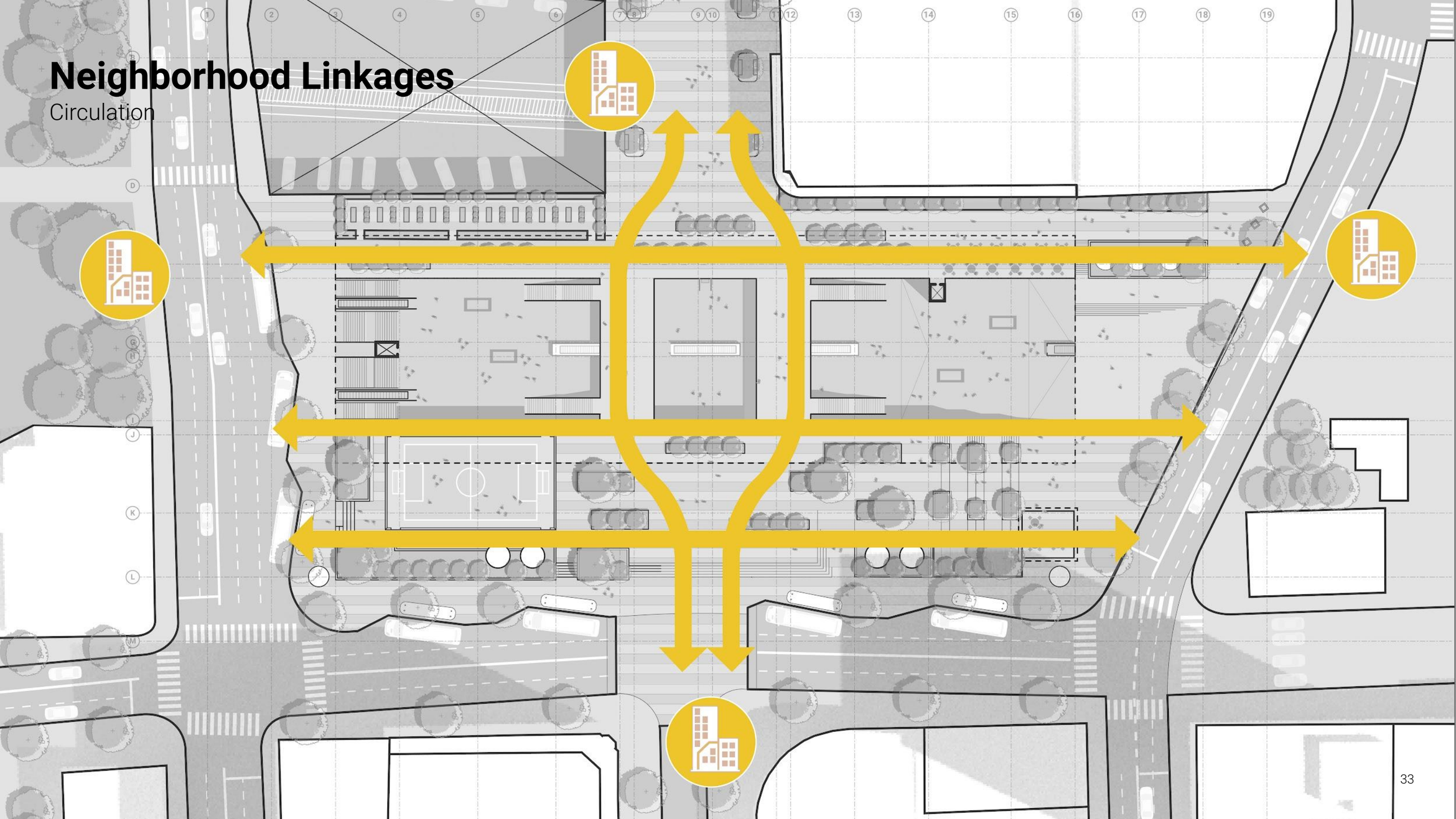
Station Access

Circulation



Neighborhood Linkages

Circulation



Variable Civic Spaces

Plaza Organization

SEASONAL ACTIVITY

TRANSIT FOCUSED ENTRY

GRAND CIVIC PLAZA

CIVIC + TRANSIT PLAZA

Alabama Street

Broad Street

Active Programming

Plaza Organization

COMMUNITY GARDEN

GROVE

FLEXIBLE PLAY FIELD

CAFE W/ TERRACED SEATING

Alabama Street

Broad Street

Active Programming

Partner Organization Potentials

CONCRETE JUNGLE

FOOD WELL ALLIANCE

AGLANTA

CRAFT WOMEN CONNECT

GEORGIA CRAFT BREWERS GUILD

Taproom Coffee & Beer

KING OF POPS

B10 union

TOUGH LOVE YOGA
FIND YOUR FIRE

INDIE CRAFT EXPERIENCE

DASH

ATLANTA UNITED FC

FARMER PROSPERITY · HEALTHY SOIL · RESILIENT COMMUNITIES · GEORGIA ORGANICS 25 years

WEST END COMEDY FEST

Georgia® Film, Music & Digital Entertainment

premier events

The Atlanta Foundation
for public spaces

TASTE OF ATLANTA® eat. drink. do.

Cascade SKATING

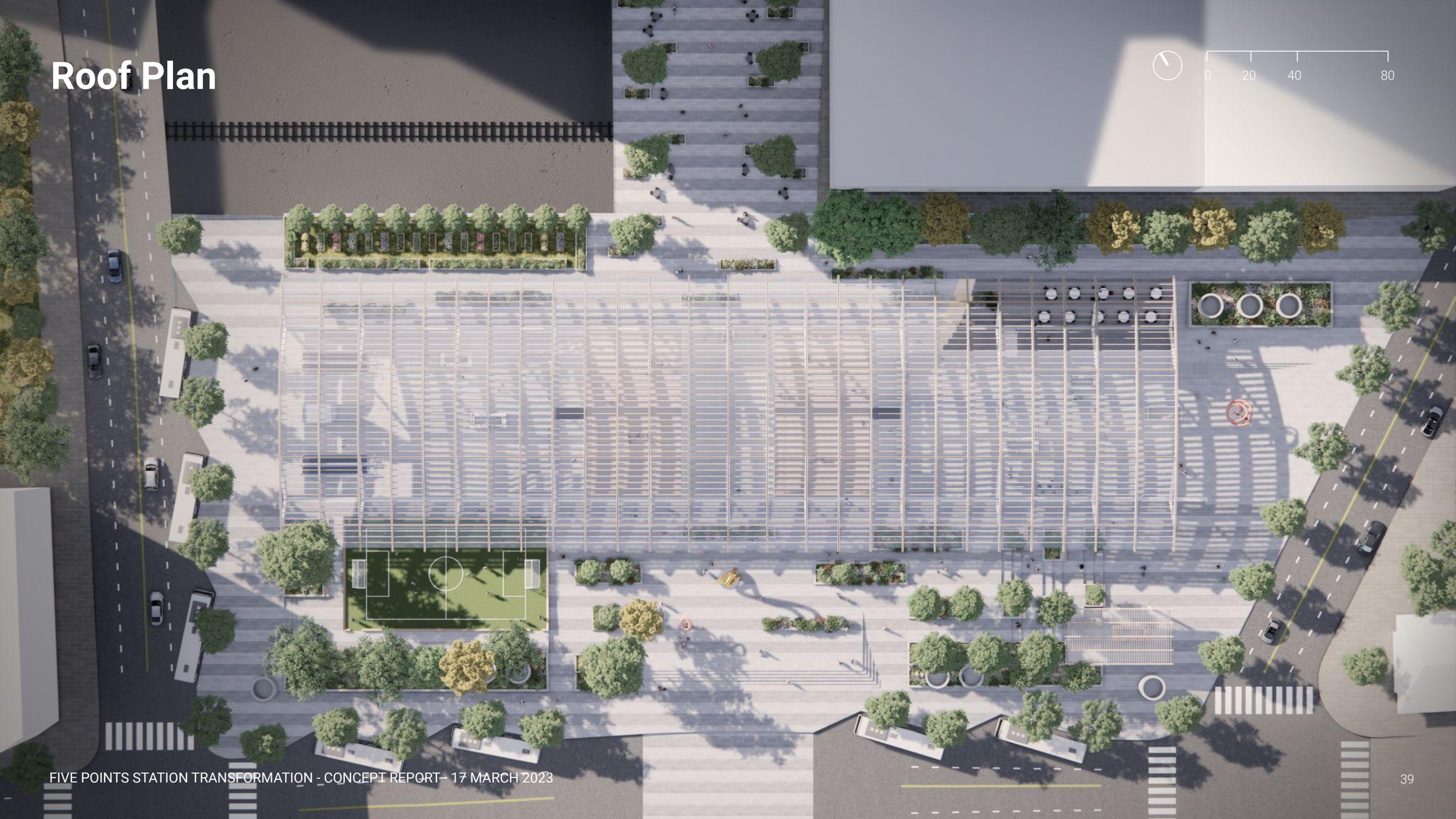
DRAGON CON

DAILY PRESENCE | REGULAR PRESENCE | SPECIAL EVENT

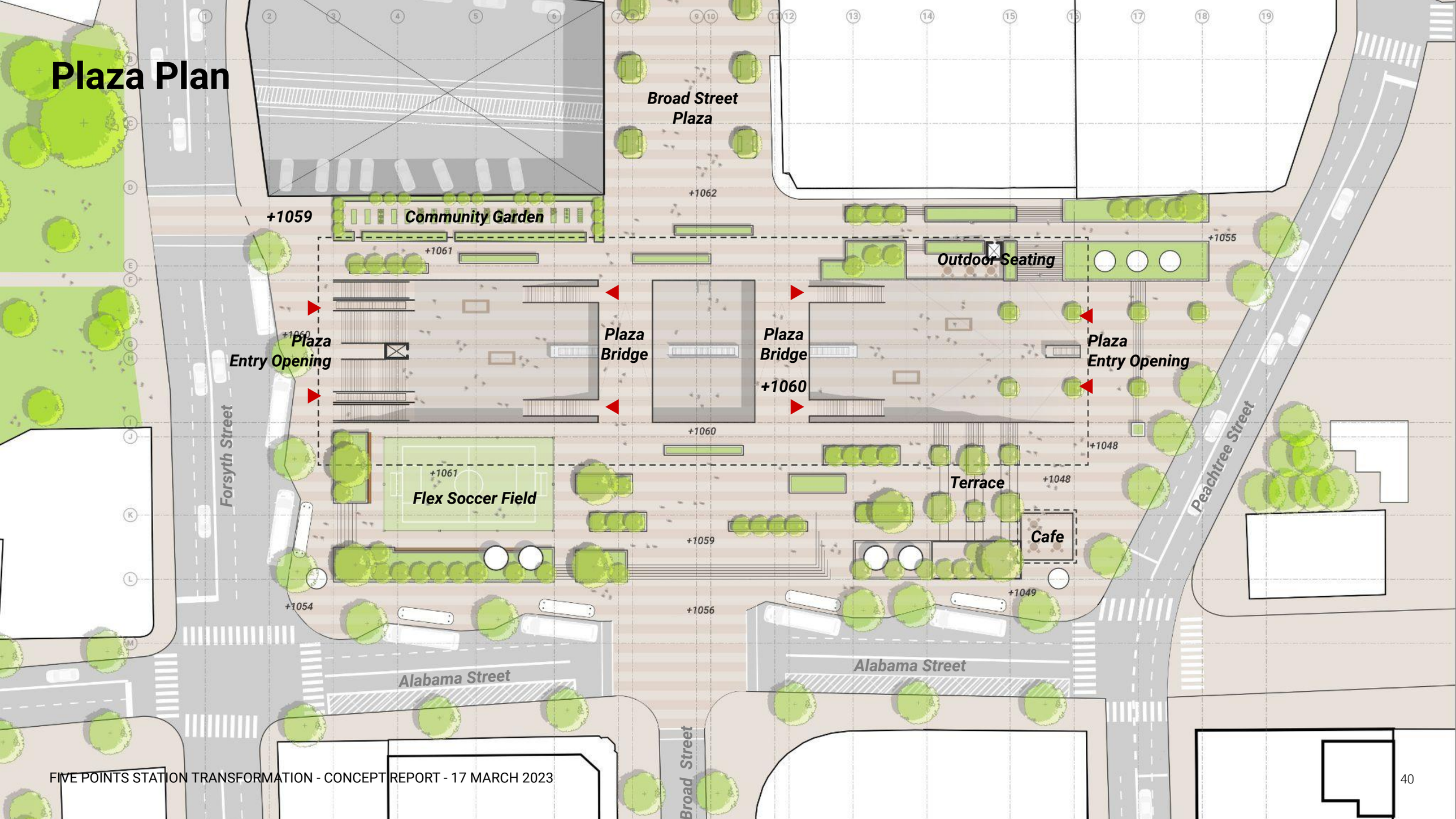
Aerial

Aerial with Lifted Roof

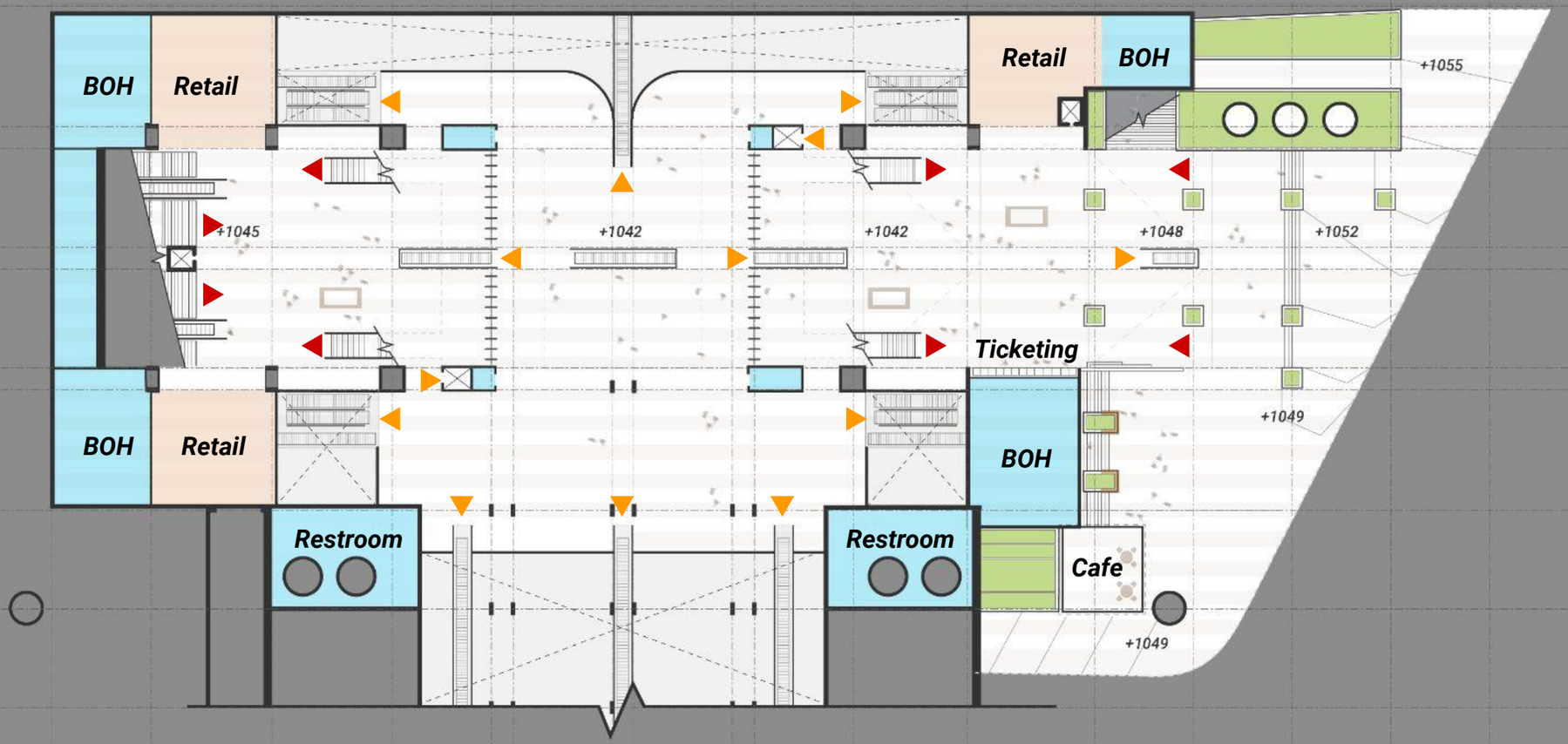
Roof Plan



Plaza Plan


Broad Street Plaza
+1062
+1059
Community Garden
+1061
Outdoor Seating
+1055
Plaza Entry Opening
+1060
Plaza Bridge
Plaza Bridge
+1060
Plaza Entry Opening
+1060
+1048
+1061
Flex Soccer Field
Terrace
+1048
Cafe
+1059
+1049
+1054
+1056
Forsyth Street
Peachtree Street
Alabama Street
Alabama Street
Broad Street

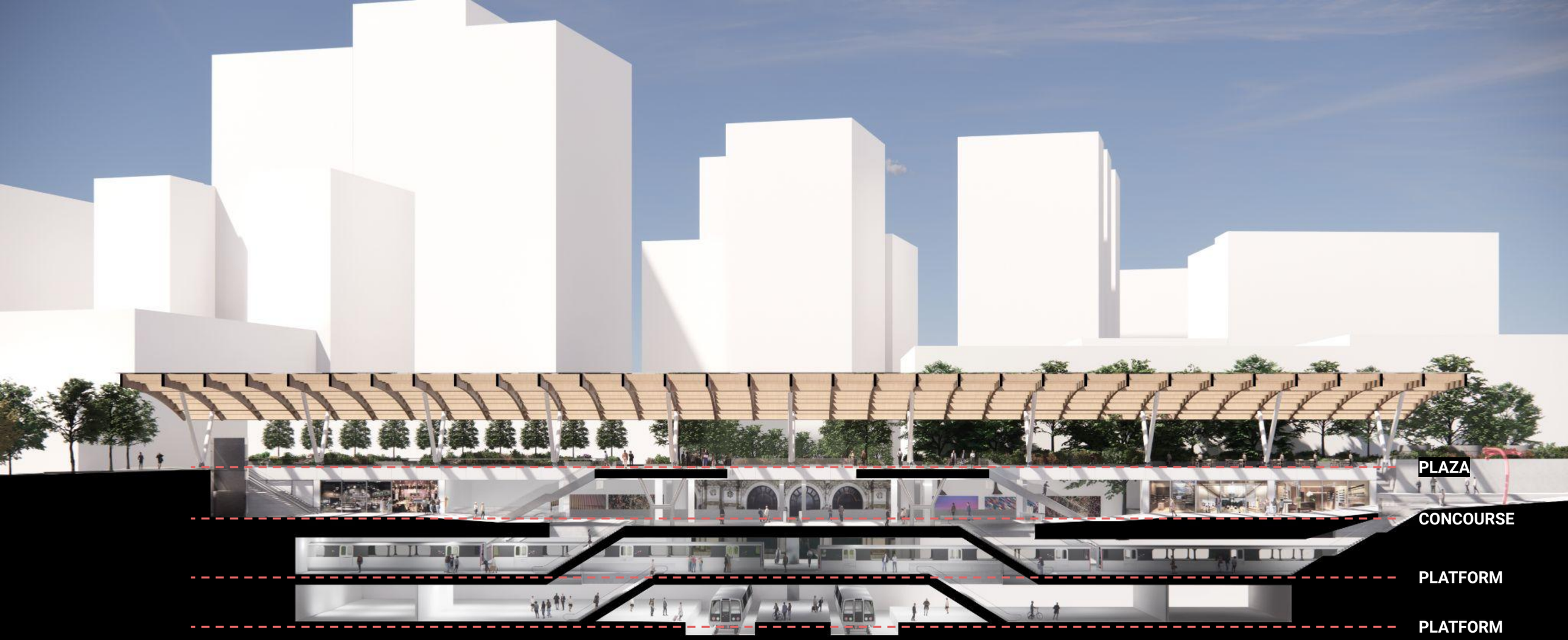
Concourse Plan

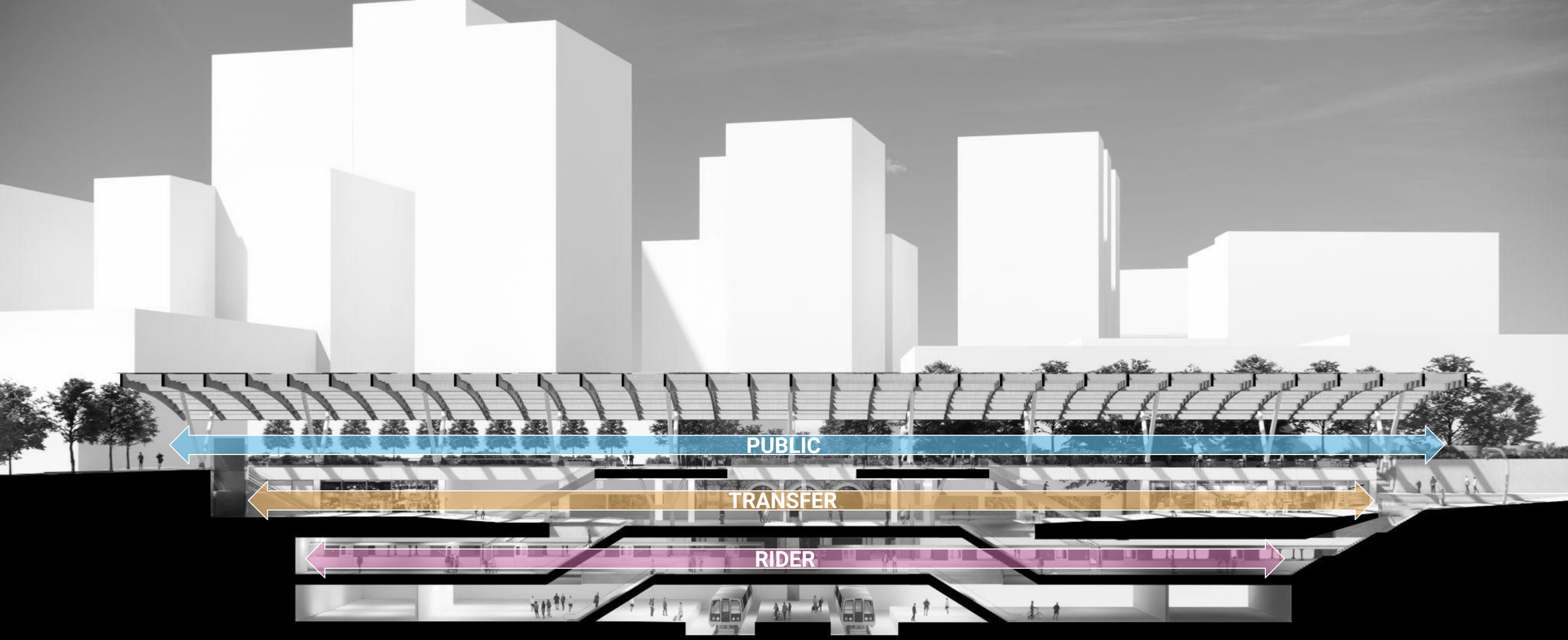


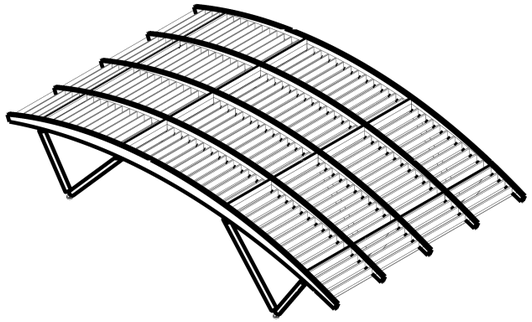
Mass Timber Canopy + Open Air Concourse

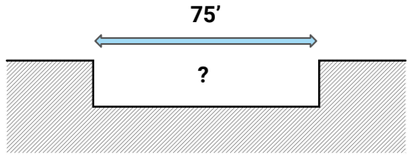
Terraced Garden

Broad Street Connection Bridge


PLAZA
CONCOURSE
PLATFORM
PLATFORM


PUBLIC
TRANSFER
RIDER



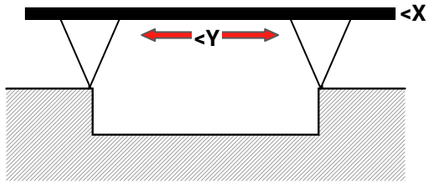


1

New canopy needs to span the width of the concourse without compromising existing station structure

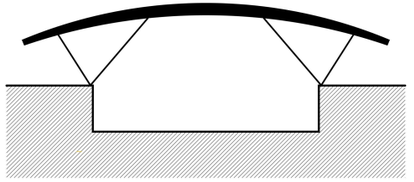
2

A rectilinear portal frame necessitates deep beam members



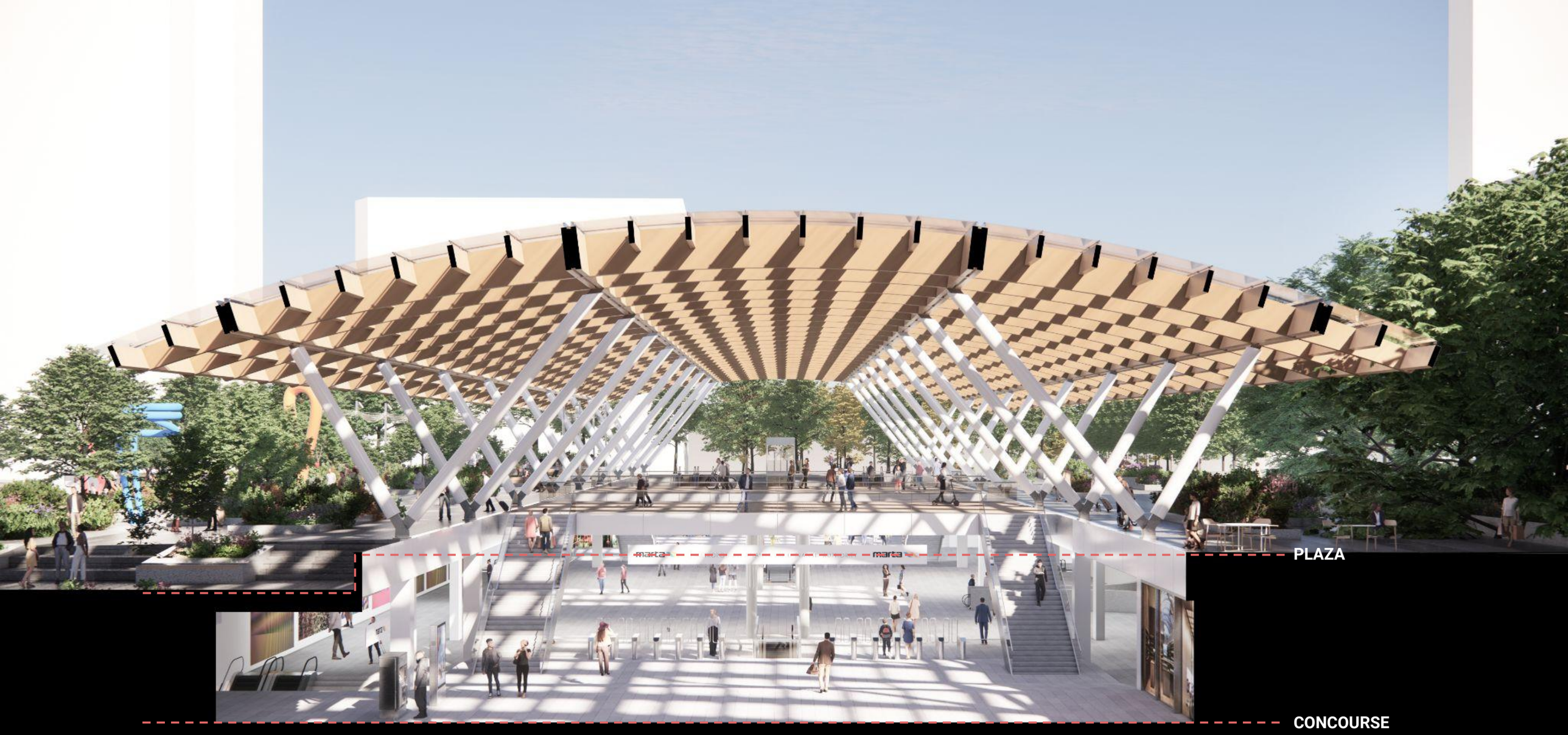
3

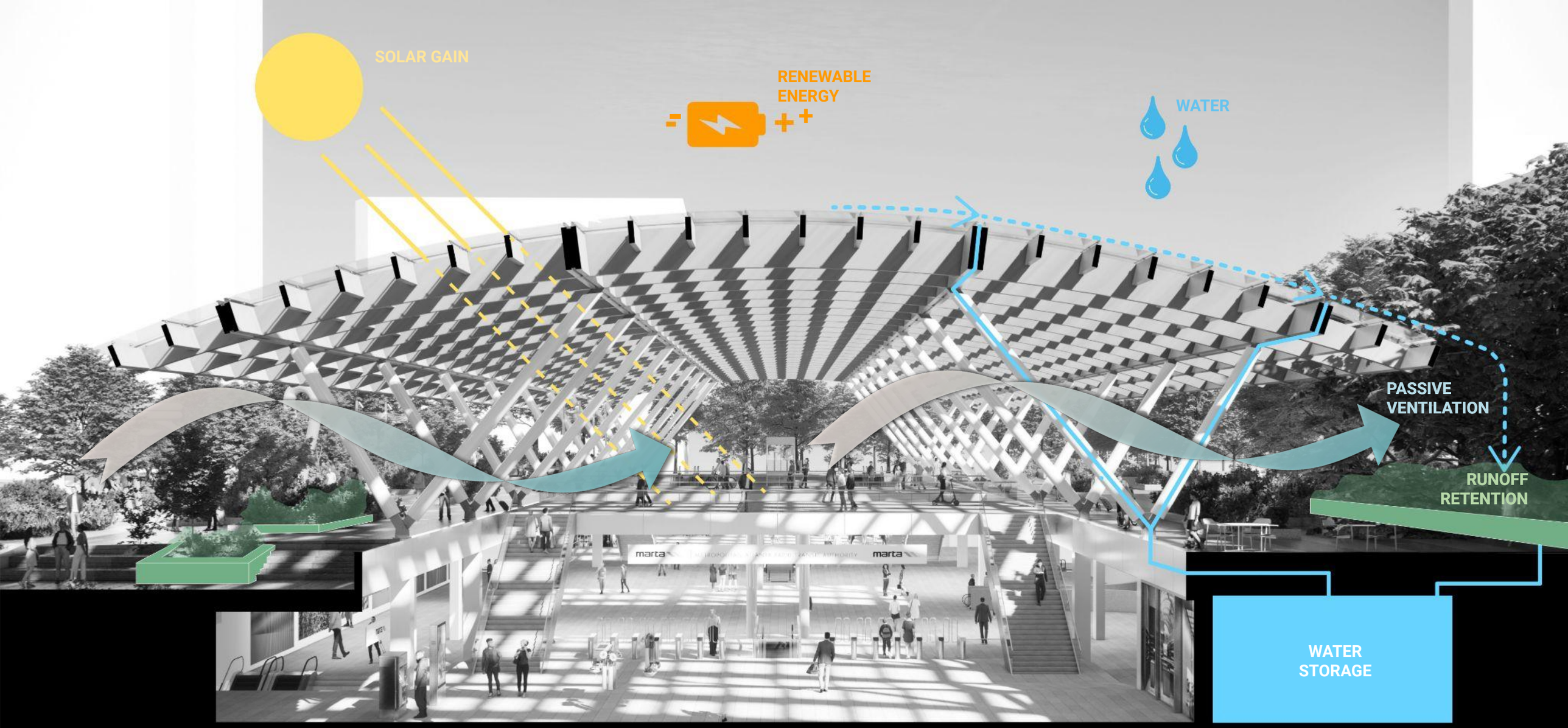
V columns reduce longspan and allows optimization of roof structure



4

Arching roof profile allows for drainage


PLAZA
CONCOURSE


SOLAR GAIN
RENEWABLE ENERGY
WATER
PASSIVE VENTILATION
RUNOFF RETENTION
WATER STORAGE

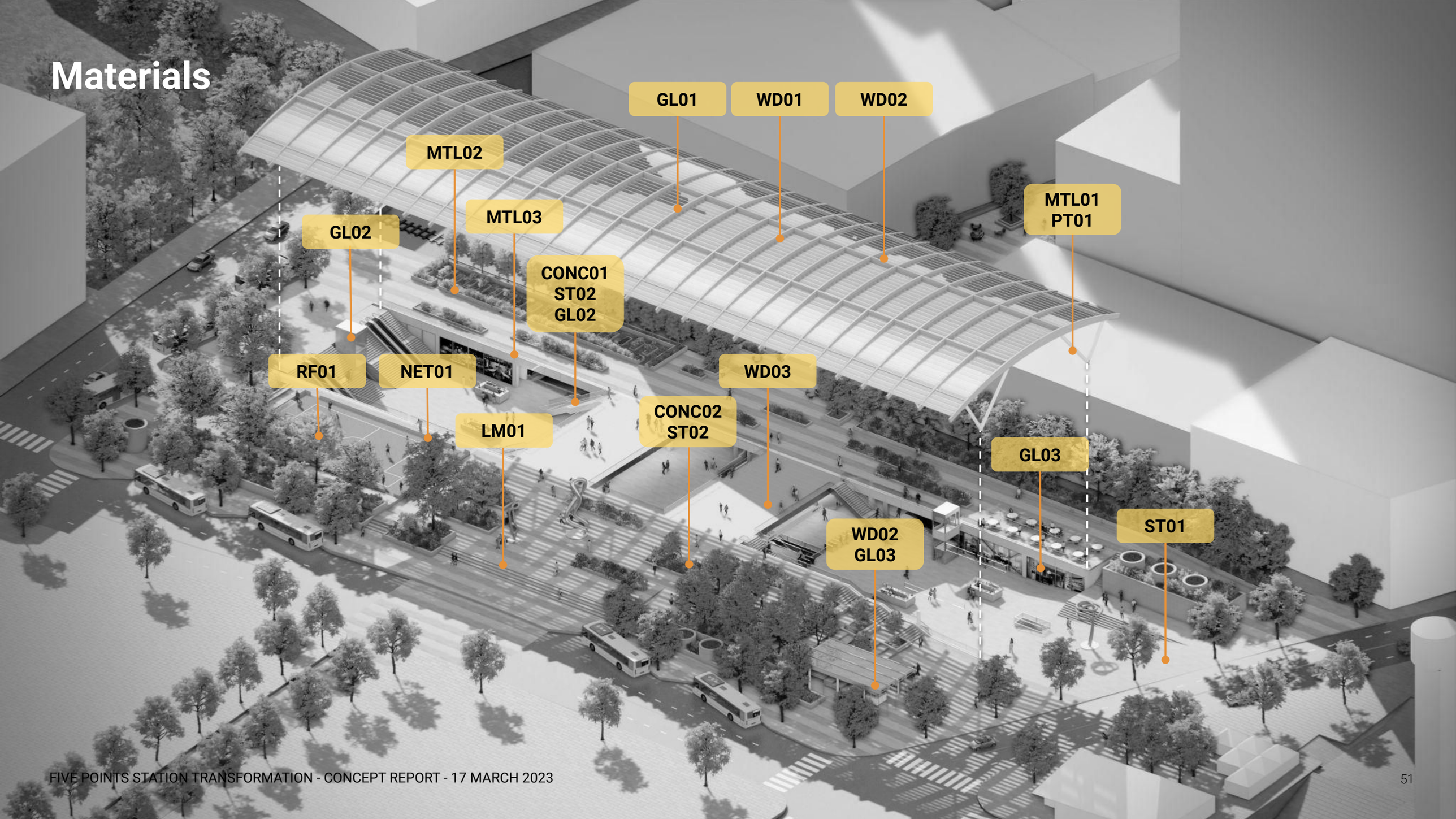
Materials

Descriptions

Durability and **ease of maintenance** are critical qualities of materials selected for transit facilities. Additionally, **self-finishing** materials are ideal for outdoor applications. **Sustainable sourcing** and **environmentally-friendly (natural)** materials will be considered in the selection of materials. Refer to renderings for visualization of material application.

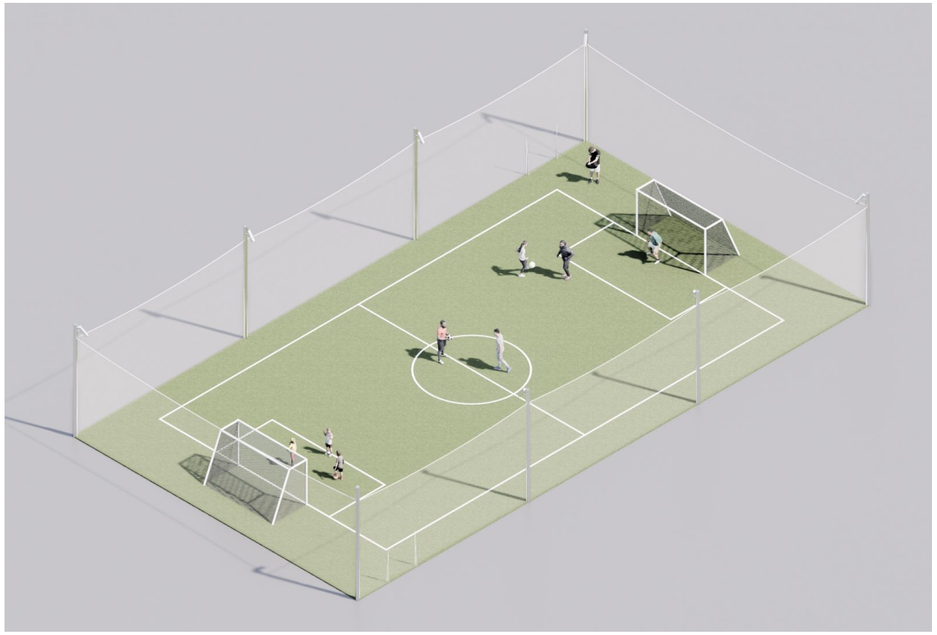
CONC01	Concrete Stair
CONC02	Concrete Planters and Benches
FAB01	Exterior ,Tensile Fabric
GL01	Low-Iron, Heat Strengthened Glass, Fritted
GL02	Low-Iron Glass Elevator Enclosure and Balustrade
GL03	Aluminum-Framed Low-Iron Glass Storefront with Frameless Doors
GL04	Slip-Resistant, Frosted, Back-Lit Low-Iron Glass Lens
GL05	Double-Curved, Laminated Low-Iron Glass Panels on Cable Net, Fritted
LM01	Luminaire - Light Pole (e.g. Bega Building Element Unshielded)
MP01	Metal Panel Roof
MP02	Mirror-Finished Metal Panel
MP03	Metal Panel Spandrel
MTL01	Galvanized Steel
MTL02	Stainless Steel Fence
NET01	Retractable Netting System
PCC01	Precast Concrete Column
PT01	High-Performance Exterior Paint
RF01	Recycled Rubber Flooring, Continuous, Exterior
ST01	Natural Stone Pavers and Plaza Steps
ST02	Natural Stone Cladding for Stairs, Planters, and Benches
WD01	Flitch Beam, FSC Certified
WD02	Structural GLT, FSC Certified
WD03	Wood Decking, FSC Certified
WD04	Wood Benches, FSC Certified

Materials


GL01
WD01
WD02
MTL02
MTL03
MTL01
PT01
GL02
CONC01
ST02
GL02
RF01
NET01
WD03
CONC02
ST02
LM01
GL03
ST01
WD02
GL03

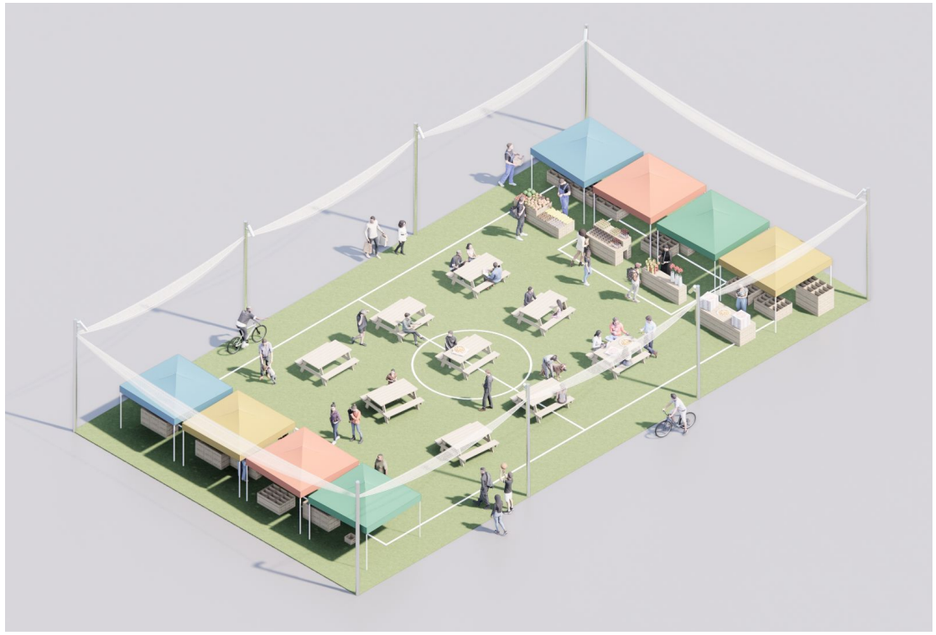
Flex Spaces + Events

Flexible Usage of Field with Netting System



Sports Activity

During a soccer game, the netting forms protective barriers around the flex field. The netting system offers a safe playing environment both for the players on the field and for the public off the field in the plaza.



Cultural Activity

When a sports game is not happening, the rolled-up netting opens up the field to host diverse cultural activities. Activities such as yoga classes, food markets, and mini concerts could be offered on the field for flexible usage.

Bus Shelters + Sidewalk Elements

Overview

In addition to the design of open space and headhouses, the team proposes a comprehensive and aesthetically cohesive set of supporting design elements on the plaza. Ranging from integrated elements such as bus shelters and kiosks to lose plaza furniture, the following list presents a kit-of-parts approach that aims to create an aesthetically pleasing, robust and flexible design standard that reinforces a sense of identity to the Five Points plaza and station experience.

Bus Shelters – Developed upon the current City of Atlanta bus shelter standards, the design team proposes a streamlined and efficient bus shelter design that works well within the unique site conditions of the MARTA Five Points Station.

Planters/Benches/Attachments – A kit-of-parts approach to the planter design allows various attachments to be made, including bench surfaces, signage and lighting. (Refer to Phase I for precedents or copy paste from Phase I)

Kiosks – Ticketing, information and retails kiosks will share a consistent design language with integrated signage to create a clear sense of identity in the plaza and concourse.

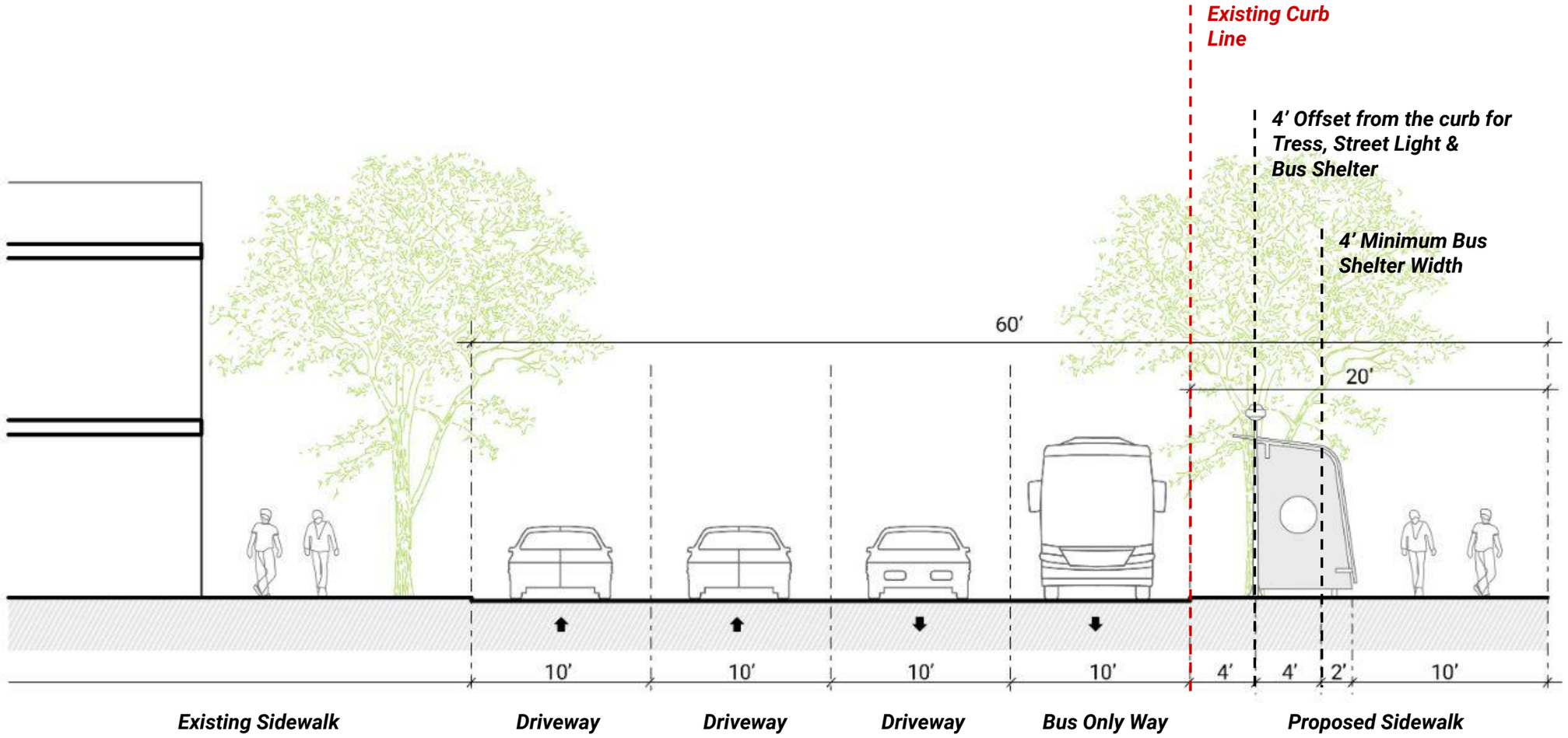
Signage – There are many forms of signage that need to be integrated on the site and it is imperative that a clear, concise design language be developed. This includes MARTA directional signage, information signage, digital displays for advertisements and notifications as well as miscellaneous static signs.

Other supporting design elements in consideration include:

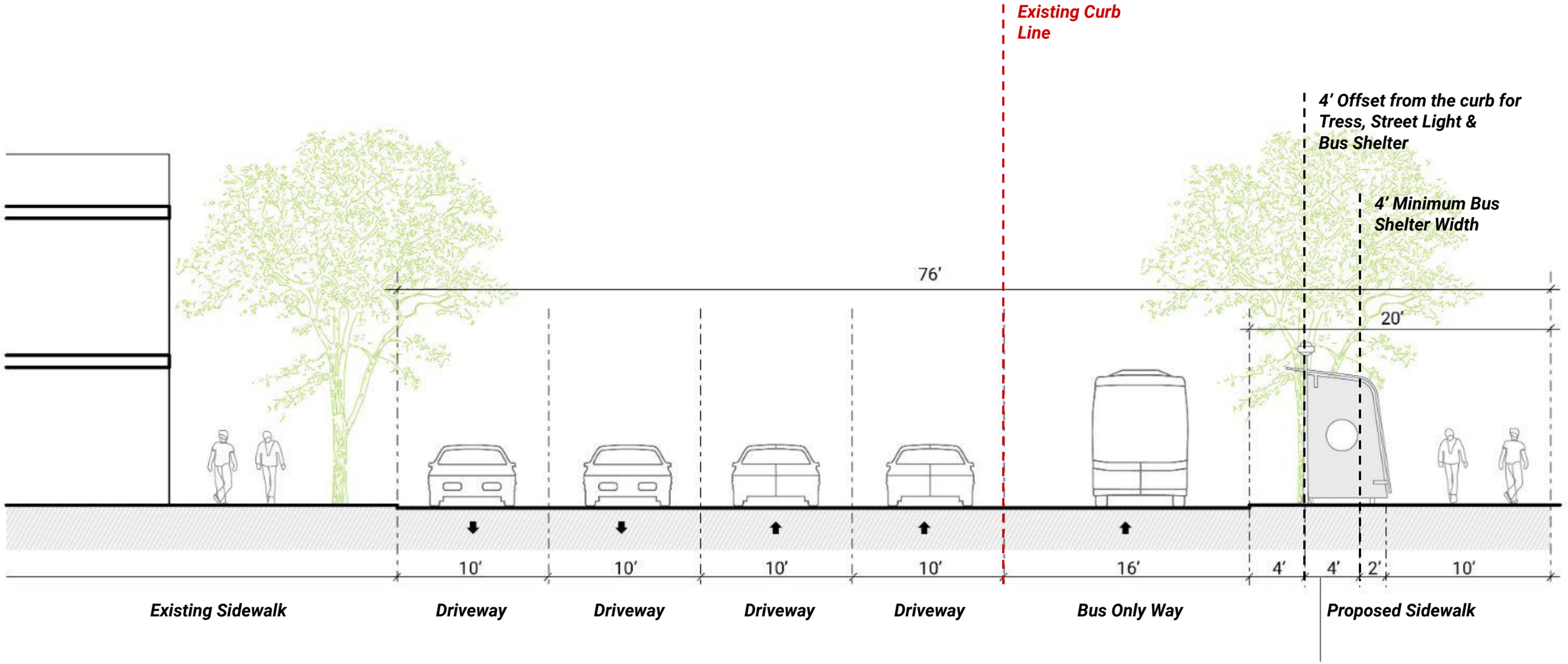
Lighting
- Light poles - plaza illumination
- Planter and bench lighting
- Signage lighting
- Egress path lighting

Bollards and traffic control devices
Handrails and Guardrails
Bike Racks
Charging Stations
Drinking Fountains
Community garden planters
Flexfield Bleachers
Trash Receptacles

Alabama Street Section



Forsyth Street Section

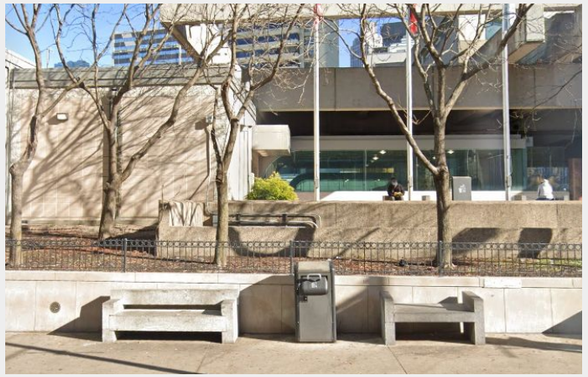


Streetscape + Furnishings

EXISTING

POTENTIAL

Furnishings



Aesthetically pleasing design with a well lit seating area, beneficial for safety reasons as well

Aesthetically pleasing design with a combination of two different materials

A simple seating design including a planting area as well

Trash Cans and Bollards

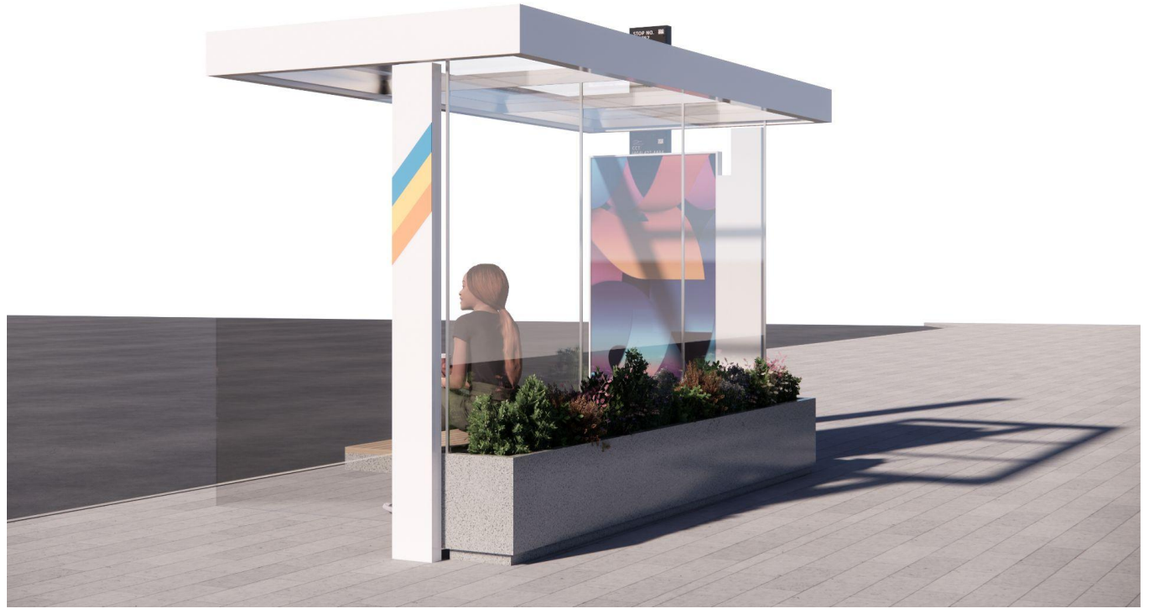
Illuminated bollard for wayfinding and safety reasons

Bus Shelter + Sidewalk Elements

Bus Shelter Design Proposal

Bus Shelter + Sidewalk Elements

Bus Shelter Design Proposal



The bus shelter design proposal is to enhance the aesthetically cohesive and pleasing experience on the plaza. A separate totem clearly reads the bus stop signs. A big board with the city map and the bus schedule helps people to attain transportation information. ADA compliant space and a bench protected by the clear glass wall and a windguard provides safe space.

The planter on the flip side of the glass wall provides a soft buffer between the passenger loading zone and the plaza. It automatically decorates the sidewalk to be pleasant to walk through.

Precedent Images

Bus Shelter at Present

Precedent Ideas

Aesthetically pleasing design with a shaded seating area

An environmentally sustainable solar powered bus shelter with backlit poster advertisements

An environmentally sustainable solar powered bus shelter with backlit poster advertisements

Street Lighting at Present

Precedent Ideas

Solar powered street lighting

Solar powered street lighting

Solar powered street lighting

Precedent Images

Sidewalk at Present with no Trees

Precedent Ideas

If the structure below the sidewalk doesn't allow for trees, planters are a great option

Landscape Design + Native Planting

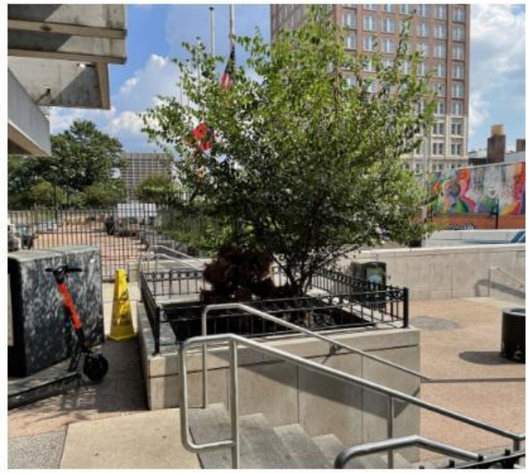
Landscape Design

Existing Station Constraints

Grading / Topography – With approximately 14’ of topographic change across the site, topography is a core constraint. ADA / Accessible circulation to and from the plaza is currently compressed either in ramp switchbacks or through tight corridors on the northern extents of the plaza. The station entrance on Peachtree has steep slopes leading down to it which could lead to an unsafe condition or station water infiltration in major rain events.

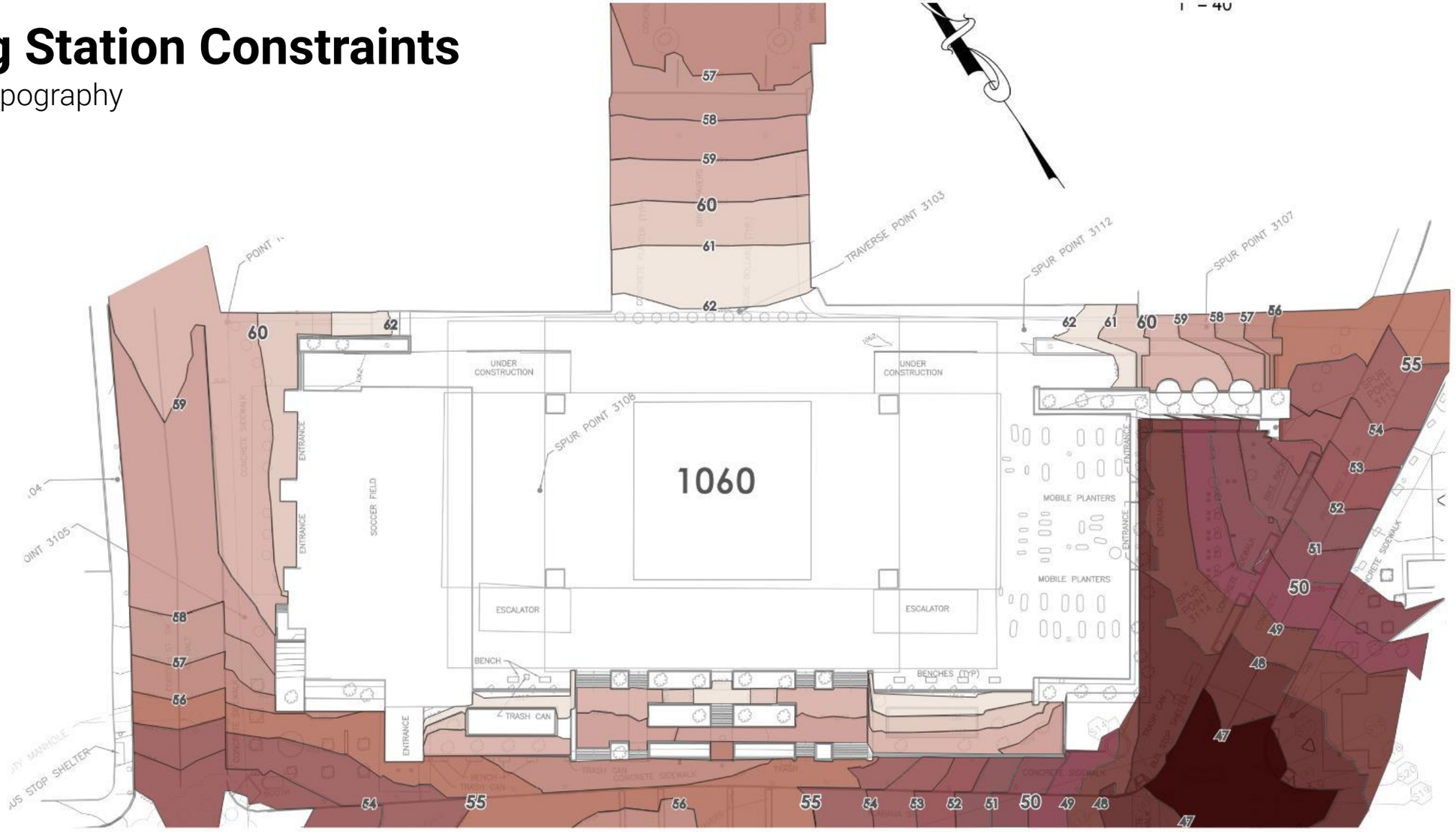
Visibility / Sight Lines – There is currently poor visibility from the surrounding streets to the elevated plaza. These views are blocked by walls, architecture, ventilation stacks, or steep grade transitions. These compressed view corridors don’t allow for pedestrians to see activities on the plaza, or around corners, which can create perceived or real safety concerns.

Programmable Space – Programmable space in the station currently exists in the Soccer and Community Garden areas, which are access-controlled by fences and gates, leaving very little flat functional area for program.



Existing Station Constraints

Grading + Topography



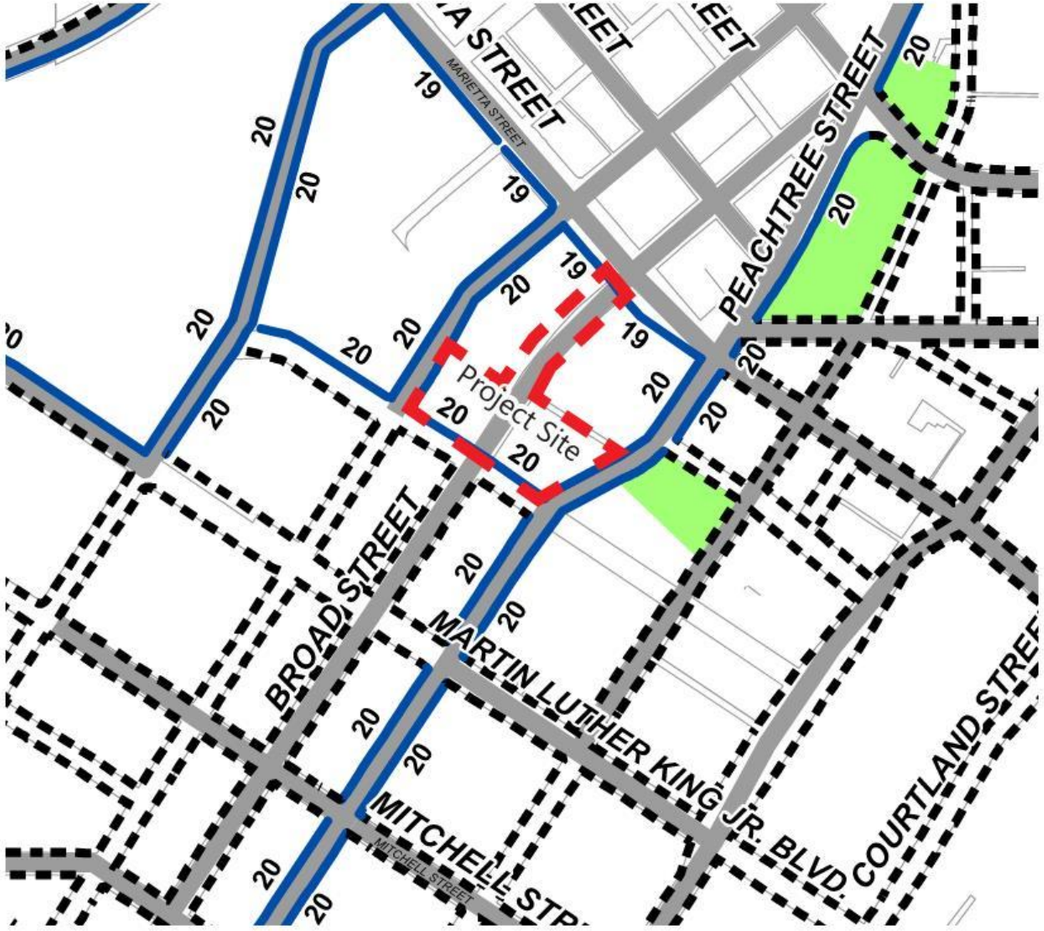
Existing Station Constraints

Visibility + Sightlines

Existing Station Constraints

Code Constraints

SPI-I: Zoning Ordinance City of Atlanta



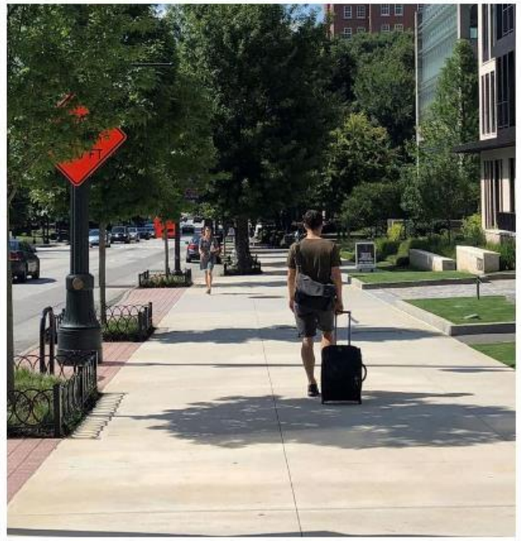
Existing Station Constraints

Code Constraints

SPI-I: Zoning Ordinance City of Atlanta

Light fixture

Tree pit examples



Streetscape

Landscape Design

Design Goals

Safety – Factors of design that affect public safety will be fundamental in the station renovation. Ensuring open sight lines, adequate lighting, multiple points of ingress / egress, and general activation of the station will be core components of design. The transformation should create an environment where all people feel comfortable spending time in the station and plaza.

Visibility – The station should be clearly legible from the surrounding urban context as both a transit station as well as a special place. Architectural and landscape design will be thoughtful to allow for sight lines across the station for safety as well as directing views towards memorable features.

Accessibility – Universal access will be provided across the plaza and concourse levels of the station. Wherever possible, the renovation will provide accessible routes as the primary circulation pathways vs. separated pathways.

Connectivity – The ease of connectivity through the station as well as to the station will be core to the success of the transformation. The station will engage urban fabric, anticipate pedestrian desire lines, and reinforce emerging open space trends in the context of the station.

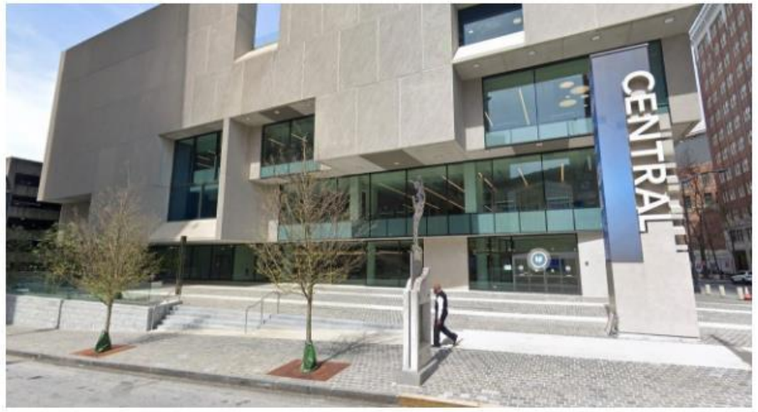
Programmability – The city the station should serve and engage the culture and vibrancy of the community. Careful analysis of uses and requirements will ensure that the station can function as a flexible platform for functions, events, and uses.

Convenient Station Access – The station transformation will ensure that the transit user is well served through convenient access that synthesizes connectivity, accessibility, visibility as well as considerations of signage and adjacency.

Creating a Sense of Place / Destination – As the most central public space in Atlanta, Five Points Station has the opportunity to be a source of pride for the city. The station transformation should envision itself as a catalyst for change.

Streetscape Character

Opening Transitions from Street to Site



Streetscape Character

Bus Shelter Design Elements

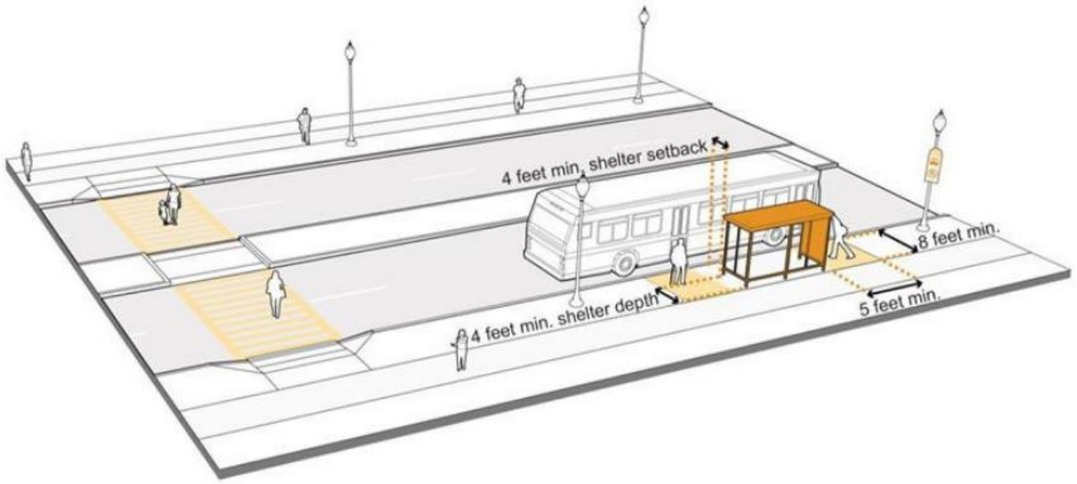
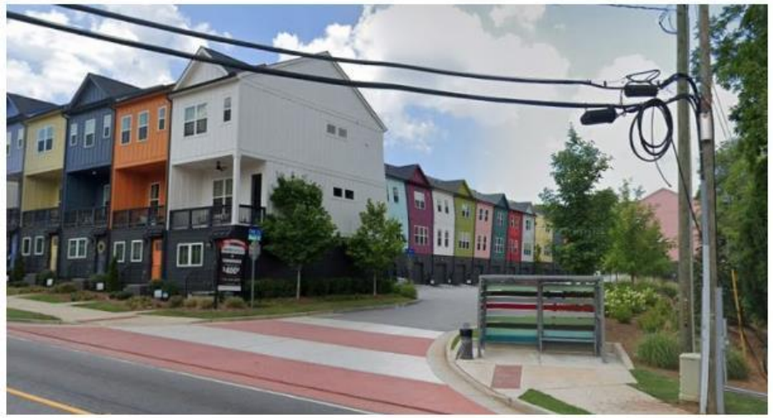


Figure 6.21. Transit Shelter Dimensions



Landscape Design

Planting Philosophy: Primary Guidelines

Low Maintenance – Landscape design and plant selection will first and foremost consider how the design can function in an urban environment, and how it will be maintained. The design will integrate clean and legible plantings with plant materials that are hardy, tolerant, and whose requirements for maintenance and survival are minimal

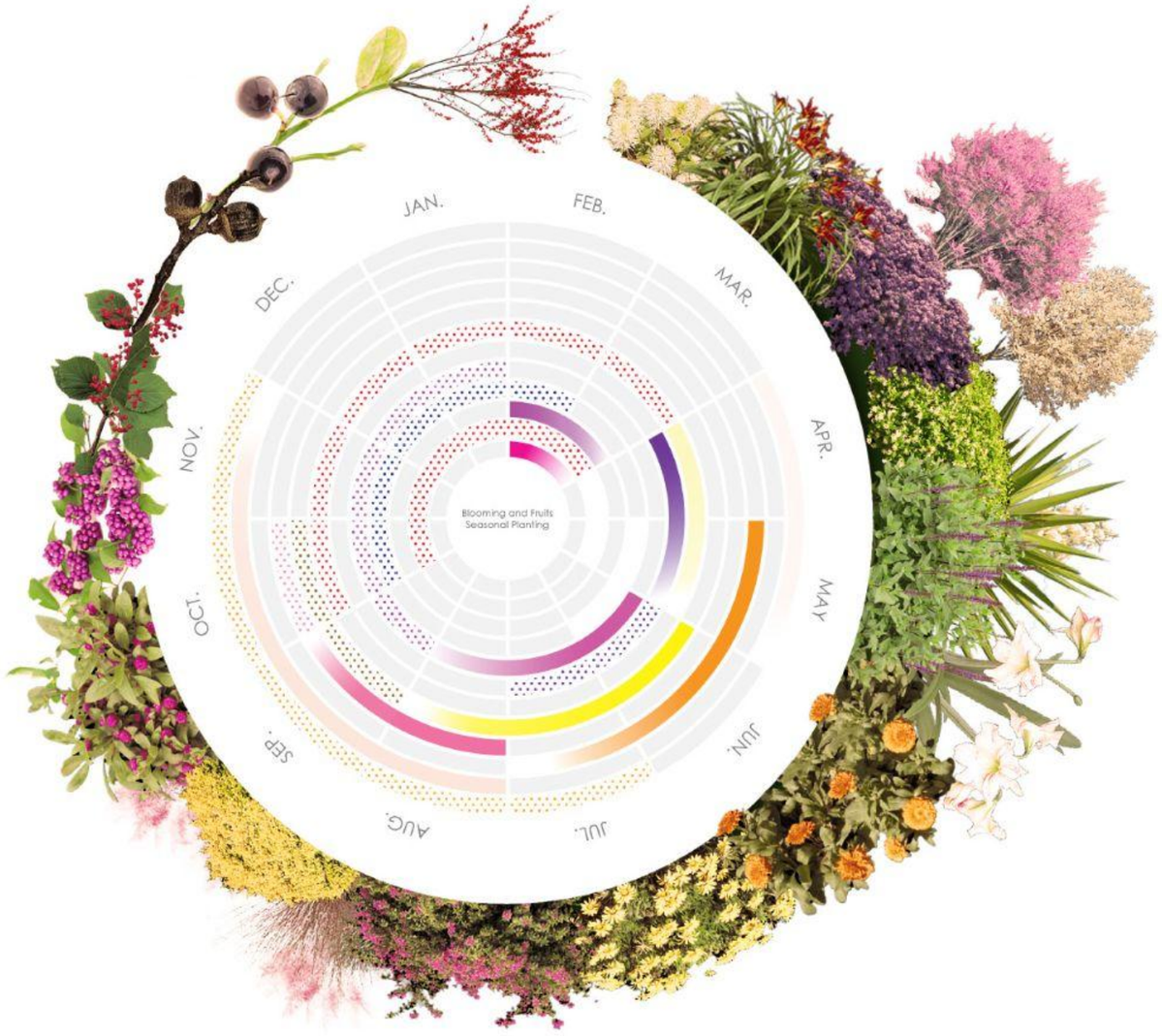
Open Site Lines – The landscape design will function to align with broader design goals of visibility and open site lines, to create a green framework for a safe environment for pedestrians and transit users. Focus will be placed on selection of shrubs and groundcovers that stay low, to make sure that open site lines are provided across the plaza and streetscapes.

Native – The landscape will consist of native plant materials, which are adapted to the local environment and fill requirements of low maintenance. These plants function to support broader ecosystem function as a green oasis inside downtown, as well as contribute to the sense of place.

Functioning Landscapes – Where possible, plantings support stormwater management functions through rain gardens and bioretention features to clean and filter stormwater runoff.

Landscape Design

Planting Philosophy: Year Round Seasonal Interest



Sustainable Approach

Irrigation System

- Reuse of stored rainwater in +/- 20,000 gallon cistern
- Cistern to be hidden in unused area at Concourse Level below
- Irrigation to be on automated timer to reduce necessary interface
- Moisture sensor to detect rainwater and shutoff system when irrigation isn't required
- Coordinate maintenance endowment with contracted vendors to provide additional maintenance support

Low Maintenance Material

Trees

- Prune **once annually** to maintain a dense crown.
- Remove stray / unwanted growth

Shrubs

- Most material needs **little pruning**, simply remove dead branches
- At most a shrub selection may need to be cut back 1/2 way during first few years until established to encourage a dense structure

Groundcovers

- Remove any noticeable dead foliage **in winter**
- Some materials need to be cut back to ground after first frost (once annually)
- Some blooms require deadheading after flowering is complete

Landscape Design

Planting Philosophy: Textures and Qualities

Native Plant Material

Low Maintenance

Drought Tolerant

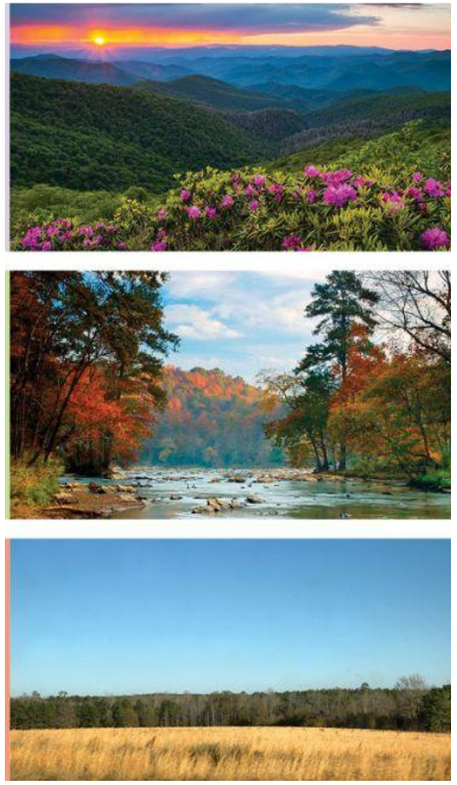
Seasonal Interest

Landscape Design

Planting Philosophy: Placemaking through Landscape Rooms + the Physiographic Regions of Georgia

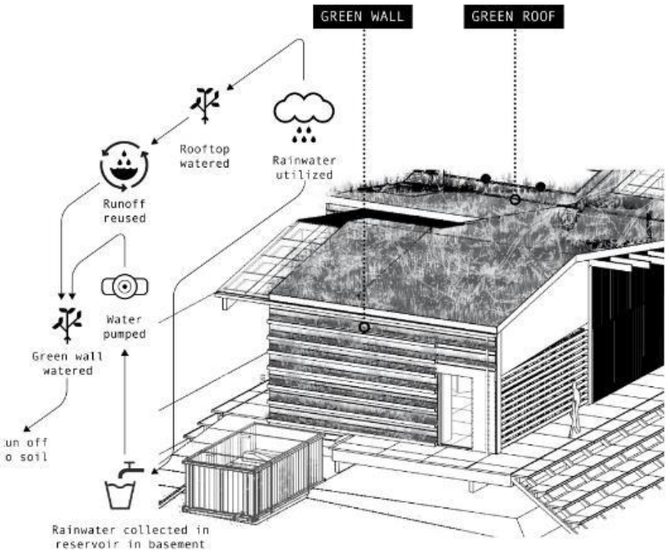
Trees, shrubs, and grasses form human-scale “rooms”, providing moments of shade and respite within the larger plaza through different scales, layers, and textural qualities. Paired with the historical narrative bands in the plaza design, visitors and daily commuters at Five Points can find themselves occupying a place anchored in a rich past and designed for an exciting future.

Georgia’s physiographic regions provide a diverse palate of flora for Five Points new landscape. Sections of each plaza design concept can have their own vegetational personality, creating an ever changing experience as one moves from one end of the site to the other. Additionally, by utilizing plants from the different regions, Five Points can become a destination for environmental education and seasonal attraction.

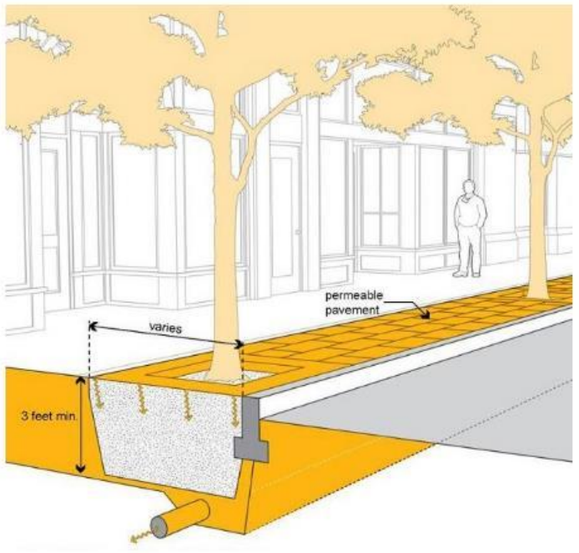


Landscape Design

Planting Philosophy: Incorporate Sustainable Systems



Rainwater Harvesting / Recycling



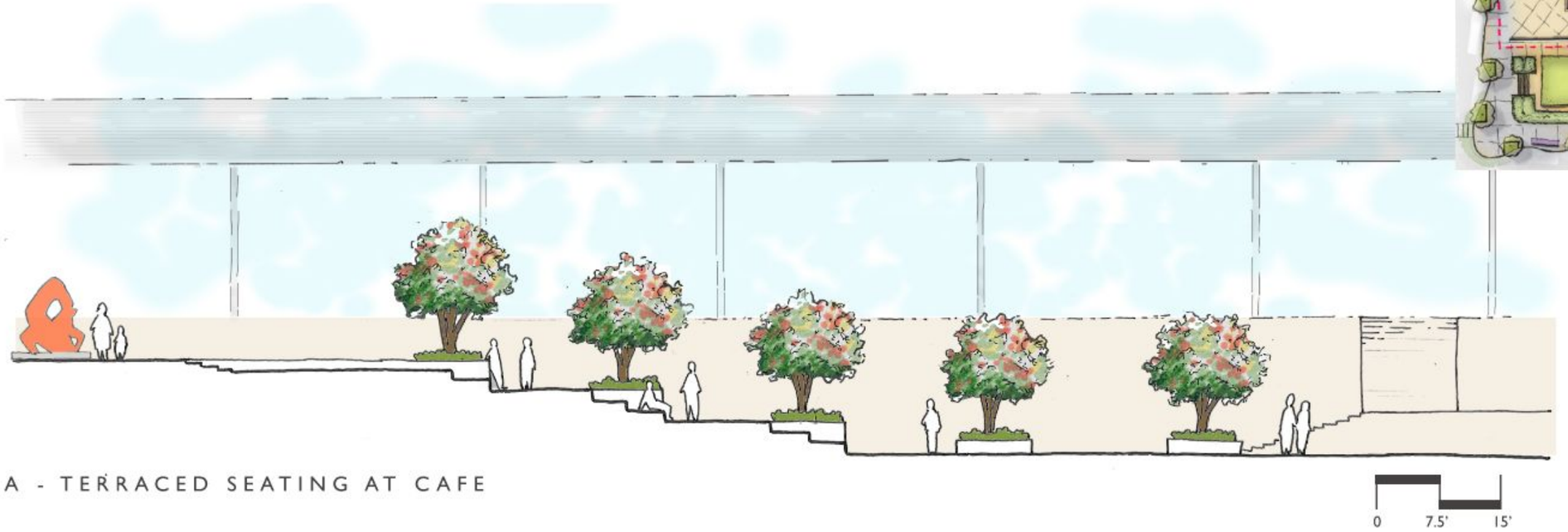
Permeable pavement supplimental zone

Bioswale

Drip Irrigation

Landscape Design Concept

Spatial Qualities of Plaza

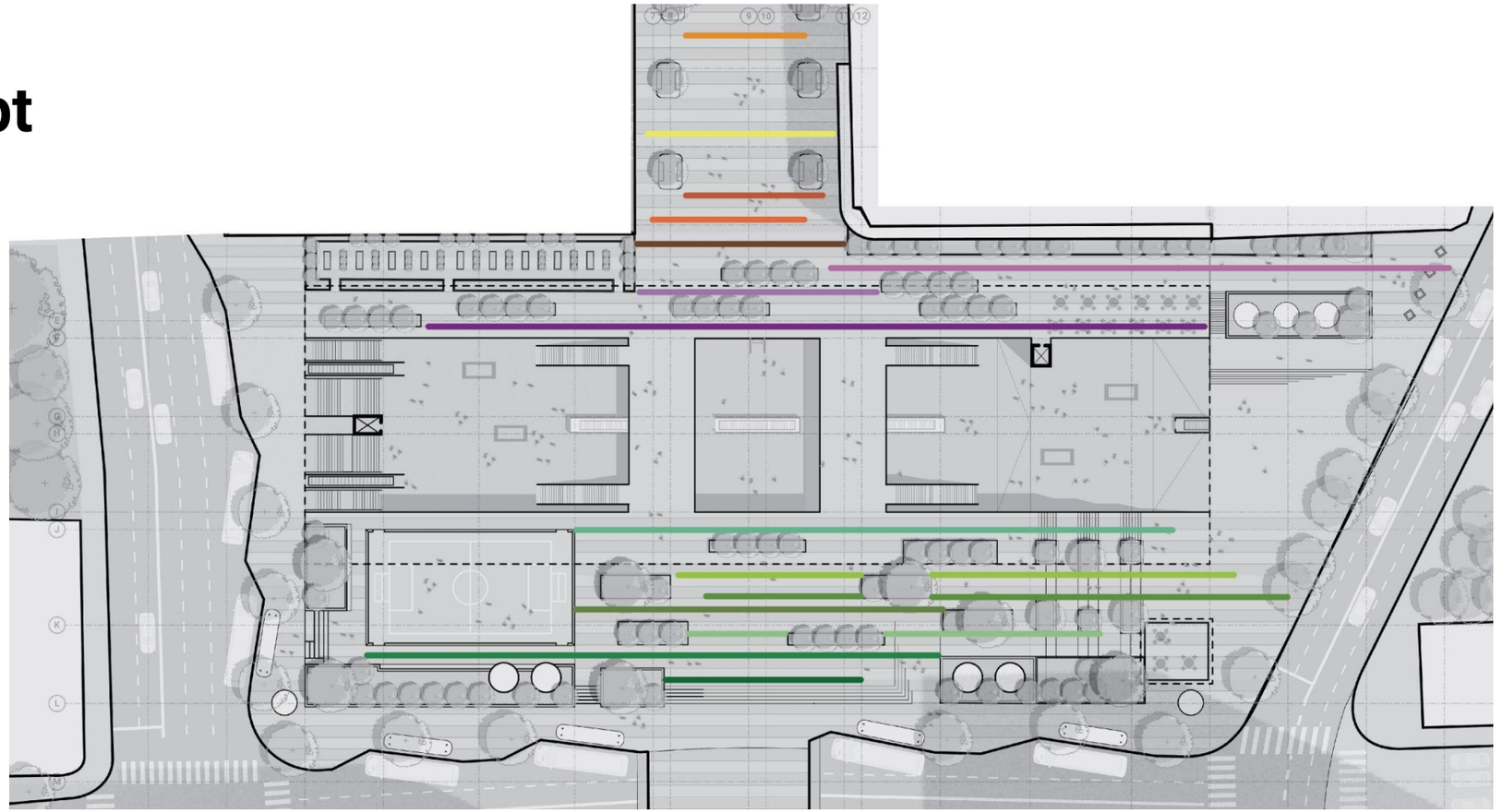


The shrub and groundcover material will be **low profile** and **maintain views** throughout the site, while trees will be single trunk and have a high branching habit to help **cool the space** and maintaining clear sight lines.

Landscape intent will be increasingly **shade tolerant to accommodate the canopies** being proposed for the bus staging. **Low maintenance** and vigorous plantings sprinkled throughout the amenity areas will soften edges.

Landscape Design Concept

Unifying Hardscape Experience



1837 Population: 0

1860 Population: 9,554

1900 Population: 90,000

1920 Population: 200,616

1940 Population: 302,288

1960 Population: 487,455

1980 Population: 425,022

1837 -The founding of Atlanta as a railroad hub

1864 - Atlanta burned in civil war

1888 - Atlanta becomes education center the region with most colleges in the region

Local Civil Rights leaders:
MLK, John, Lewis, Ralph David Abernathy, Joseph Lowery, Hosea Williams

Indigenous tribes residing prior to establishment
of city

Historical Names of Our City:
Terminus, Marthasville, Atlanta

Atlanta sports and culture:
Hank Aaron, Gladys Knight, Outkast, Bobby Cox, Ray Charles

Landscape Design Concept

Unifying Hardscape Experience

Landscape Design Concept

Unifying Hardscape Experience

Structural Engineering

Structural Engineering

The existing structure of the Five Points station consists primarily of reinforced concrete waffle slabs, beams and columns, with certain areas utilizing reinforced concrete one-way slab and beam framing. At the Plaza Level, the structural slabs step and slope, resulting in significant elevation changes across the site, as can be seen on the following page.

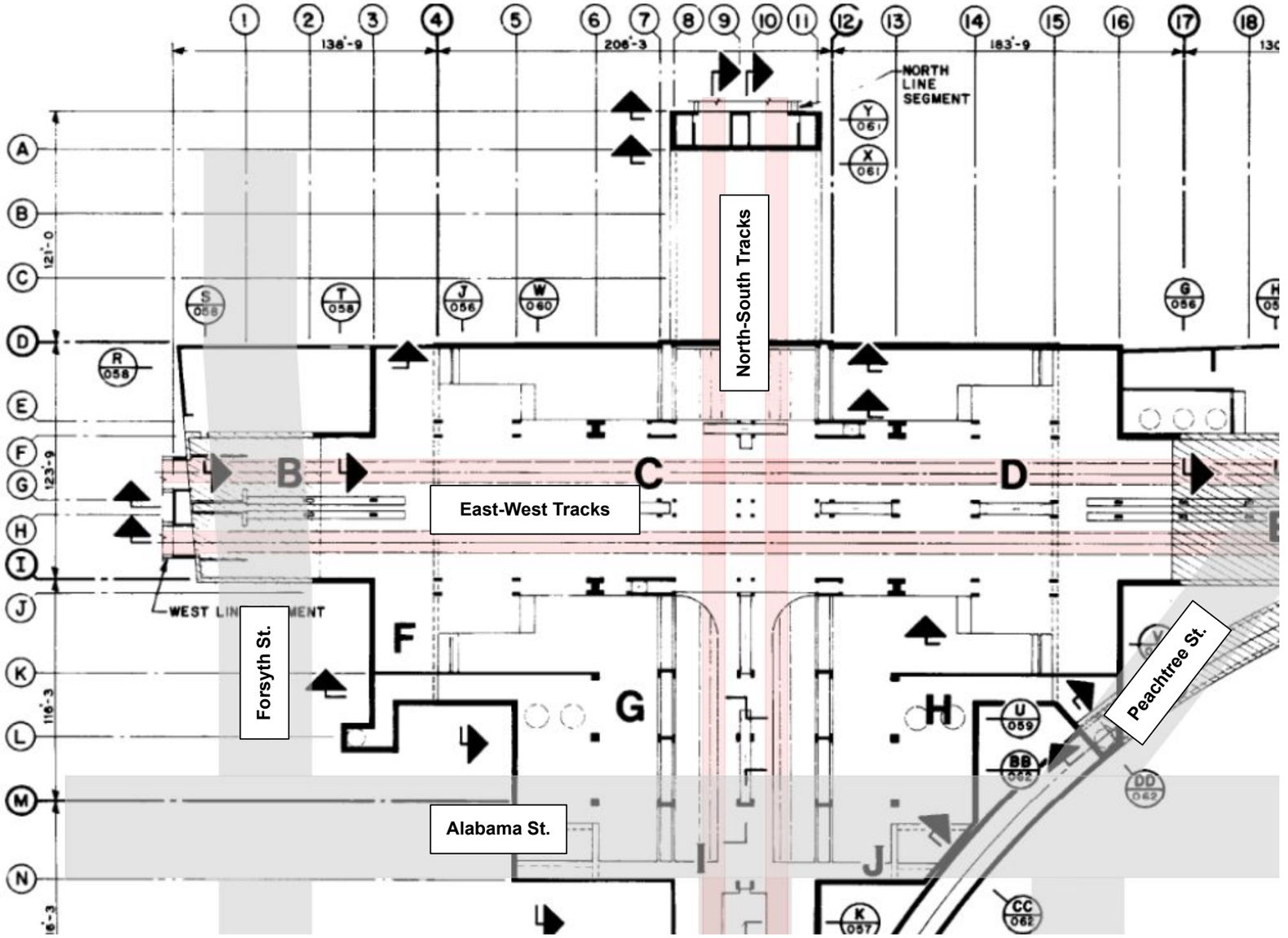
For the plaza design scheme, the engineering team worked to coordinate the required structural removals through an understanding of the existing structure, the architectural goals, required site grading and other considerations. While the goal of the team was to limit the area of removal in general, there was a focus on being strategic with exactly which areas were removed, with a particular consideration on maintaining an active station during construction. For example, the team revised the site layouts to ensure that no structure directly over train tracks were removed. Similarly, any structural framing that supported roads adjacent to the station was maintained. In certain areas, the existing structure may be reinforced to limit the extent of removal required.

When the existing Plaza Level structure is selectively demolished as proposed, the remaining structure will be stable and have adequate capacity to support the loads associated with the various schemes, with no more than minor local strengthening. The anticipated loads include the weight of the structure, the weight of landscaping and paving, and the weight of material used to make up elevation differences (either lightweight fill or voided space created by a new deck above the structural slab); also included is live load of 200 pounds per square foot, which is the live load for which the existing Plaza structure was designed.

Areas of proposed new Plaza Level structure, as required to fill existing deck openings or to replace demolished deck areas, are shown in the plans on the following pages. There will be no new columns, except that some or all of the columns that now terminate at the underside of the Concourse floor, under the 80-foot square Plaza opening, may be extended up through the Concourse to support new deck areas at the Plaza Level. There will be no new foundations. It is anticipated that there will be no structural work below the Concourse, except as may be required in conjunction with architectural or mechanical changes such as pits for new escalators.

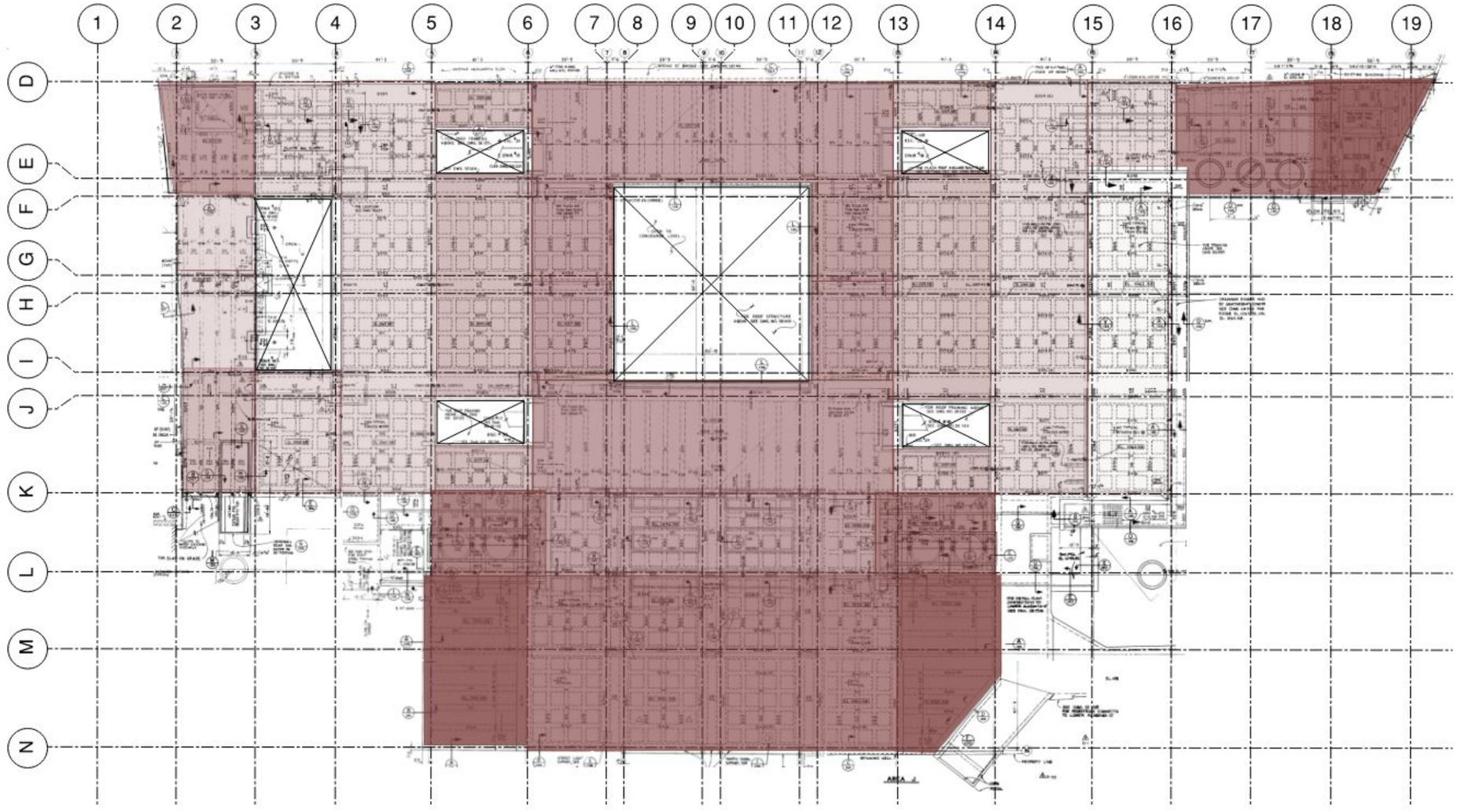
Where the underside of the new Plaza structure is exposed to view from public areas of the Concourse, concrete beam and slab framing visually matching the existing Plaza structure would be used. Above back-of-house areas not generally accessible to the public, new Plaza framing would be selected for economy and speed of construction; this is likely to be steel framing with steel deck and concrete fill. The areas of each type of structure are identified in the plans on the following pages.

Site Key Plan



Existing Plaza Structure

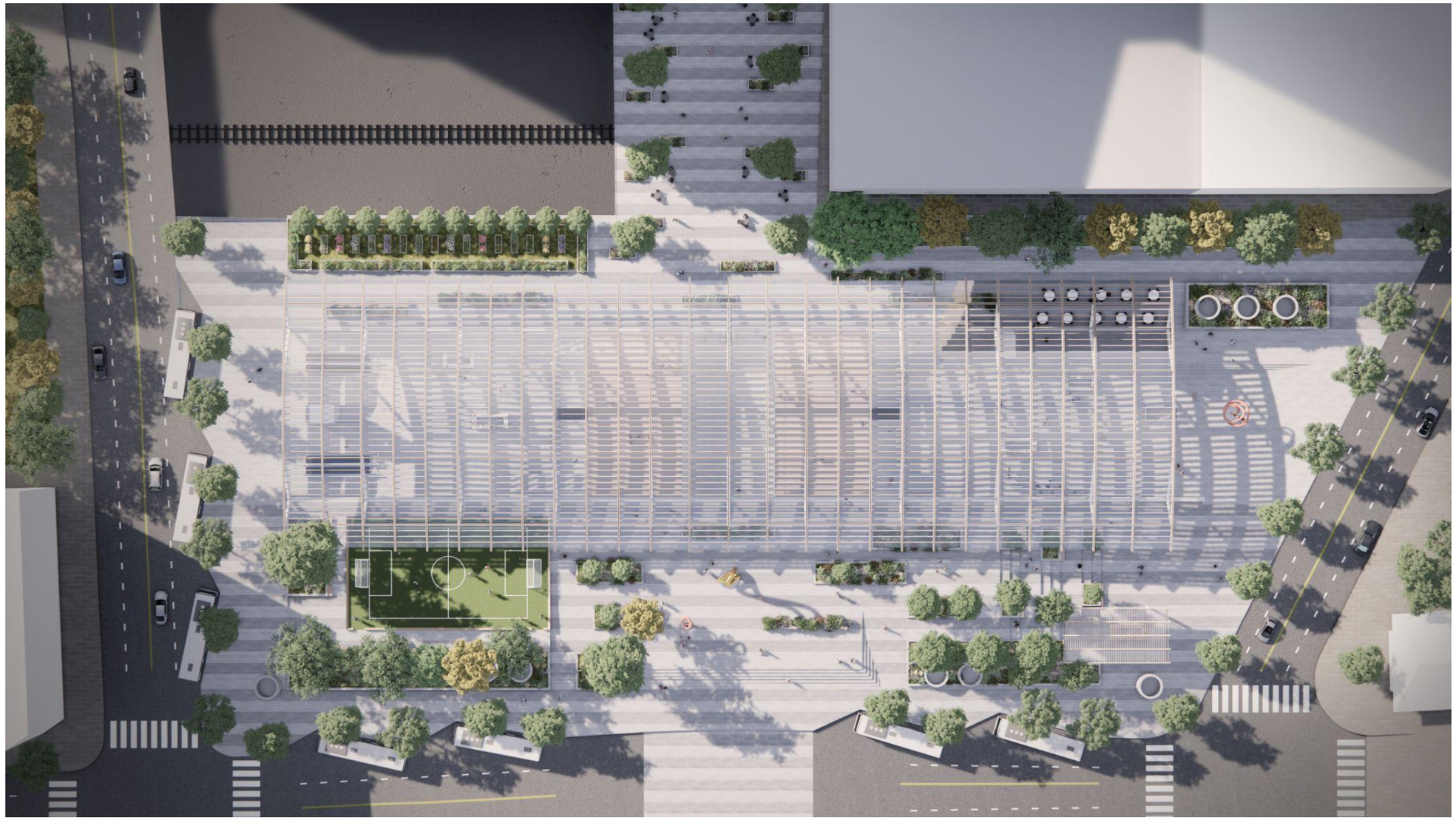
Current Slab Elevations



Approx. T/Slab Elevation (ft)

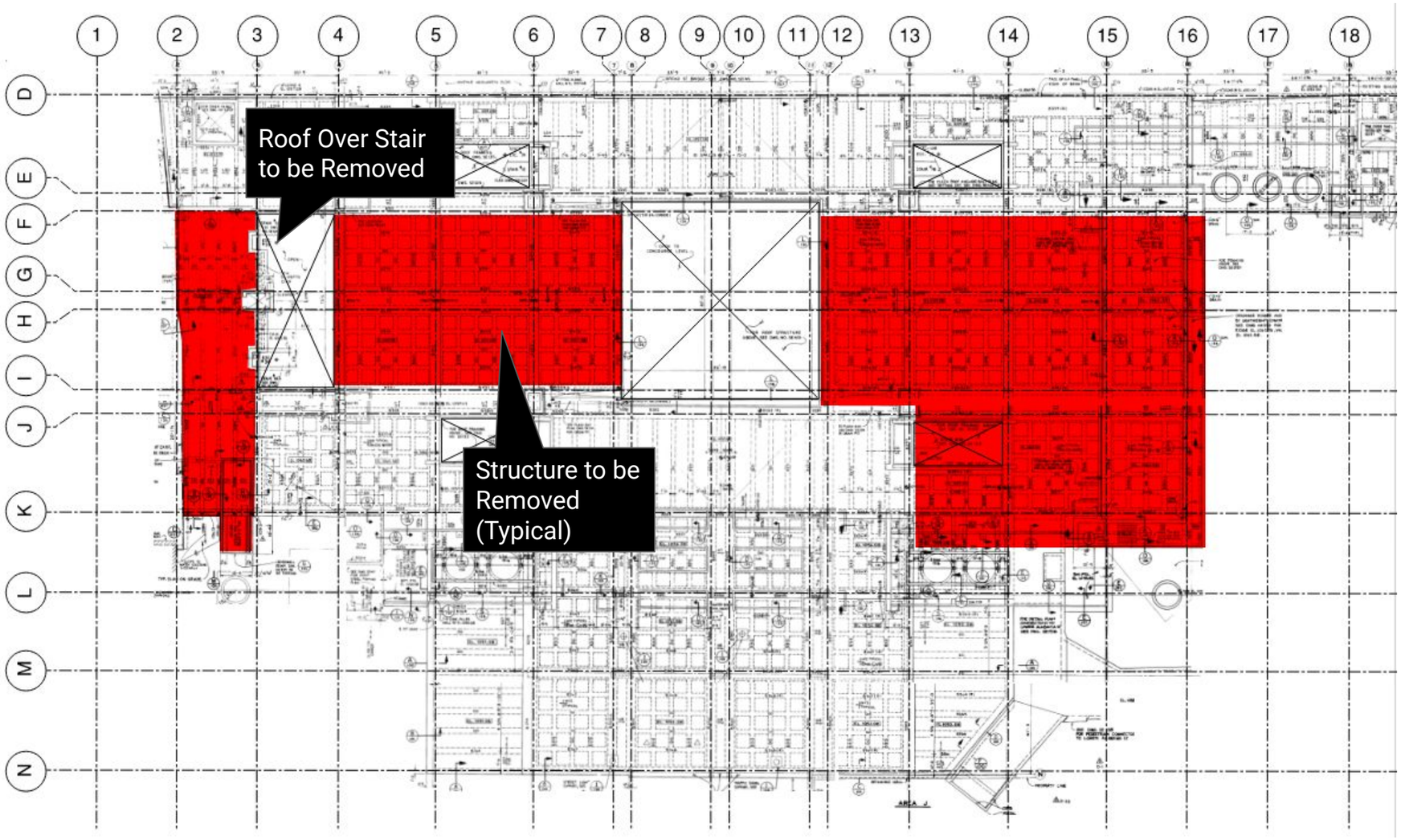
- > +1062.5
- +1059.5 to +1061.0
- +1058.5 to +1059.5
- +1056.0 to +1058.0
- +1052.0 to +1055.5
- +1050.0 to +1052.0

Station Transformation



Station Transformation

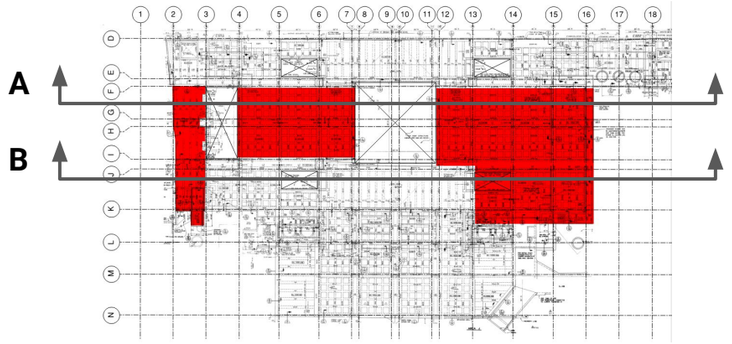
Existing Structure Removal



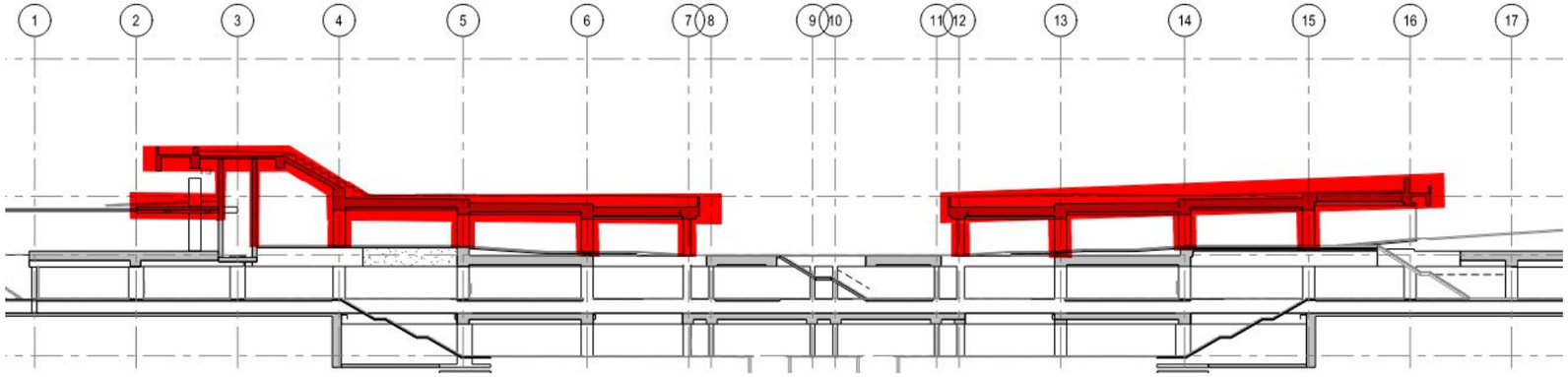
Area of Removal
~40k sf

Station Transformation

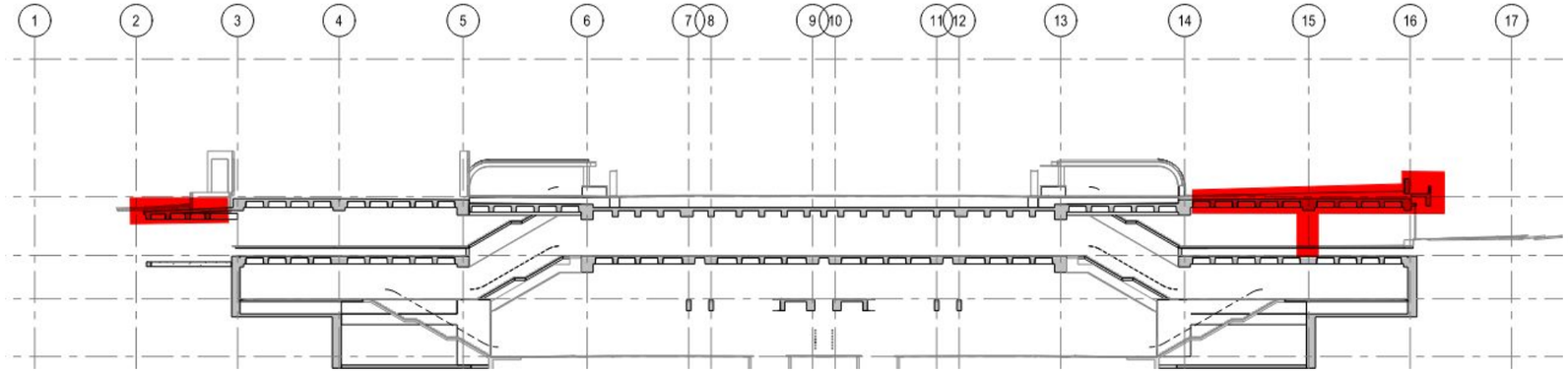
Existing Structure Removal



Section A

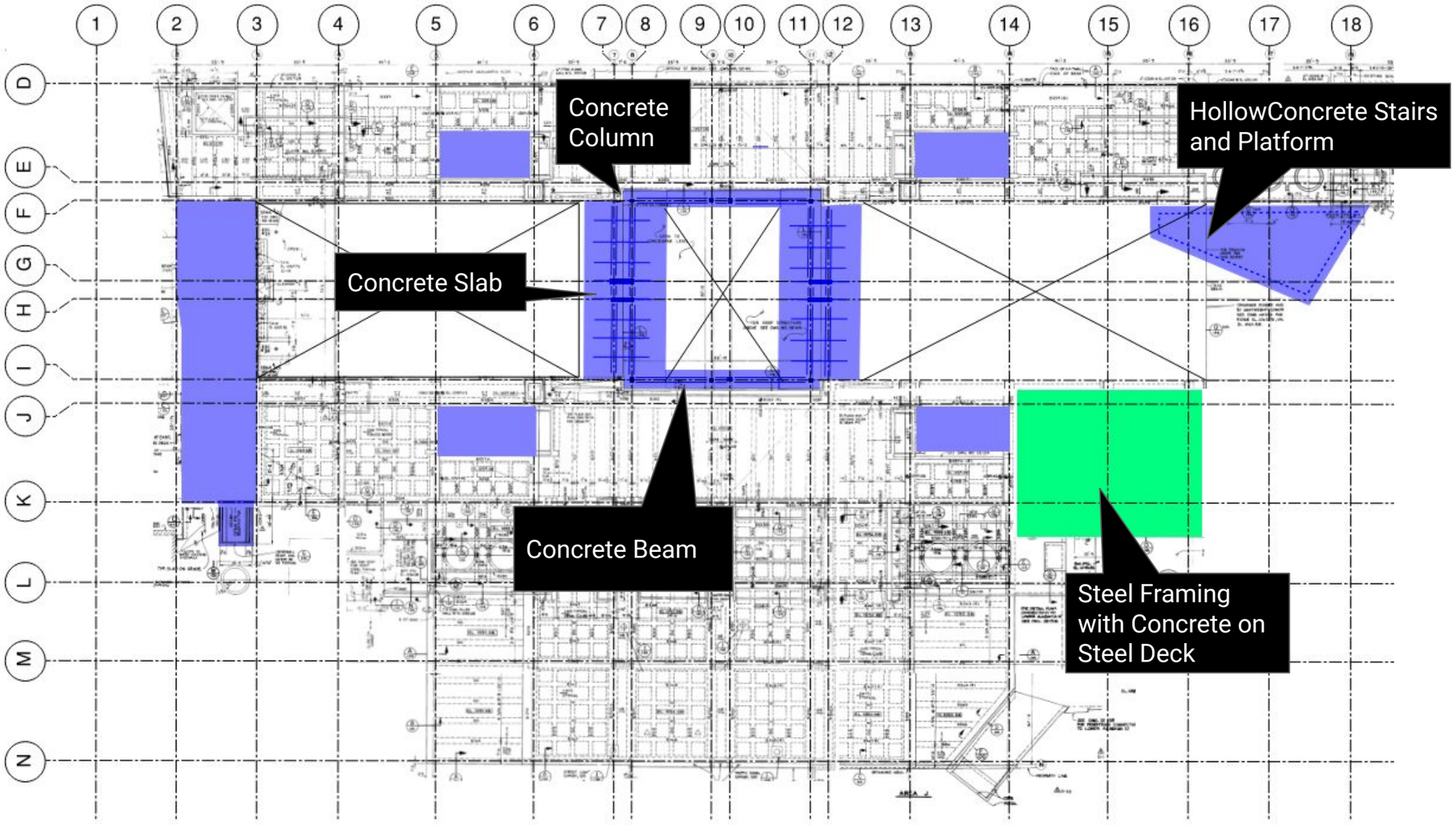


Section B



Station Transformation

New Structure



Area of New Structure
~25k sf

Evaluation of Existing Structure

A finite element analysis model and various capacity checking tools were used to evaluate the structural capacity of the Plaza-level framing and supporting columns. Several combinations of load were considered.

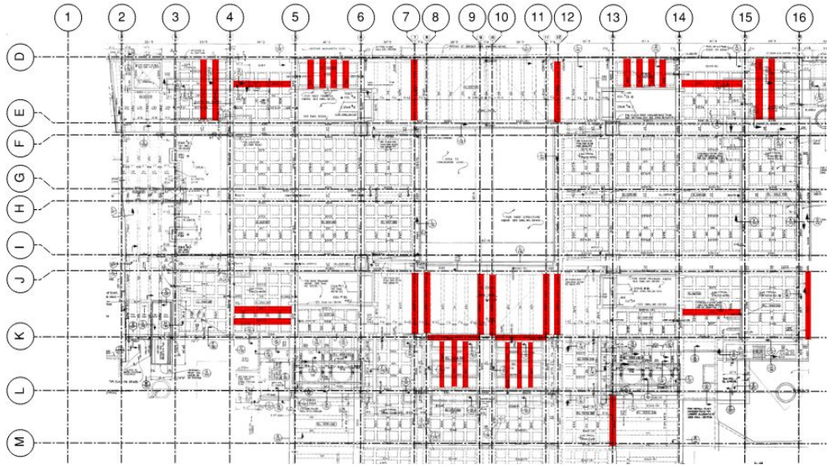
The station was checked first with the existing loads on the Plaza, including the secondary deck, masonry walls, planters, etc. It was also checked with these loads above the structural slab removed, and a uniform superimposed dead load of 120 psf applied to represent the fill and finishes and landscaping anticipated in the various Plaza redevelopment concepts. Two different levels of live load were considered: 200 psf, which is the original design live load as indicated in the as-built drawings; and 100 psf, which is the minimum live load required under governing codes.

Plaza-level beams found to be overloaded under each of the four combinations of superimposed dead load and live load are indicated on the following page. There was no significant overloading of any column in any load combination.

Essentially all the overloaded beams were overloaded in flexure, in negative moment. It is likely that the less precise analysis tools typically used at the time of the original design of the station understated beam negative moment. This is not a critical deficiency in terms of safety: Cracking and formation of a partial plastic hinge at the overloaded end of a beam would lead to a transfer of moment to the interior of the span, where there is, typically, adequate excess capacity. The cracking could, however, have serviceability implications.

Significant structural overload conditions would need to be resolved during final design. Retrofitting with fiber reinforcement would likely be least intrusive and most economical. For negative moment, carbon fiber sheets can be adhered on top of the beam. For positive moment, fiber sheets can be applied to the bottom of a beam. Alternatively, a beam can be augmented with additional concrete and steel reinforcement.

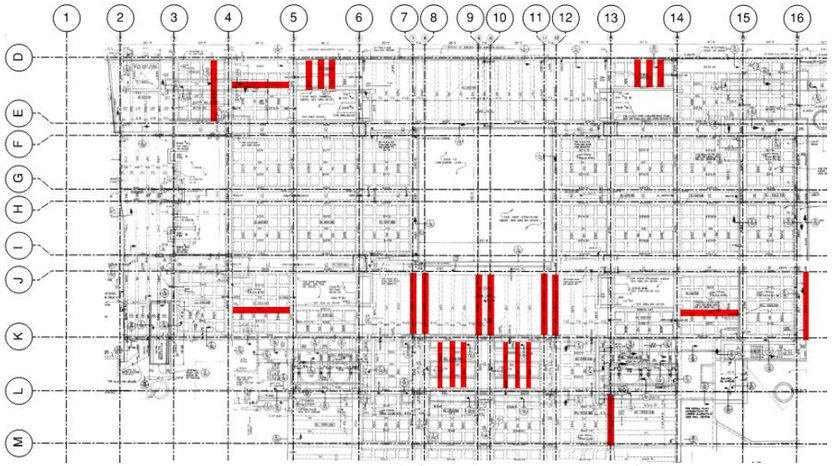
Capacity of Existing Plaza Structure



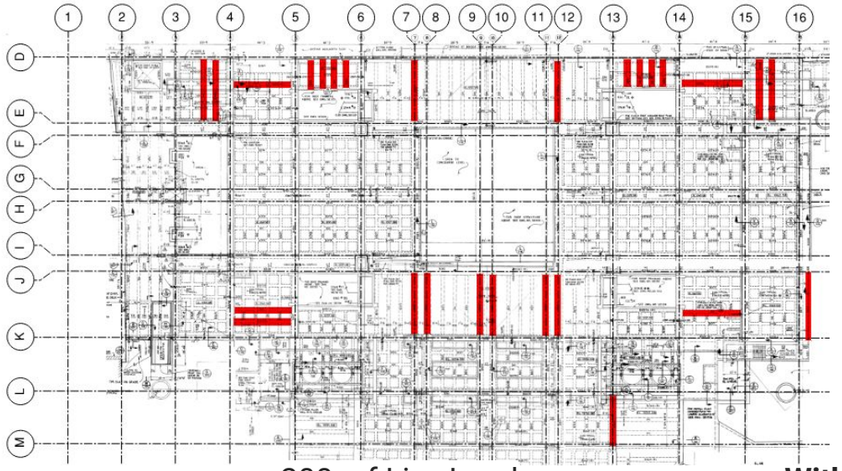
200psf Live Load
(as indicated in as-built drawings)

Overloaded Beams Indicated

Existing Conditions
(including secondary deck, planters, etc.)

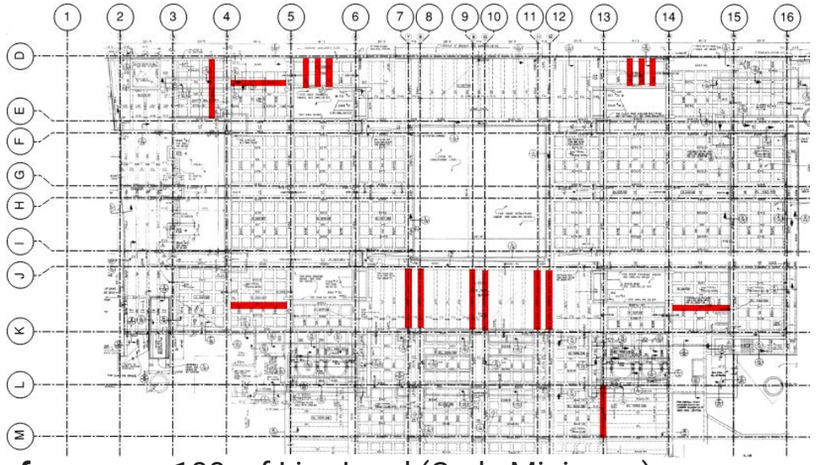


100psf Live Load (Code Minimum)



200psf Live Load
(as indicated in as-built drawings)

With Future Superimposed Dead Load of 120 psf
(Existing SDL Removed)



100psf Live Load (Code Minimum)

Guiding Principles for Canopy Design

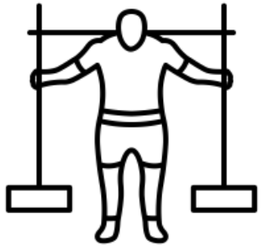
The structural design approach for the canopies is rooted in a set of key drivers that guide the design process towards pragmatic and cost-effective solutions.

INTEGRATION

Integrate A/E design approach to define canopies as unique architectural elements.

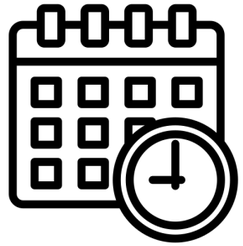
SUSTAINABILITY

Use rational and efficient load paths, and optimize structural design to increase efficiency and minimize material usage and embodied carbon.



MINIMUM IMPACT

Support canopies at existing station column locations to minimize impact on existing station structure.



SCHEDULE

Enhance constructability through rational structures utilizing modular components that are easy to build.

ECONOMY

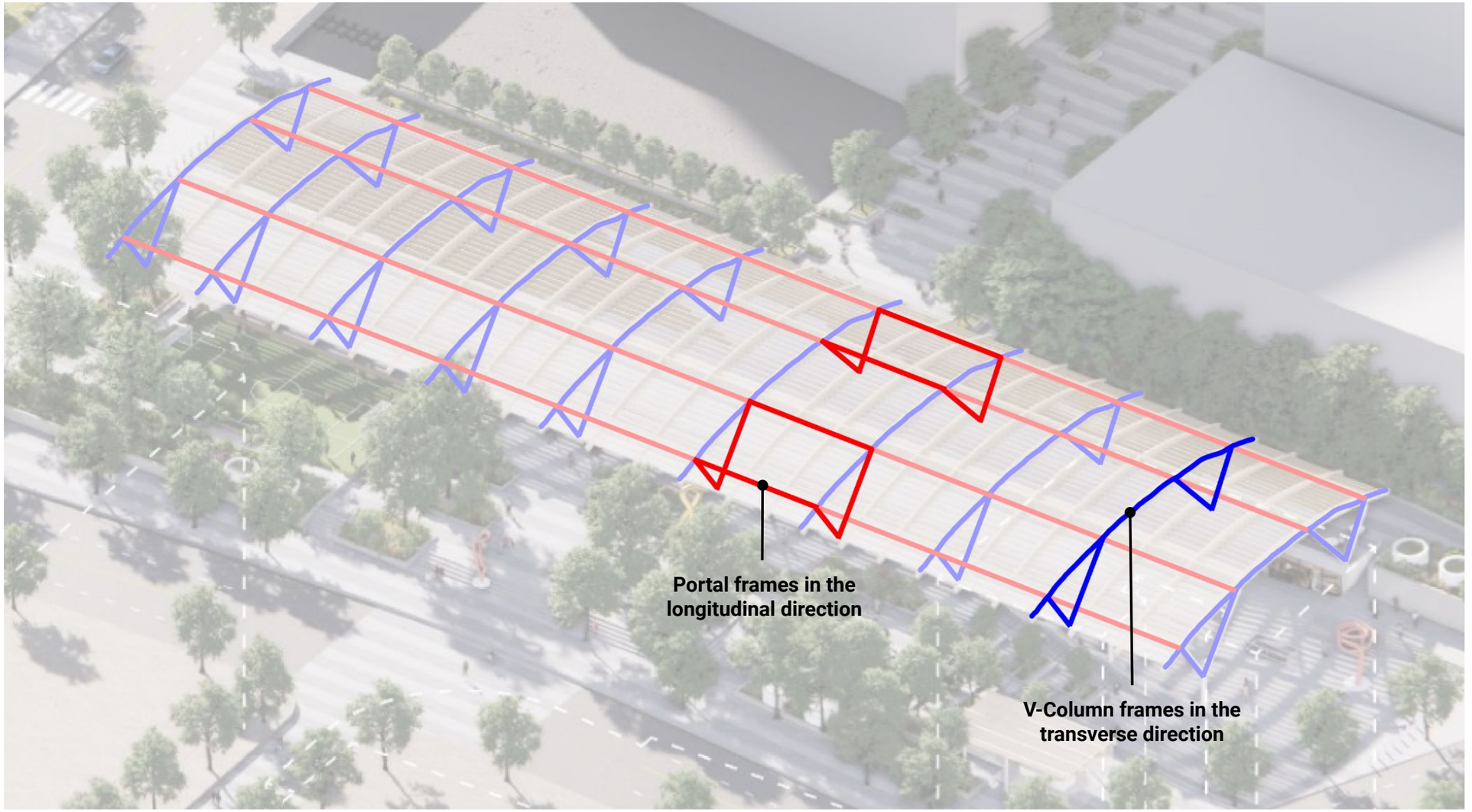
Optimize structure for minimum material usage and reduced construction complexity.

V-Frame Canopy

The V-Frame option consists of slender structural steel V-shaped columns that support a long-span roof and help to provide unobstructed access and passage through the station. The core idea of the V-Frame system is the use of portal frames in the transverse and longitudinal directions of the canopy. The V-shaped columns have a pinned base and are supported on existing station columns. This results in minimum impact on the base station structure and also minimizes the number of moment connections.

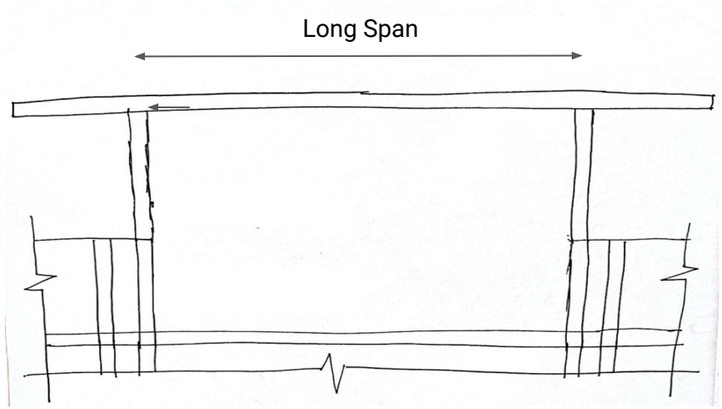
V-Frame Canopy

Structural System

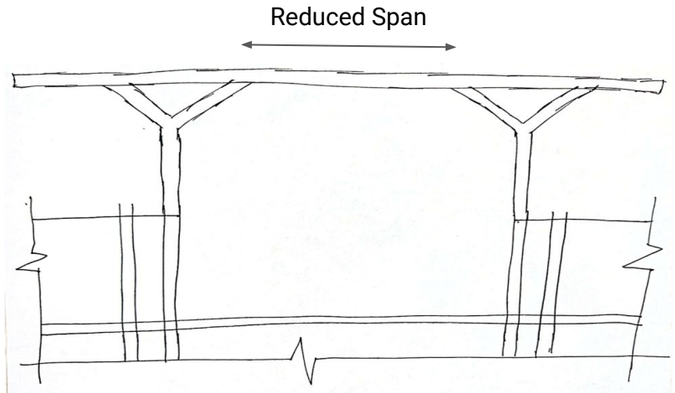


V-Frame Canopy

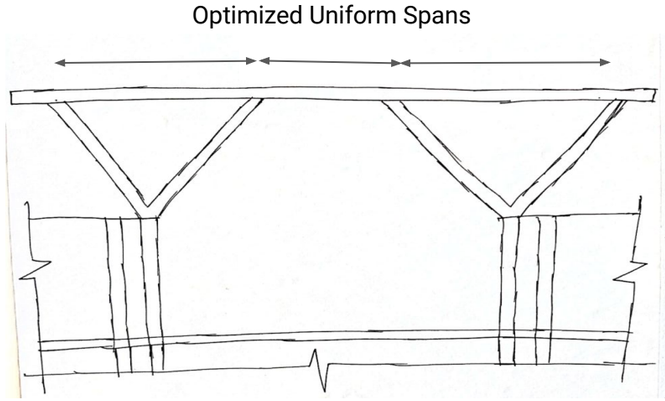
Form Evolution



Portal Frame



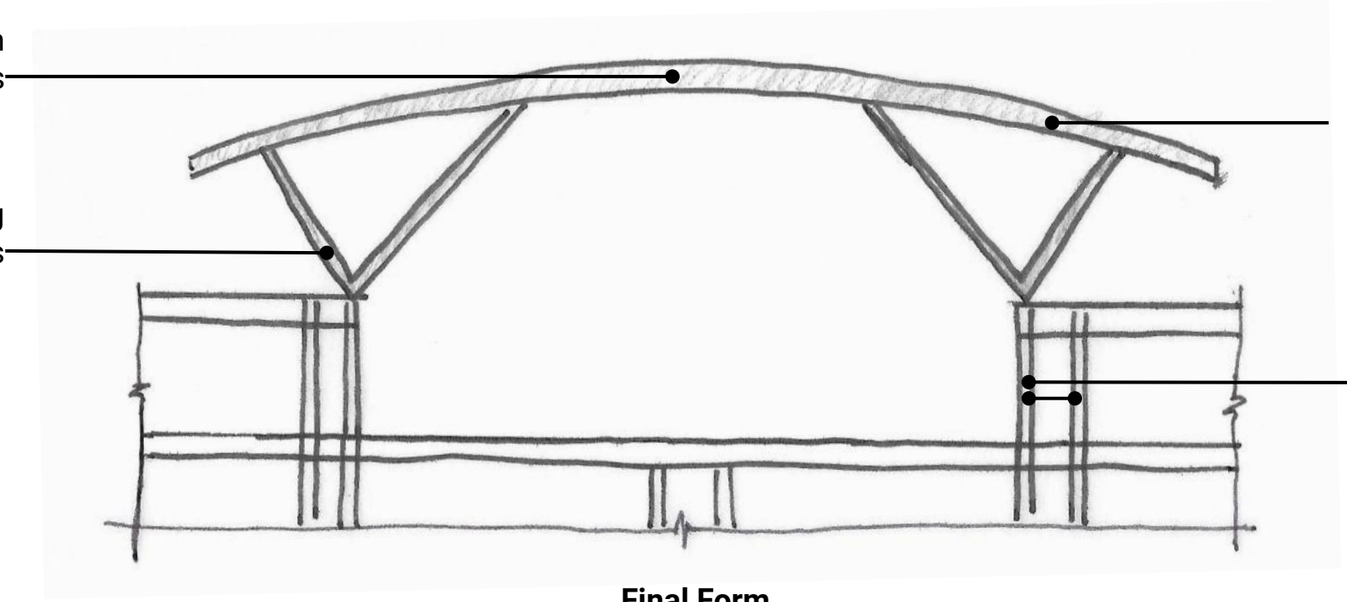
Y-Column Frame



V-Column Frame

Use of V-Columns results in optimized uniform roof spans

Steel V-Columns supported on existing station columns



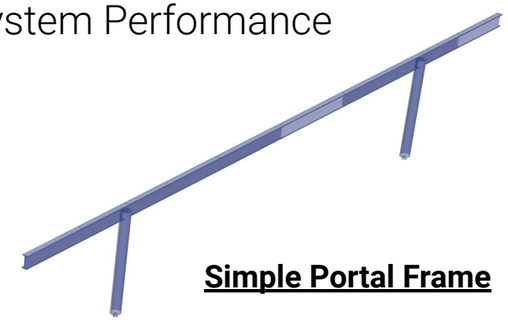
V-Columns strategically generate consistent spans across the roof in the two directions, increasing overall uniformity and efficiency.

Existing station columns

Final Form

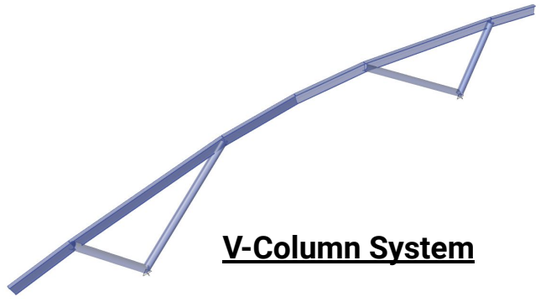
V-Frame Canopy

System Performance



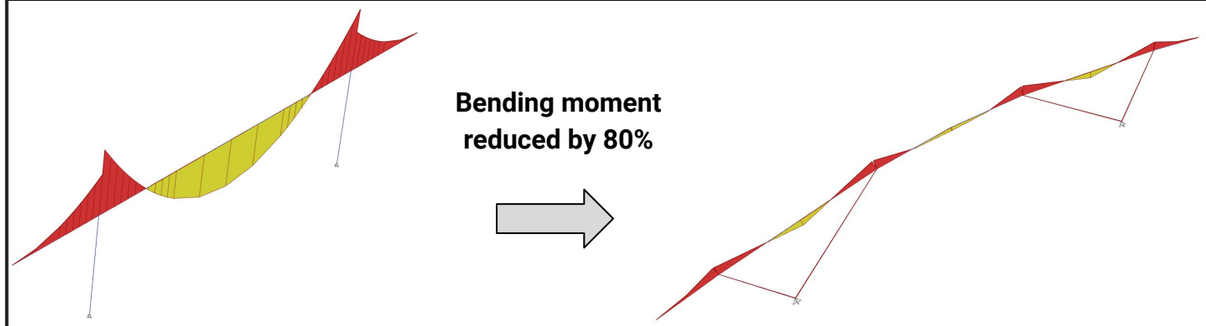
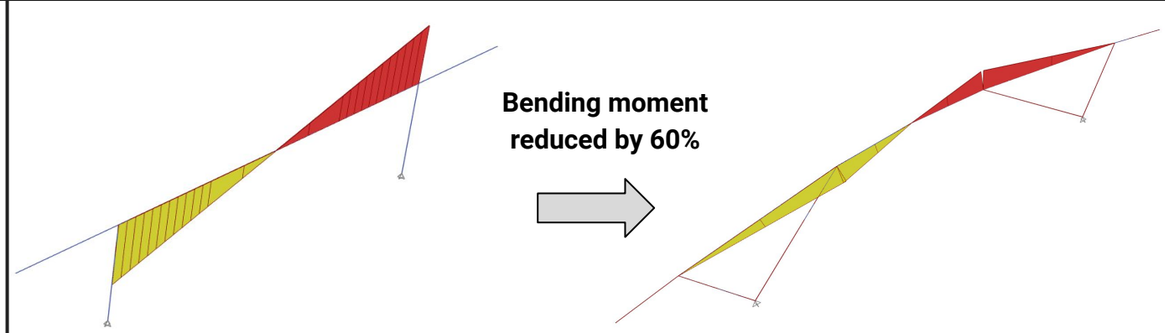
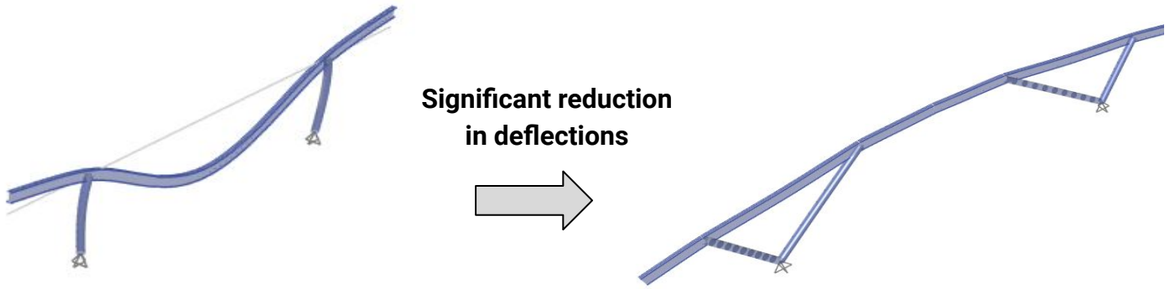
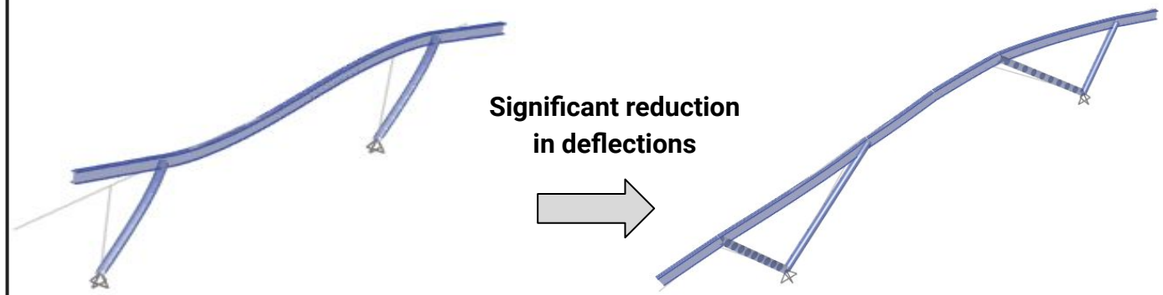
Simple Portal Frame

vs



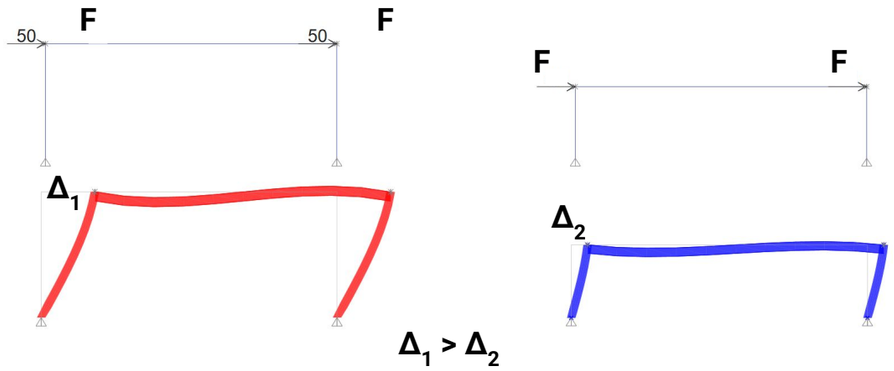
V-Column System

The V-Column system is more efficient than the simple portal frame system for both gravity and lateral loads as it sees lower strength demands and provides greater stiffness. Additionally, the V-Column system utilizes fewer moment connections than the portal frame system. These factors result in lesser material usage and lower costs by adopting the V-Column system.

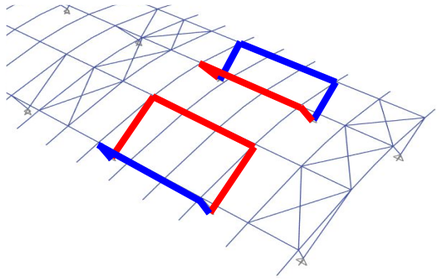
Gravity Loads	Lateral Loads
 **Bending moment reduced by 80%**	 **Bending moment reduced by 60%**
 **Significant reduction in deflections**	 **Significant reduction in deflections**

V-Frame Canopy

System Performance



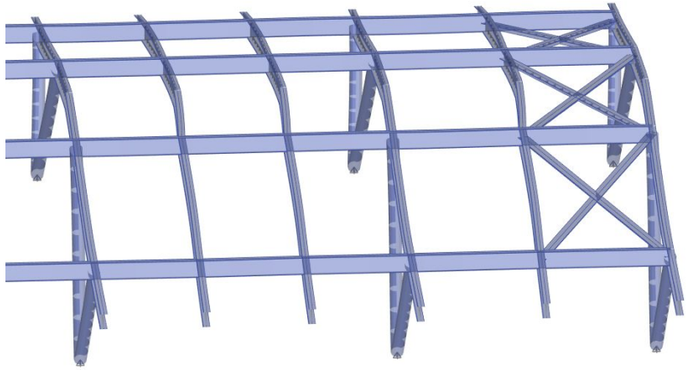
Lateral Stiffness of Portal Frames with Different Column Lengths



Portal Frame Key Diagram

In-plane bracing within the roof structure ensures each of the canopies four portal frames are engaged equally, resulting in the minimum material usage and a uniform appearance.

Deflected Shape Under Lateral Load:
Without In-Plane Bracing



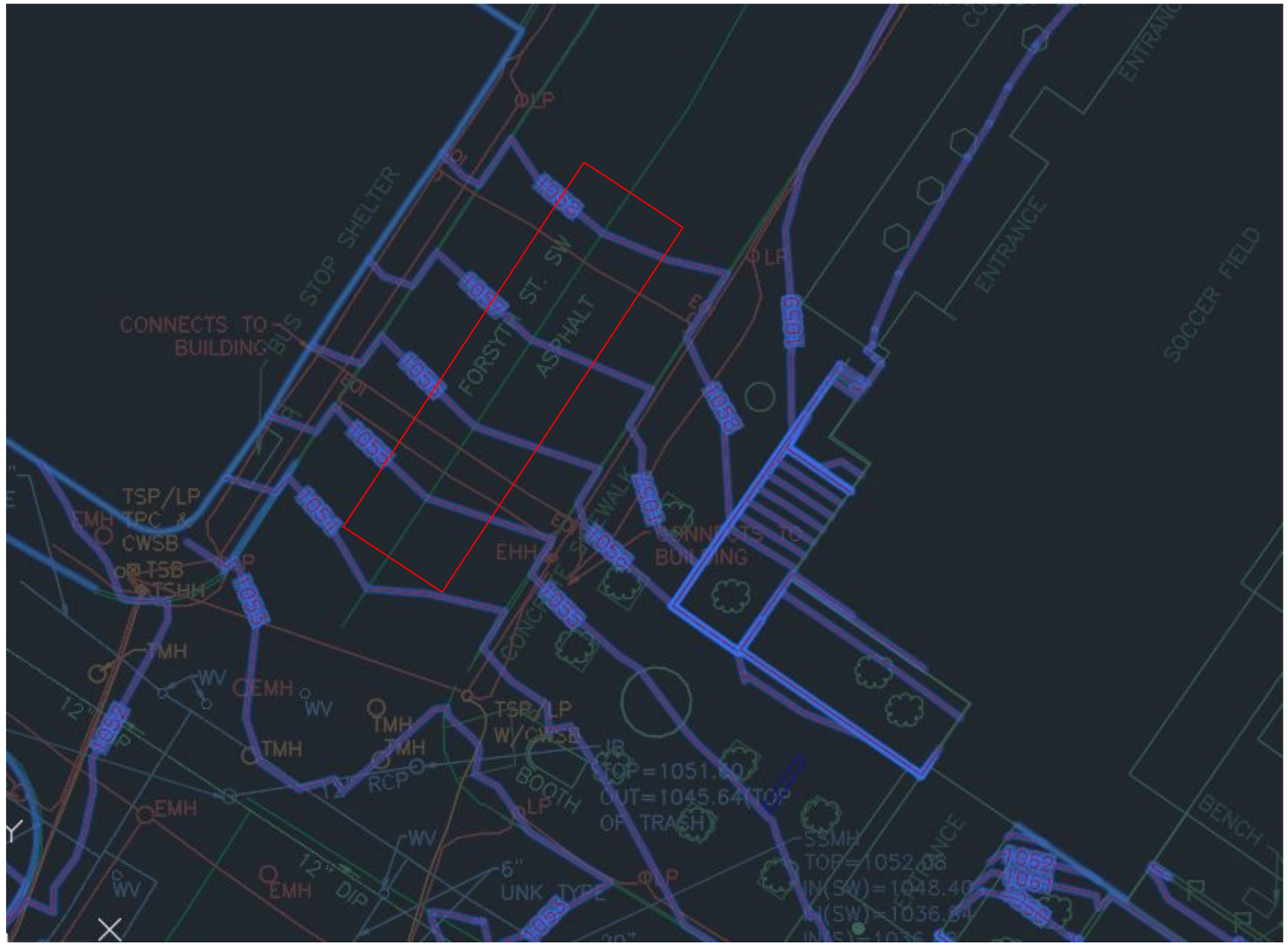
Deflected Shape Under Lateral Load:
With In-Plane Bracing

Civil Engineering

Design Studies

Forsyth Roadway Profile

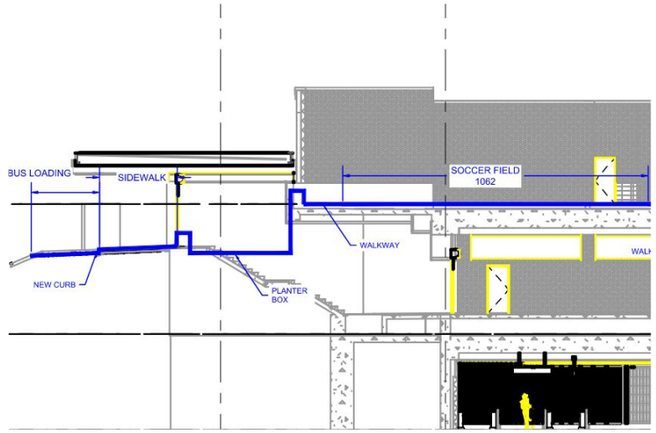
The Forsyth Street profile in the area of the bus bay shown in red is 7%. Pedestrian bus access at 7% grade is undesirable. Terrace loading platforms may be required in this area.



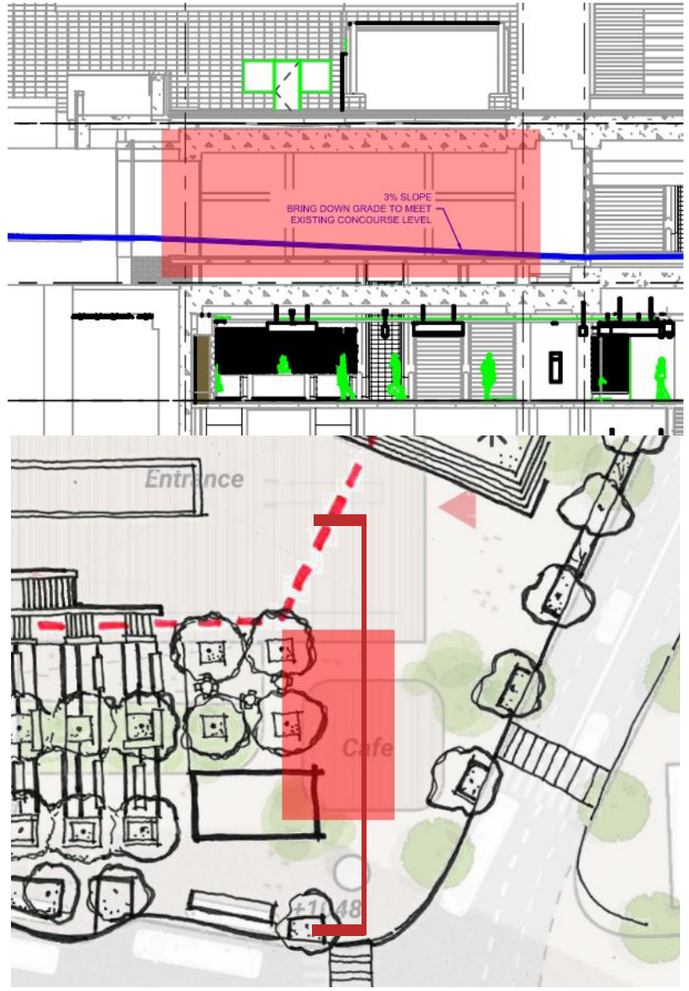
Design Studies

Site Moments (Profile of new grade in BLUE)

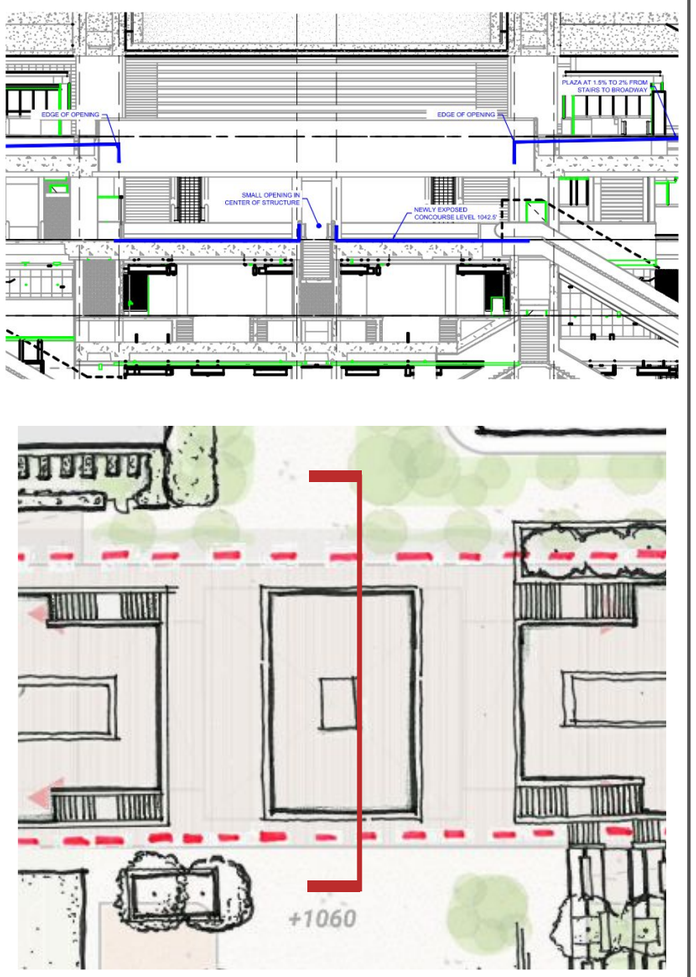
Southwest Corner



Southeast Corner



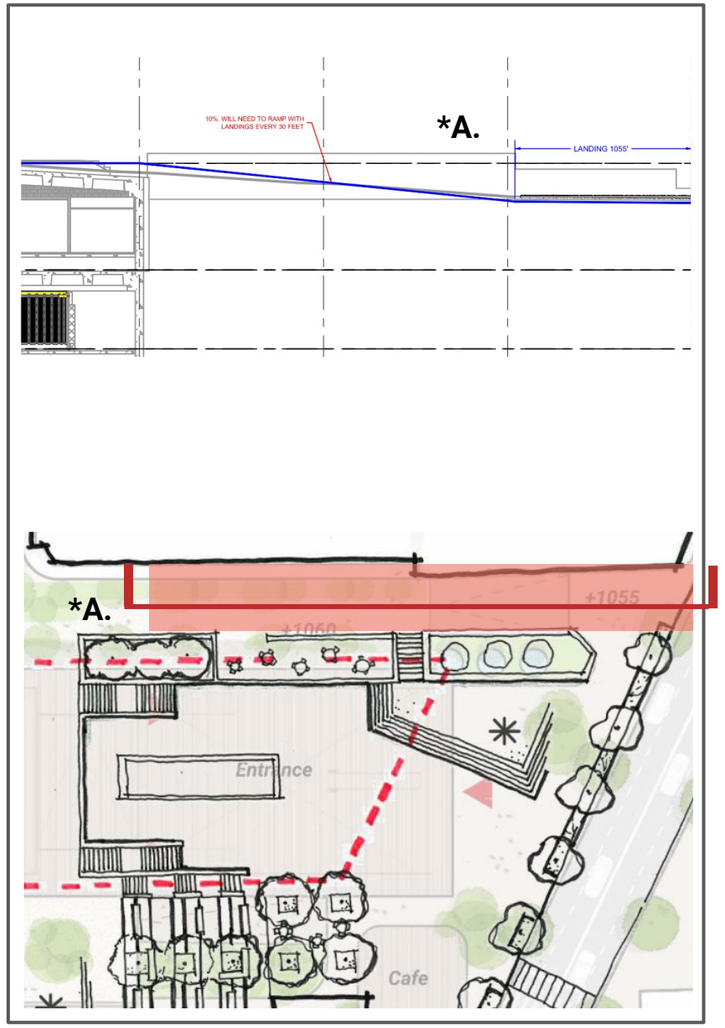
Center Opening



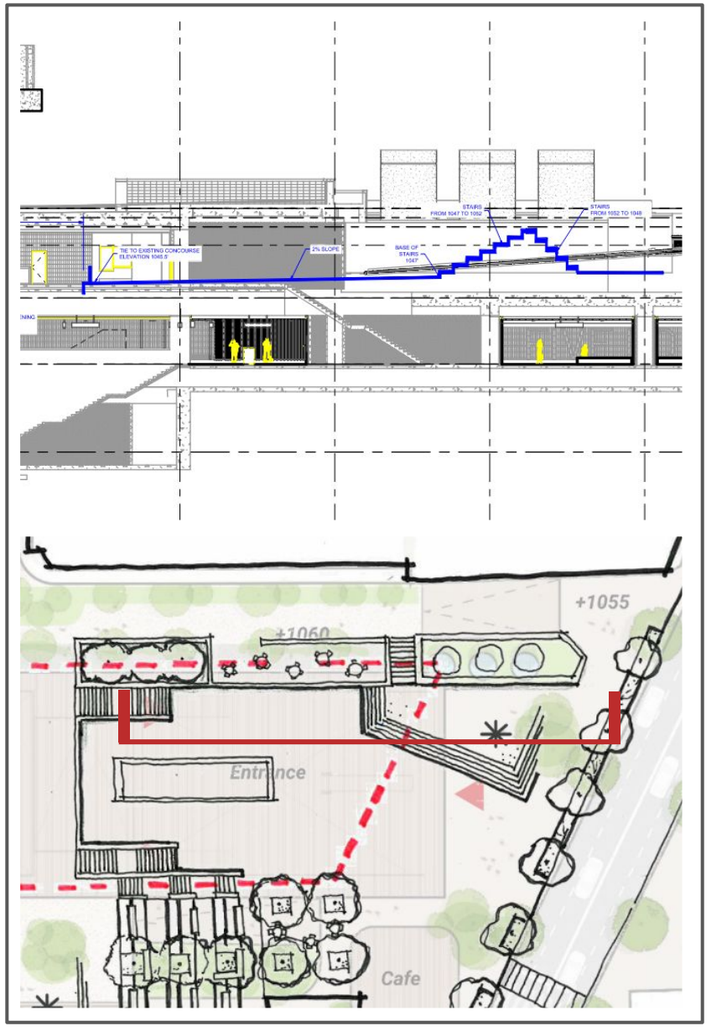
Design Studies

Peachtree Entry (Profile of new grade in BLUE)

PTree Street Connection



East Entrance



***A.** A pedestrian ramp with handrails and landings every 30’ will be required at the Peachtree Street Connection.

Stormwater Management

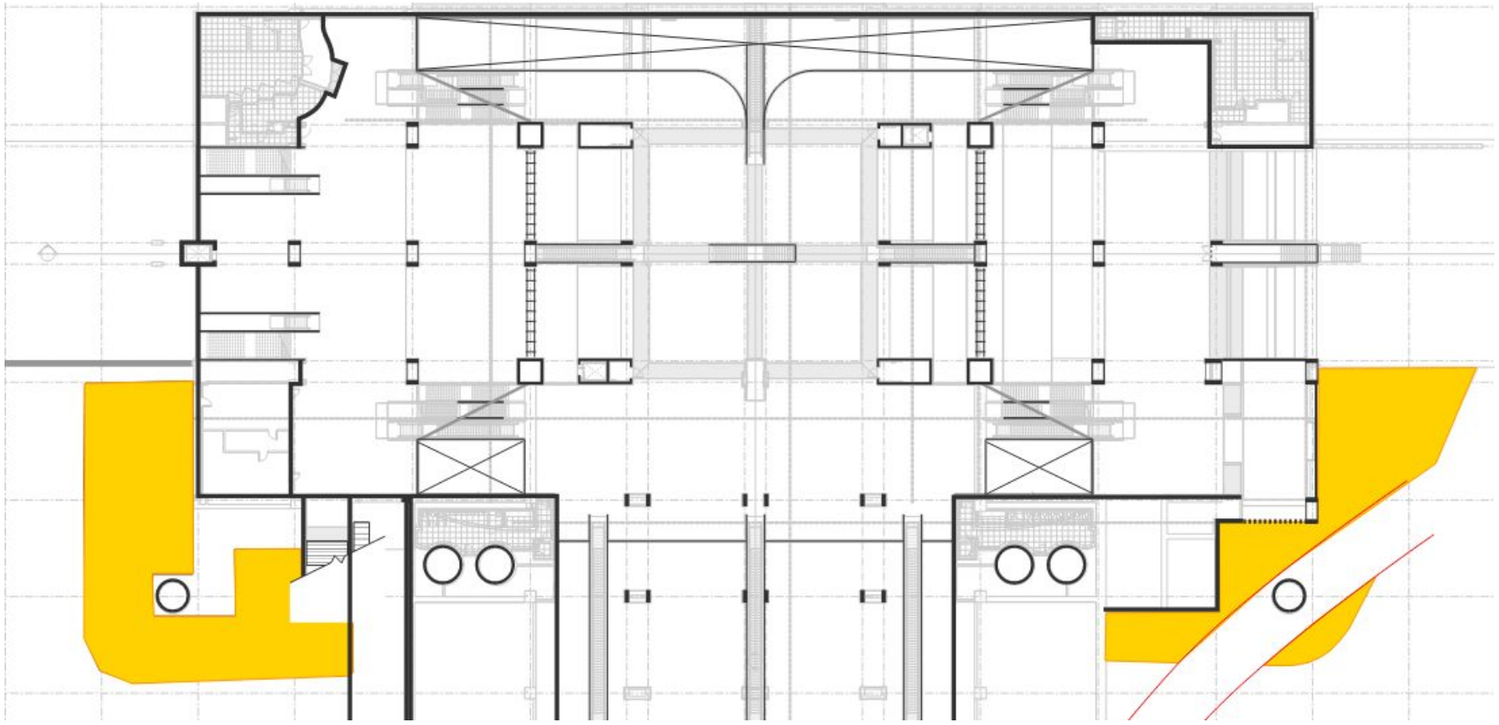
City of Atlanta Requirements

Soil-Structure Boundary Diagram
9,670 SF exposed earth on main site;
Approximately 900 CF RRv required

Runoff Reduction (RRv)
The first 1.0” of rainfall will need to be captured and retained on-site.

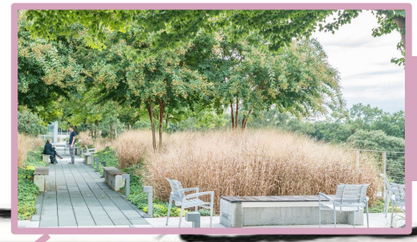
Flood Protection
Flow rates for high intensity storms will need to be controlled and released to protect downstream infrastructure.

These requirements are triggered by construction on exposed earth highlighted below.

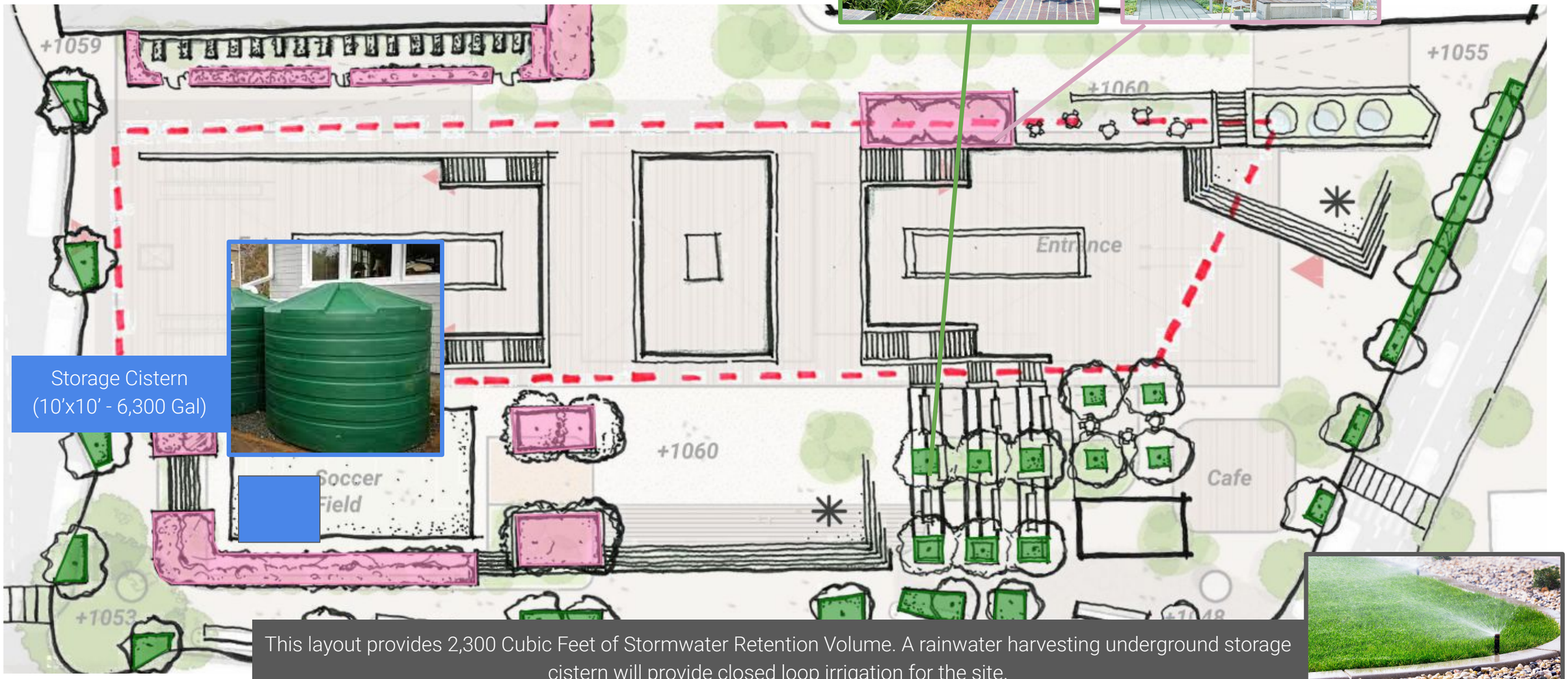


Crossing Stormwater BMPs

Planter Boxes
(2,300 sf)



Green Roof
(7,700 sf)



Storage Cistern
(10'x10' - 6,300 Gal)

This layout provides 2,300 Cubic Feet of Stormwater Retention Volume. A rainwater harvesting underground storage cistern will provide closed loop irrigation for the site.

Runoff Reduction

Best Management Practices (BMPs)

Bioretention

Areas can provide runoff reduction volume in the soil and release water through an underdrain or through soil exfiltration. Must be placed on infiltrative soils.

Stormwater Planters

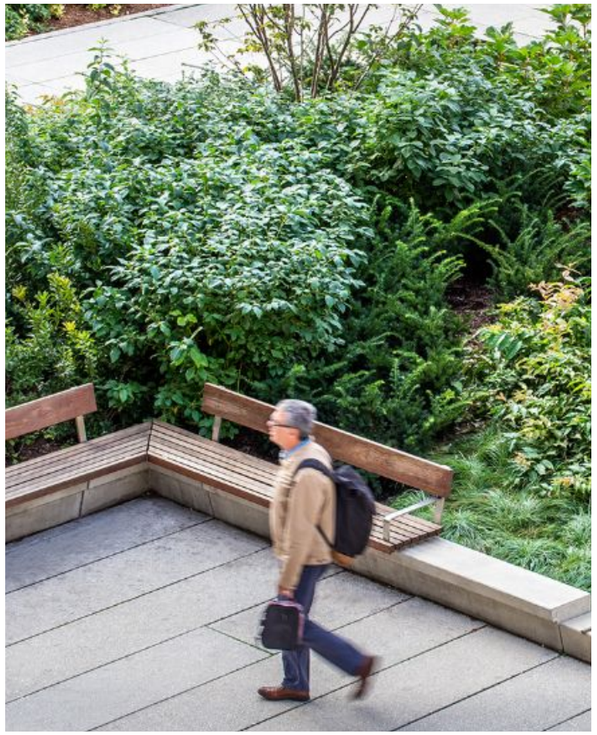
Similar to bioretention areas as they can provide runoff reduction volume in the soil and release water through an underdrain or through soil exfiltration. 10 boxes provide about 5,000 CF.

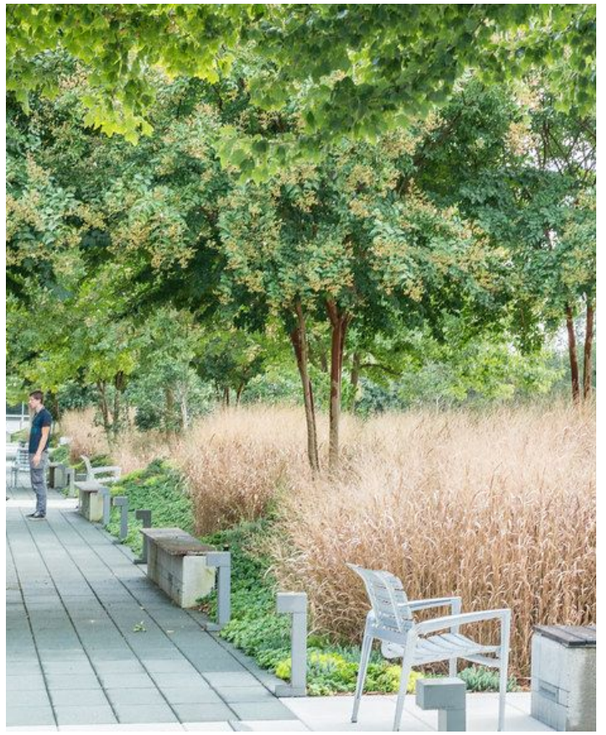
Green Roofs

Runoff reduction volume in the soil and release water through evaporation. If used, an estimated 30,000 SF of the project site must be dedicated for these areas.

Permeable Pavers

Provide runoff reduction volume. Stormwater runoff infiltrates through the system into underlying permeable soils. Must be placed on infiltrative soils, likely not possible for this site.





Runoff Reduction + Water Quality

Best Management Practices (BMPs)

Rainwater Harvesting

Runoff reduction volume with the use of storage tanks. Placed above or below ground and used for non-potable uses Dependent on roof area, can provide 10,000 CF-15,000 CF

Rainwater Harvesting

Roofs, Canopies or Sculptures can be fitted to collect and store rainwater for use in the community gardens. Water can be used for irrigation during dry seasons.

Proprietary Devices

Engineered products to filter and clean water. Does not qualify for Runoff Reduction - a variance or exemption will need to be requested and proof of hardship shown.

MEP Conditions + Modifications

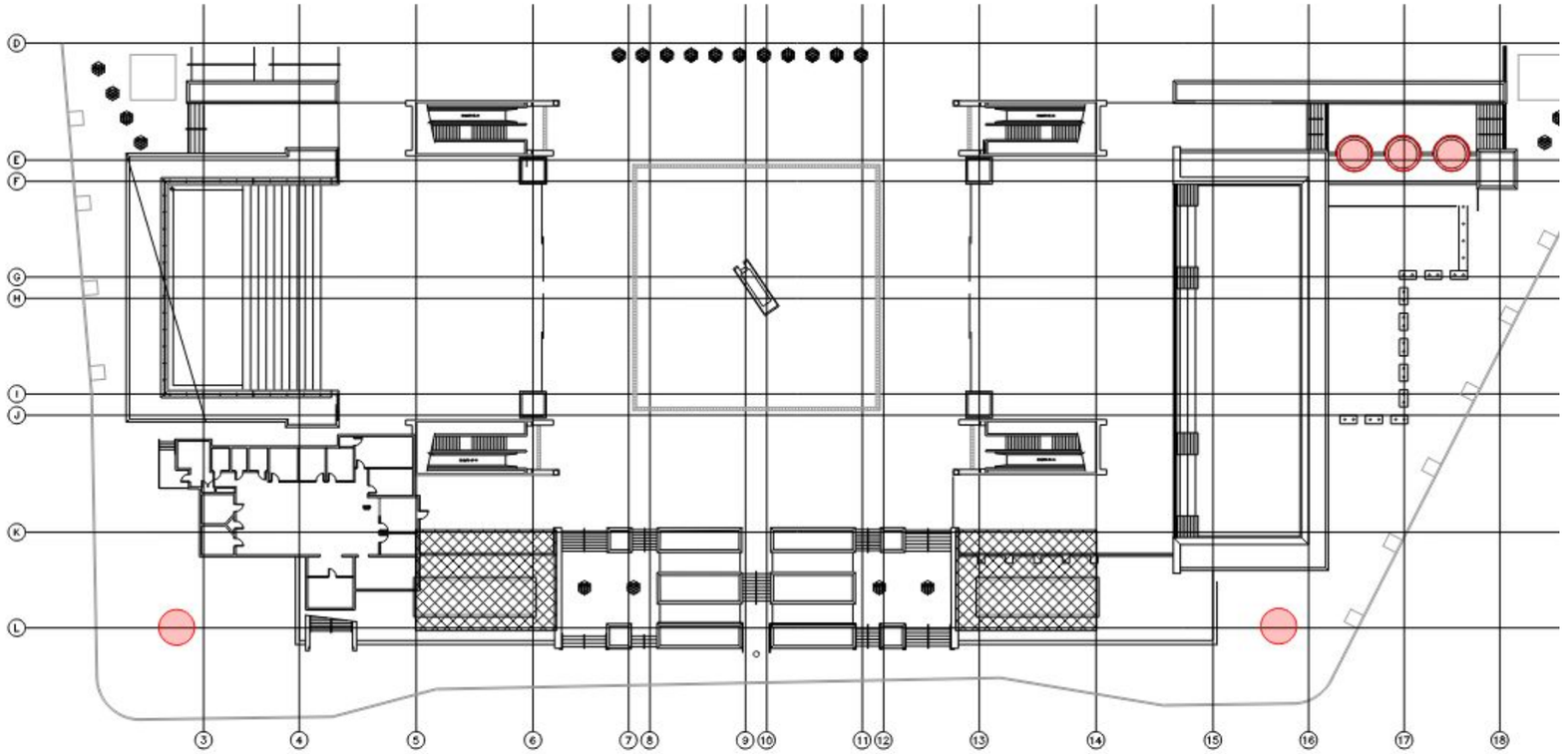
MEP Conditions + Modifications

Existing Station Exhaust Stacks

The two exhaust stacks located within the sidewalk area at the corner of Forsyth St. & Alabama St. and at the corner of Alabama St. & Peachtree St. are station exhaust terminals and need to remain. Both are active exhaust stacks.

The three exhaust stacks located in the Northeast corner of the station along Peachtree St. are part of the decommissioned chiller plant. Record indicate that the chiller system was decommissioned in the mid 1990's.

If MARTA can confirm that there is no intent to refurbish or recommission the chiller plant, these three cooling tower exhaust stacks may be removed or repurposed for ventilation/smoke control. In future studies we can look at removing these stacks.



MEP Conditions + Modifications

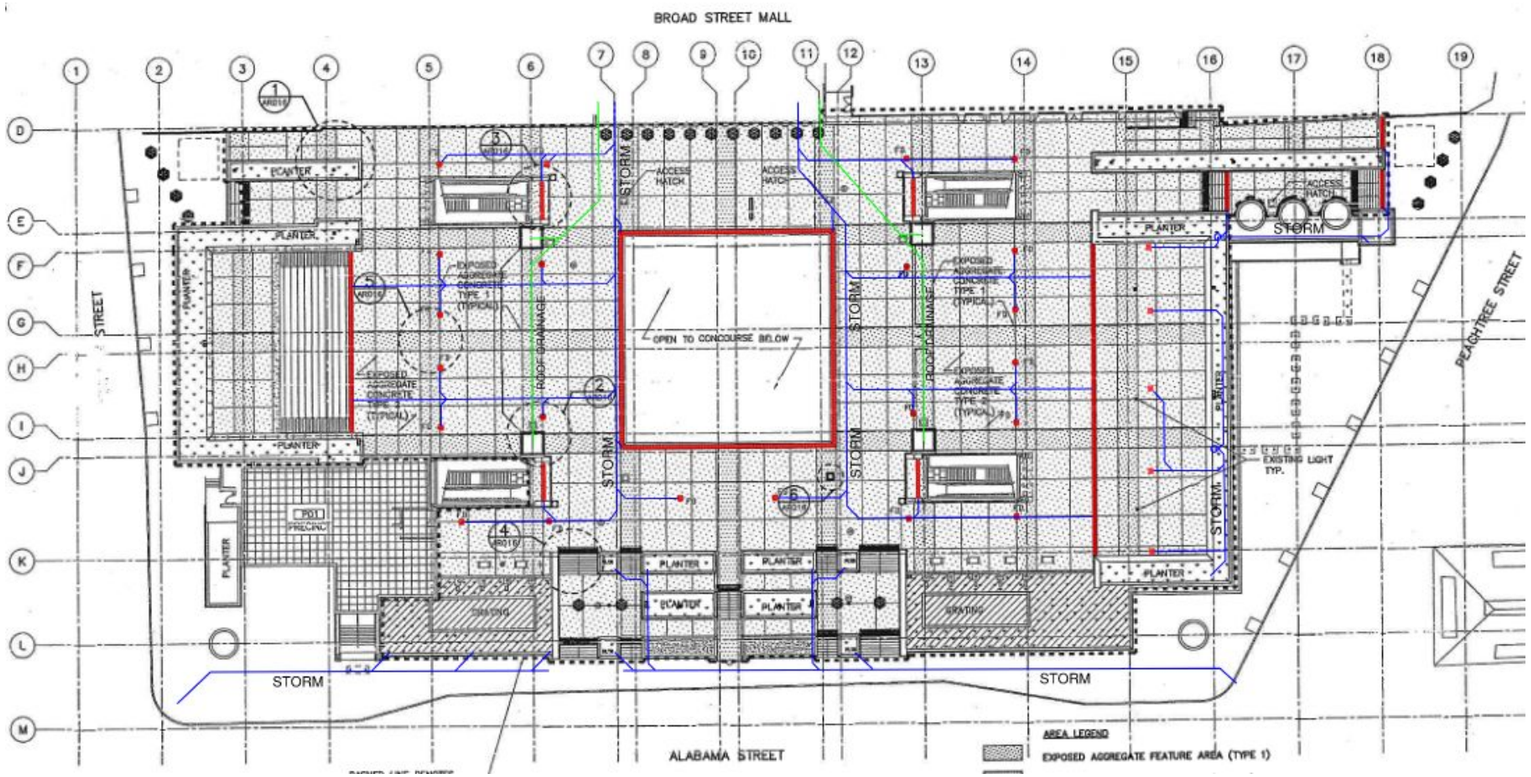
Plaza Level Storm Drainage Overview

Plaza roof drainage routes down within (4) interior columns to Plaza level interstitial space. Runs tight to underside of plaza level topping slab Broad St. Mall.

Plaza level storm drainage runs right to underside of Plaza level topping slab and connects to city storm main(s) below Broad St. Mall.

Planter drainage along Alabama Street is installed above structural slab on Plaza level and connects to storm main(s) along Alabama Street.

Planter drainage along Peachtree Street is installed above structural slab on Plaza level and drops down to concourse level



Plaza Level Storm Drain Body
Roof Storm Drain Piping
Plaza Level Storm Drain Piping

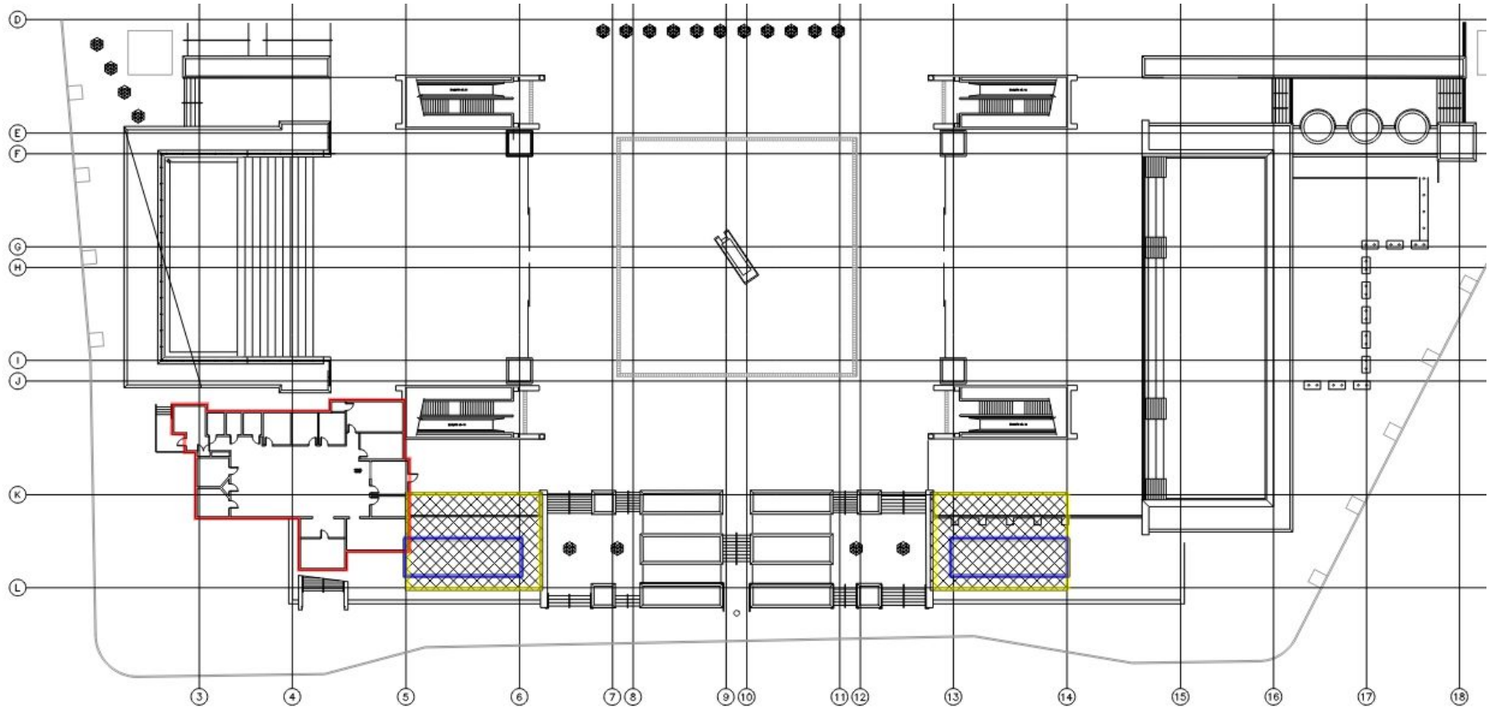
MEP Conditions + Modifications

Plaza Level Utility Overview

The yellow outline and hatched area represents the existing Men's and Women's Restrooms located on the concourse level.

The blue outline represents existing mechanical fresh air shafts which communicate with the street level. These mechanical shafts need to either remain or be relocated on the plaza level in order to maintain functionality.

The red outline represents the existing Police Precinct located on the plaza level. This structure including all HVAC and plumbing utilities shall be removed.



MEP Conditions + Modifications

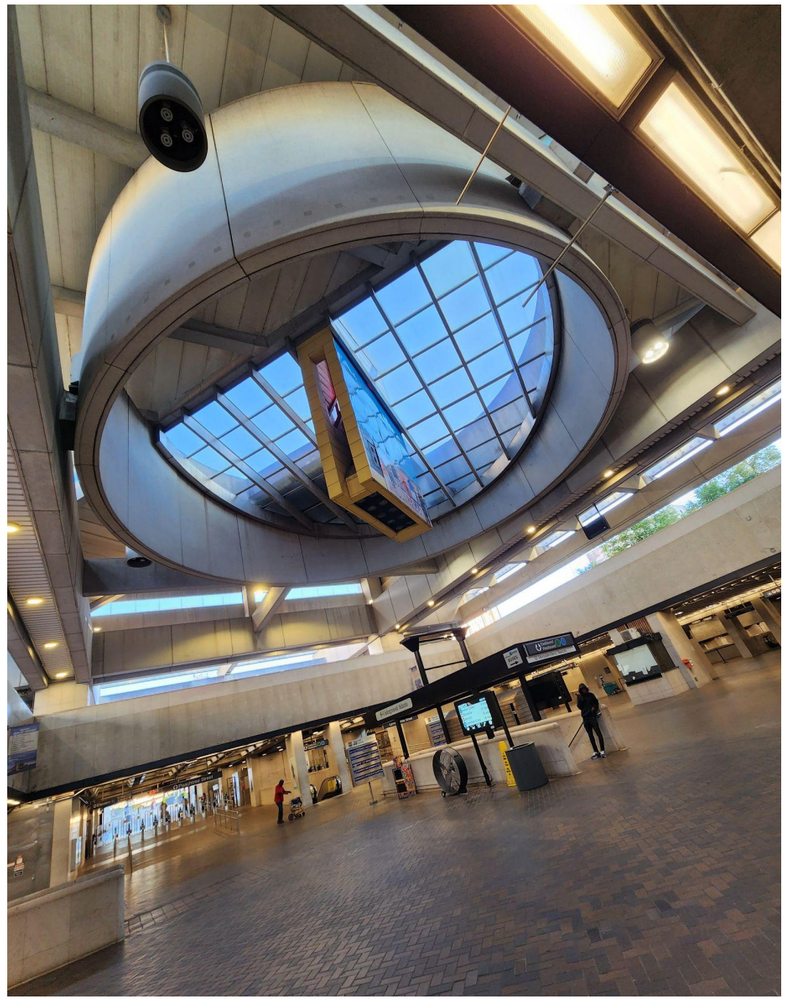
Smoke Control

MARTA had an egress analysis performed in 2018. Based on that analysis and risk assessment, the recommendation at that time was to rehab the existing ventilation equipment to a state of good repair.

At the time of the report, the cost/benefit analysis did not recommend rehabbing the entire ventilation system to fully comply with NFPA 130.

The Station Transformation Concept will impact the size/configuration of fresh air openings. Smoke control measures will need to be analyzed once a scheme is selected. A computational fluid dynamic (CFD) model is recommended to evaluate system requirements and performance.

As the proposed open nature of the design creates significant natural ventilation it should provide greater natural smoke control resulting in lower mechanical smoke control requirements. This will be analyzed in greater detail in subsequent phases.



MEP Conditions + Modifications

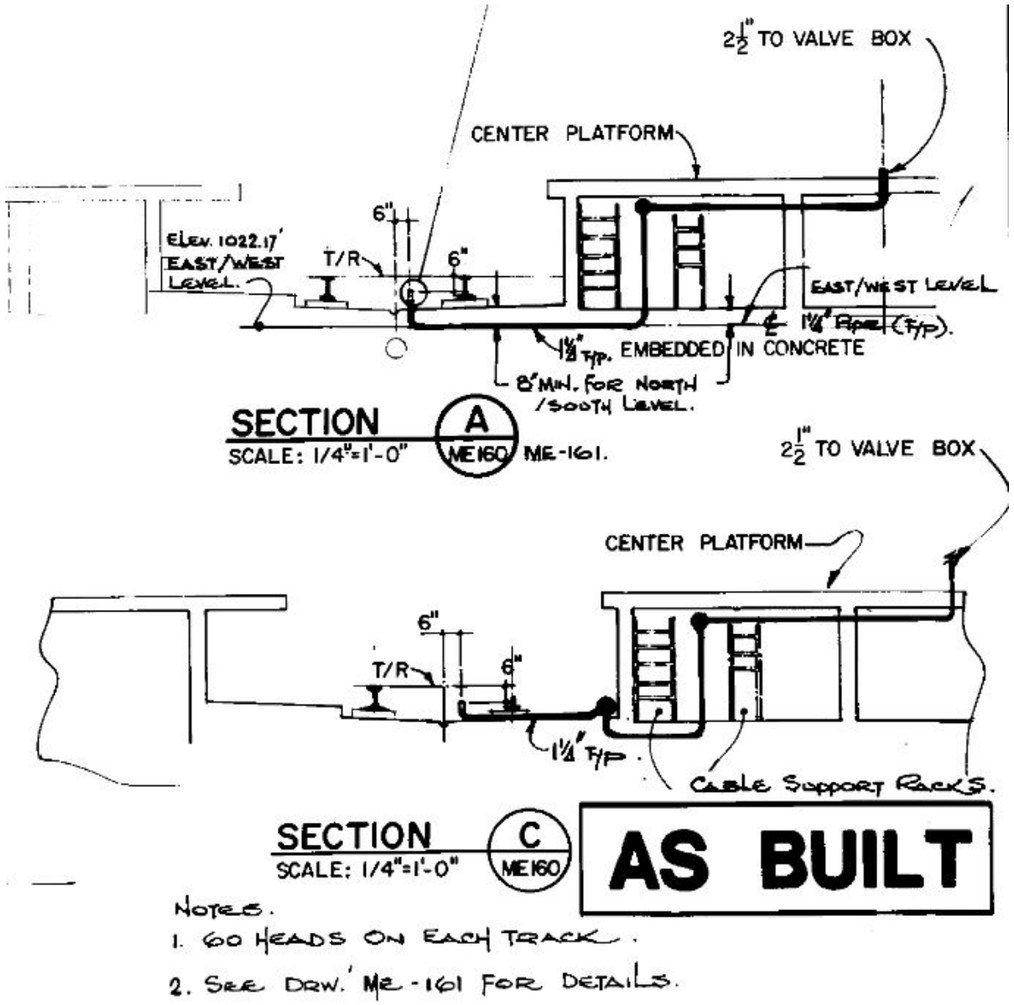
Fire Protection Systems

Station fire protection systems include trackway fire sprinkler systems on both N-S and E-W lines, as well as standpipes with fire hose cabinets located in various locations on each level.

There are sprinkler heads located in ticket sales/administrative spaces on the concourse level and within a number of utility rooms (i.e. elevator equipment rooms, trash rooms, restroom custodial rooms)

No fire sprinkler heads are located in the public areas of the plaza, concourse and platform levels.

The existing fire protection system will need to be analyzed for any required system improvements to meet current code standards for the station itself as well as all retail and administrative spaces in the various proposed schemes.



MEP Conditions + Modifications

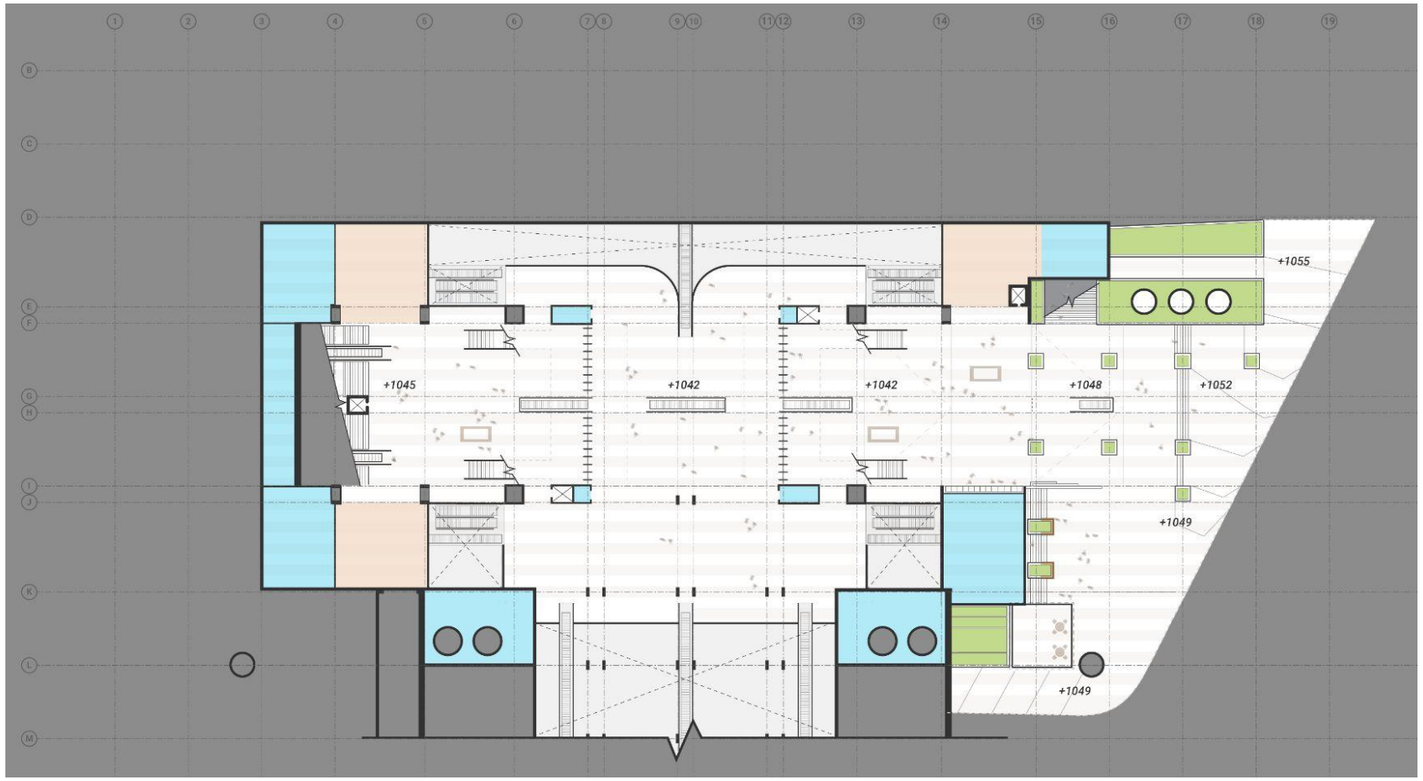
HVAC and Plumbing Requirements

Proposed Cafe / Food & Beverage Retail Requirements:
(1) DX split HVAC systems approx. two to four tons each

1” domestic water service extension from concourse level for kitchen plumbing fixtures

4” sanitary extension from concourse level for sewer inclusive of floor mounted grease trap for kitchen plumbing fixtures

Proposed Concourse Level Retail Requirements:
(3) DX split HVAC systems approx. two to four tons each with ERVs for fresh air ventilation



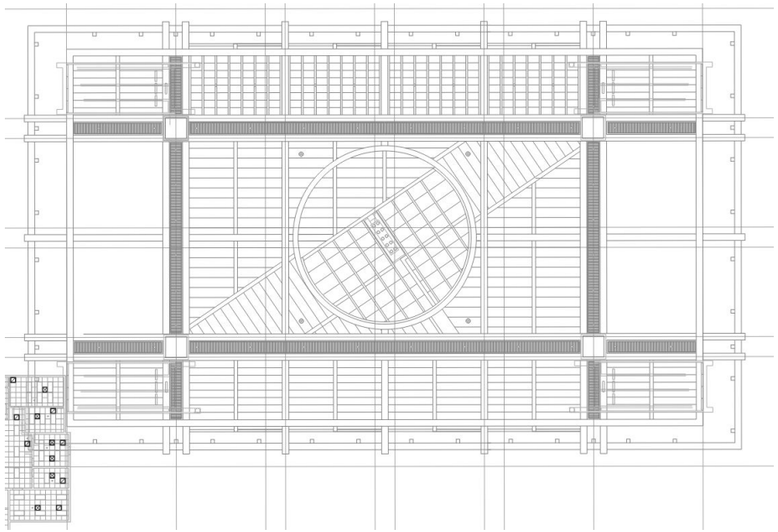
MEP Conditions + Modifications

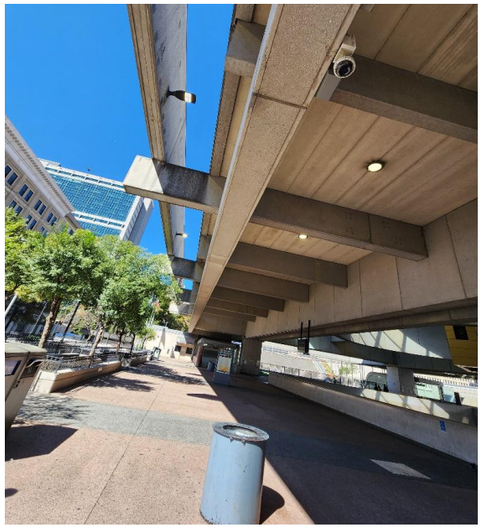
MARTA Lighting Standards

All new lighting on MARTA property shall conform to the following criteria:

	Illumination Levels		
Location	**Average Foot Candles**	**Ave: Min**	**Max: Min**
Parking Lots and Access Ways	4	2	12
Entrance/Exit Roads	5	5	12
Principal Pedestrian Walkways	10	2	10
Minor Pedestrian Walkways	5	2	12
Loading Zones	10	2	12
Outdoor Entrances to Elevators and Stairways	10	2	10

Roof level: Electrical Lighting/Power

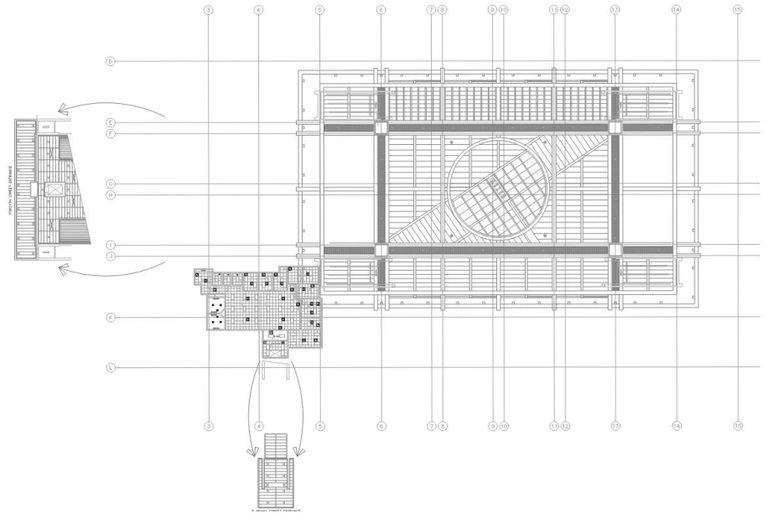


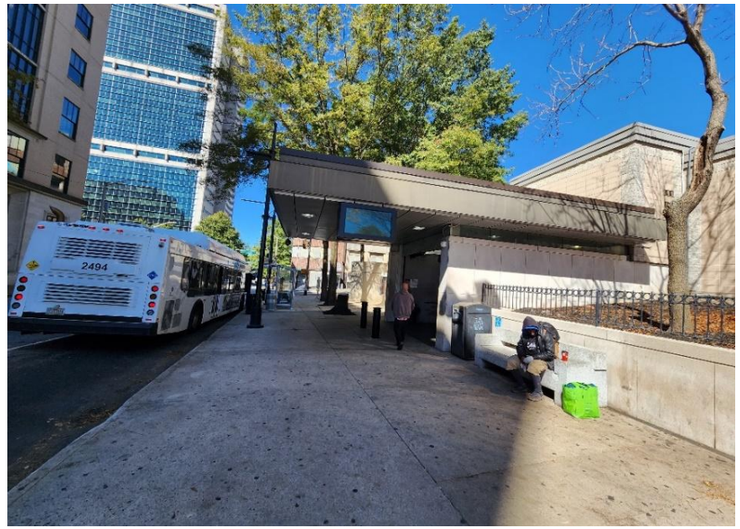


For the roof level the Transformation concepts will demo the current light fixtures. The below table catalogs light fixtures and estimated quantities.

Key Plan level	Equipment	Quantity	Drawing #CW-130	Drawing Type	Area
Plaza&Roof	DMB	1	835	Power/Light	C
Plaza&Roof	Lights -W	13	835	Power/Light	C
Plaza&Roof	Lights -WL	9	835	Power/Light	C
Plaza&Roof	Lights -NN	21	835	Power/Light	C
Plaza&Roof	Receptacle- WP	5	835	Power/Light	C
Plaza&Roof	Lights -W	14	836	Power/Light	D
Plaza&Roof	Lights -WL	6	836	Power/Light	D
Plaza&Roof	Lights -NN	13	836	Power/Light	D
Plaza&Roof	Receptacle- WP	3	836	Power/Light	D
Plaza&Roof	DMB	1	837	Power/Light	G
Plaza&Roof	Lights -W	18	837	Power/Light	G
Plaza&Roof	Lights -NN	9	837	Power/Light	G
Plaza&Roof	Lights -PP	6	837	Power/Light	G
Plaza&Roof	Lights -W	8	838	Power/Light	H
Plaza&Roof	Lights -NN	5	838	Power/Light	H
Plaza&Roof	Lights -PP	6	838	Power/Light	H

Plaza level: Electrical Lighting/Controls



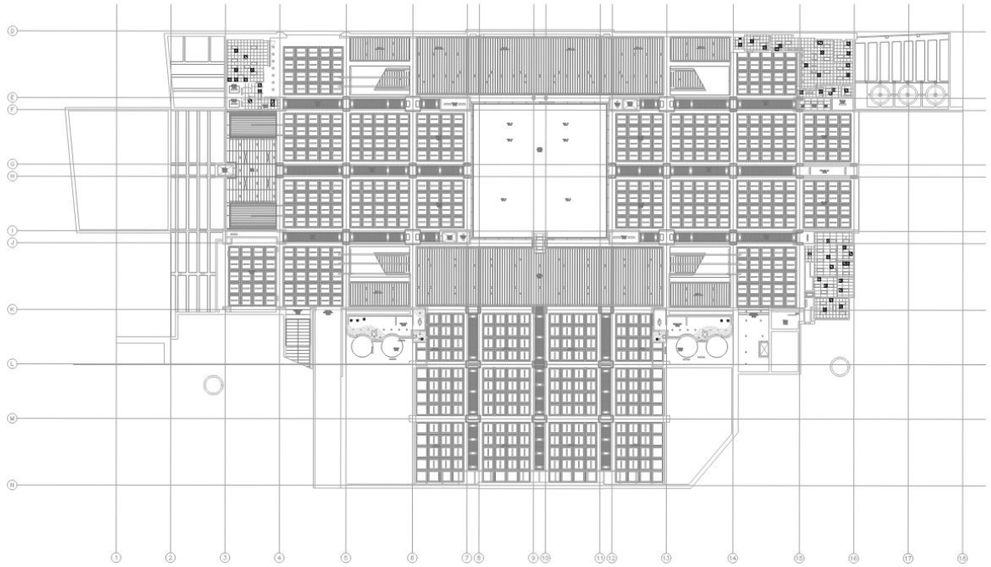


The Transformation redesigns all current entrances so FCP cameras, roll up doors, light fixtures, escalators, disconnect switches, J-boxes, receptacles will all be affected.

The current entrance via Alabama street, Peachtree street and Forsyth street will be demolished. See affected component below.

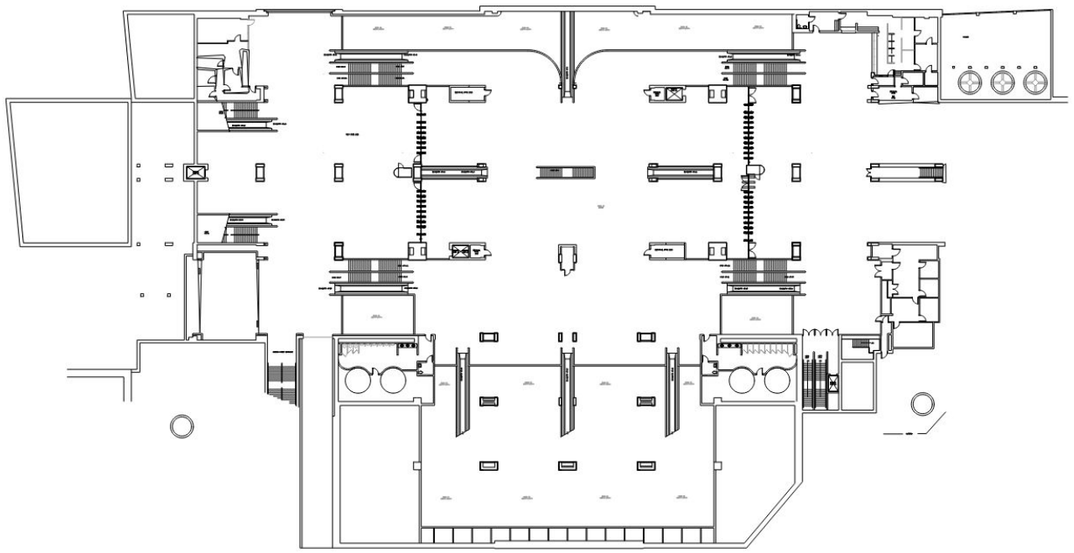
Key Plan level	Equipment	Quantity	Drawing #	Drawing Type	Area
Plaza	Rolling Door	1	833	Power/Light	G
Plaza	Camera -FPC 10	1	833	Power/Light	G
Plaza	DMB	2	833	Power/Light	G
Plaza	Lights -T	4	833	Power/Light	G
Plaza	Lights -MM	4	833	Power/Light	G
Plaza	Site Lighting	2	832	Power/Light	G

Concourse level: Electrical Lighting/Controls



The Station Transformation redesigns all current entrances so Escalators, FCP cameras, DMBs, Light fixtures, Speakers, Signage, J-boxes, Receptacles will all be affected.

Concourse level: Electrical Power



The Power supplies for the light fixtures physically located on the roof, plaza and concourse level would required de-energization to the next upstream isolation device.

See Table for impacted Electrical rooms 320, 321, 322 and 323.

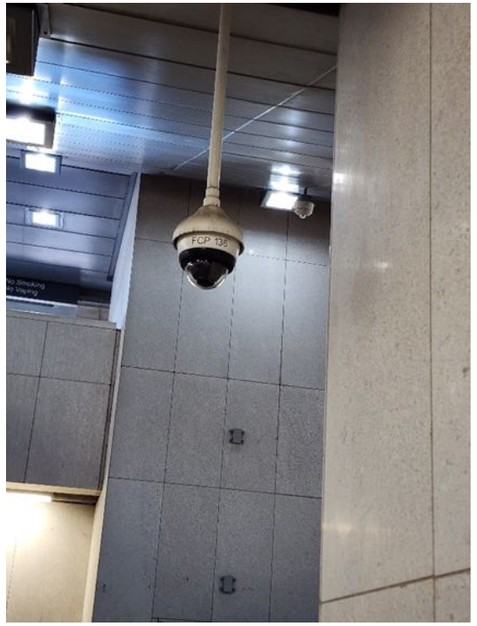
Key Plan level	Equipment	Quantity	Drawing #CW-130	Drawing Type	Area	Power Supply	PS Draw #CW-130
Concourse	Electrical Room-320	1	857	Power	C	EE3A	796
Concourse	Electrical Room-320	0	857	Power	C	E3A	796
Concourse	Electrical Room-320	0	857	Power	C	LP3A	796
Concourse	Electrical Room-320	0	857	Power	C	PP3A	796
Concourse	Electrical Room-321	1	858	Power	D	LL3DN	797
Concourse	Electrical Room-321	0	858	Power	D	E3D	797
Concourse	Electrical Room-321	0	858	Power	D	LP3C	797
Concourse	Electrical Room-321	0	858	Power	D	PP3D	797
Concourse	Electrical Room-321	0	858	Power	D	LP3D	797
Concourse	Electrical Room-FMP	1	858	Power	D	FC2	797
Concourse	Electrical Room-FMP	0	858	Power	D	LP3N	797
Concourse	Electrical Room-FMP	0	858	Power	D	LL3MN	797
Concourse	Electrical Room-322	1	860	Power	G	LL3BN	796
Concourse	Electrical Room-322	0	860	Power	G	PP3B	796
Concourse	Electrical Room-322	0	860	Power	G	LP3B	796
Concourse	Electrical Room-323	0	861	Power	H	PP3C	797
Concourse	Electrical Room-323	0	861	Power	H	LP3C	797

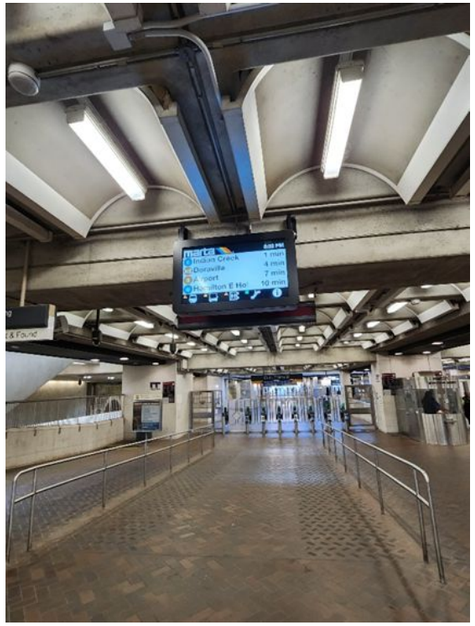
Plaza level: FPC Camera /Digital Messaging Board (DMB)

For the plaza level, the Station Transformation will impact the current FPC cameras and DMB. The table shown catalogs FPC cameras and DMB and estimated quantities.

Key Plan level	Equipment	Quantity	Drawing #	Drawing Type	Area
Plaza	Camera -FPC 10	1	833	Power/Light	G
Plaza	DMB-Alabama St	2	833	Power/Light	G
Plaza	Camera -FPC 06	1	833	Power/Light	G
Plaza	Camera -FPC es33	1	833	Power/Light	G
Plaza	DMB-Alabama St	1	833	Power/Light	G
Plaza	Camera -FPC 04	1	828	Power/Light	B
Plaza	Camera -FPC 131	1	828	Power/Light	B
Plaza	Camera -FPC 02	1	828	Power/Light	B
Plaza	DMB-Forsyth St	2	828	Power/Light	B
Plaza	Camera -FPC 01	1	828	Power/Light	B
Plaza	Camera -FPC 17	1	829	Power/Light	C
Plaza	Camera -FPC 18	1	829	Power/Light	C
Plaza	DMB-Board St	1	829	Power/Light	C
Plaza	Camera -FPC 15	1	829	Power/Light	C
Plaza	Camera -FPC es32	1	830	Power/Light	D
Plaza	Camera -FPC 03	1	832	Power/Light	F
Plaza	Camera -FPC es33	1	834	Power/Light	H
Plaza	Camera -FPC 09	1	834	Power/Light	H

Concourse level: FPC Camera/ DMB





Key Plan level	Equipment	Quantity	Drawing #	Drawing Type	Area
Concourse	Camera -FPC 136	1	821	Light	C
Concourse	Camera -FPC 134	1	821	Light	C
Concourse	Camera -FPC 24	1	821	Light	C
Concourse	Camera -FPC 144	1	821	Light	C
Concourse	Camera -FPC 19	1	821	Light	C
Concourse	Camera -FPC 133	1	821	Light	C
Concourse	Camera -FPC 23	1	821	Light	C
Concourse	DMB West gate	4	821	Light	C
Concourse	Camera -FPC 20	1	821	Light	C
Concourse	Camera -FPC 22	1	821	Light	C
Concourse	Camera -FPC 21	1	821	Light	C
Concourse	Camera -FPC 25	1	821	Light	C
Concourse	Camera -FPC 164	1	821	Light	C
Concourse	Camera -FPC 27	1	821	Light	C
Concourse	Camera -FPC 28	1	821	Light	C
Concourse	Camera -FPC 26	1	821	Light	C
Concourse	Camera -FPC 37	1	822	Light	D
Concourse	Camera -FPC 38	1	822	Light	D
Concourse	Camera -FPC 32	1	822	Light	D
Concourse	DMB East/West	2	822	Light	D
Concourse	Camera -FPC 36	1	822	Light	D
Concourse	Camera -FPC 137	1	822	Light	D
Concourse	Camera -FPC 31	1	822	Light	D
Concourse	Camera -FPC 30	1	822	Light	D
Concourse	Camera -FPC 29	1	822	Light	D
Concourse	Camera -FPC 41	1	822	Light	D
Concourse	Camera -FPC 45	1	822	Light	D
Concourse	DMB East gate	2	822	Light	D
Concourse	Camera -FPC 44	1	822	Light	D
Concourse	Camera -FPC 46	1	822	Light	D
Concourse	Camera -FPC 47	1	822	Light	D

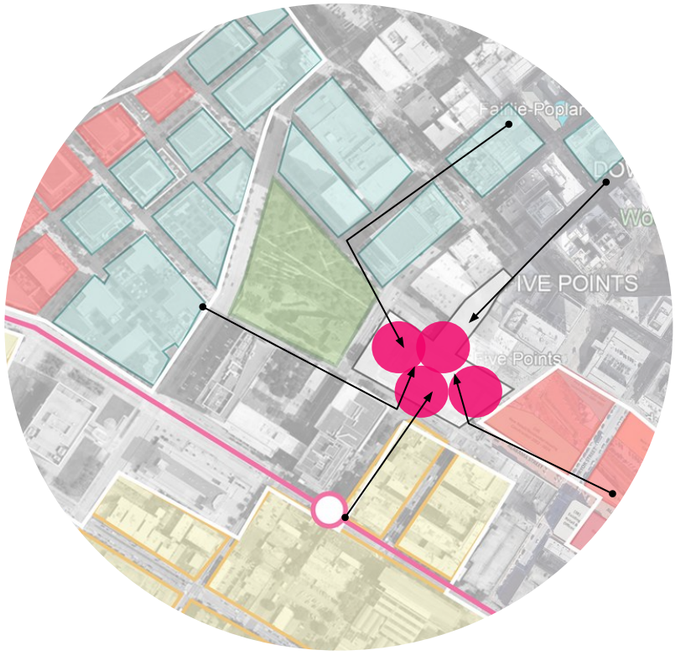
For the Concourse level, the Station Transformation will impact the current FPC cameras and DMB. The below table catalogs FPC cameras and DMB and estimated quantities.

These FCP cameras and DMB will be repurposed.

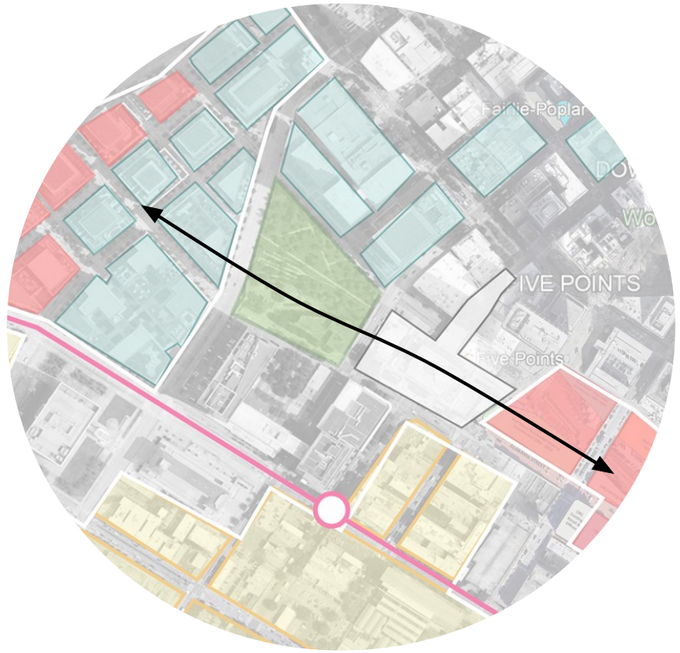
Urban Design

Urban Design Summary

01 To reconnect North and South broad street by activating the plaza space And ensuring a very effective efficient pedestrian movement through the station along the stretch of broad.



02 To initiate programming at the plaza level keeping in mind the students, commuters, existing communities as well as the new residents and other incoming population from Centennial Yards, Newport developments etc.



03 To establish a strong east-west connection using the level differences of peachtree and forsyth street and also concourse and the plaza level.

History and Culture of Atlanta

Atlanta Transformation

An epicentre of Civil Rights Movement , Students Movements

Construction of MARTA

Peach Drop Fest

In the early 1960s, Atlanta became the cultural catalyst for the Civil Rights Movement where Dr. Martin Luther King, Jr., John Lewis and many more **Civil Rights leaders** grew the movement nationally and a lot started from here.

History and Transformation

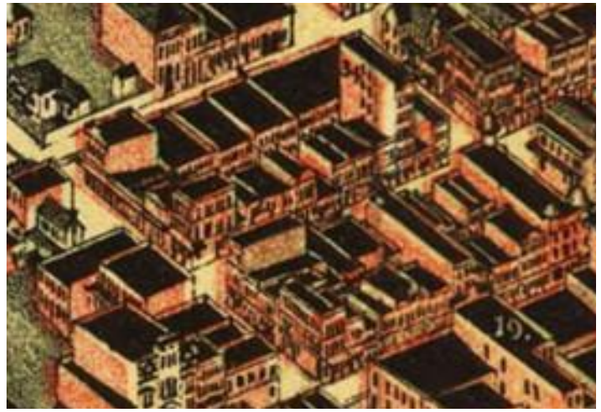
Broad Street

1860s

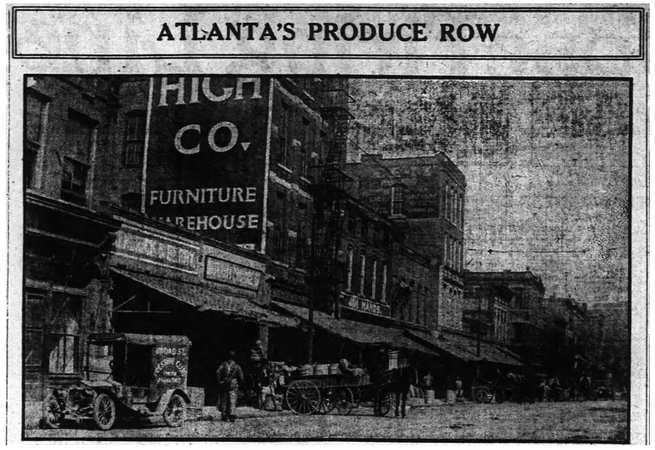
Broad Street was originally named **Market Street**; the city's first market was located where the Five Points MARTA station is now

1870s

The name changed **to Broad Street in 1865.** Broad Street was 75 feet wide with 12-foot sidewalks.



1890s



1910s

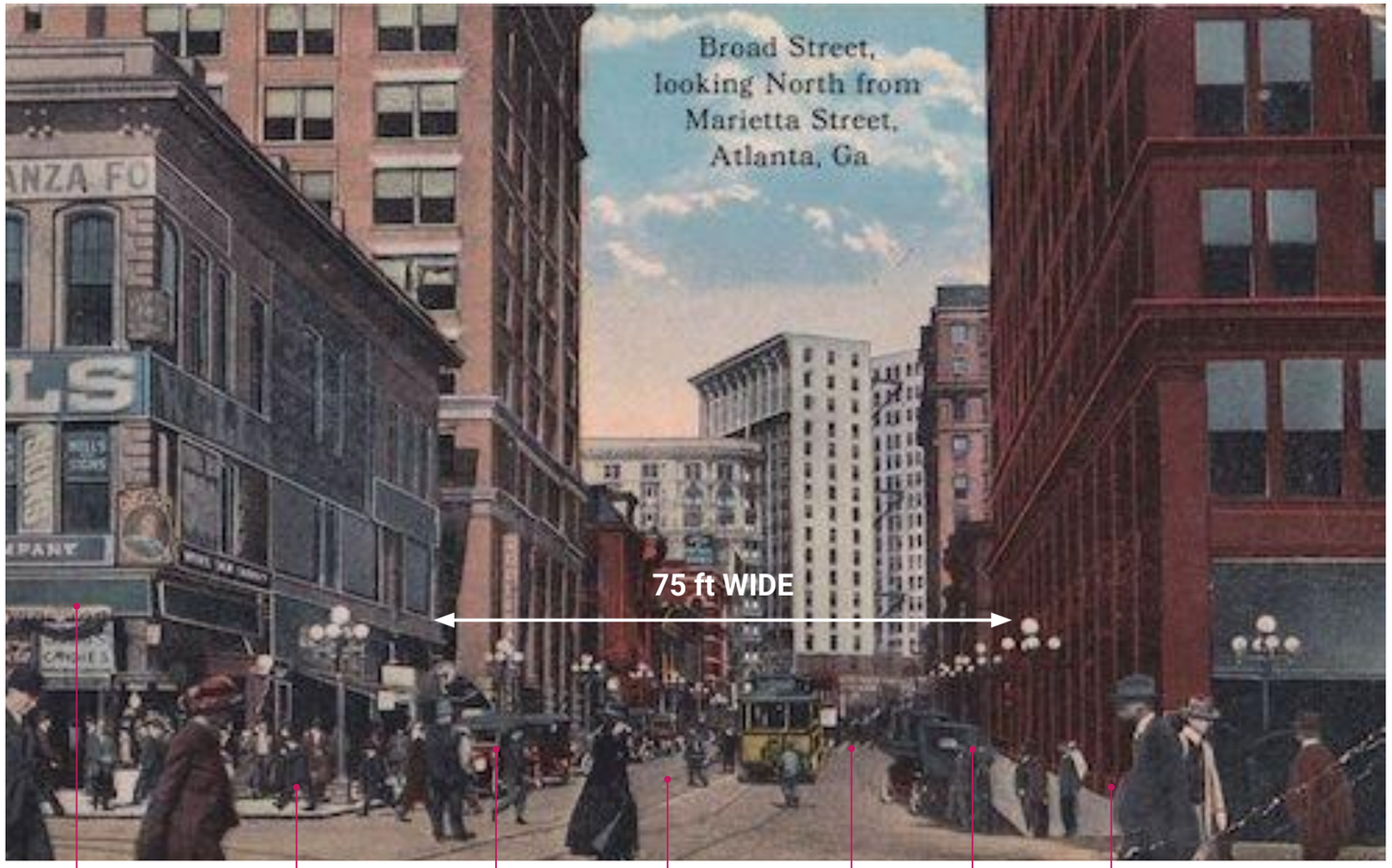
1960-70s

1965- MARTA was formed .MARTA Station was constructed between 1974 -78. Opened in 1979

https://www.nytimes.com/

History and Transformation

Broad Street



Source: https://martaguide.com/

- The broad street originated as a Market Street. The ground floor retails along with continuous street-facilitated activities in early days. The south board had spaces for vendors(fruits, vegetables, etc) which encouraged the urban life.
- The street width was originally 75 ft with 12 feet wide sidewalk. It is assumed that the further development of the city's transportation did not consider the width of the broad street. Over time, population growth,density along with traffic have increased in the broad street surroundings. The width of the street failed to consider these constraints.

History and Transformation

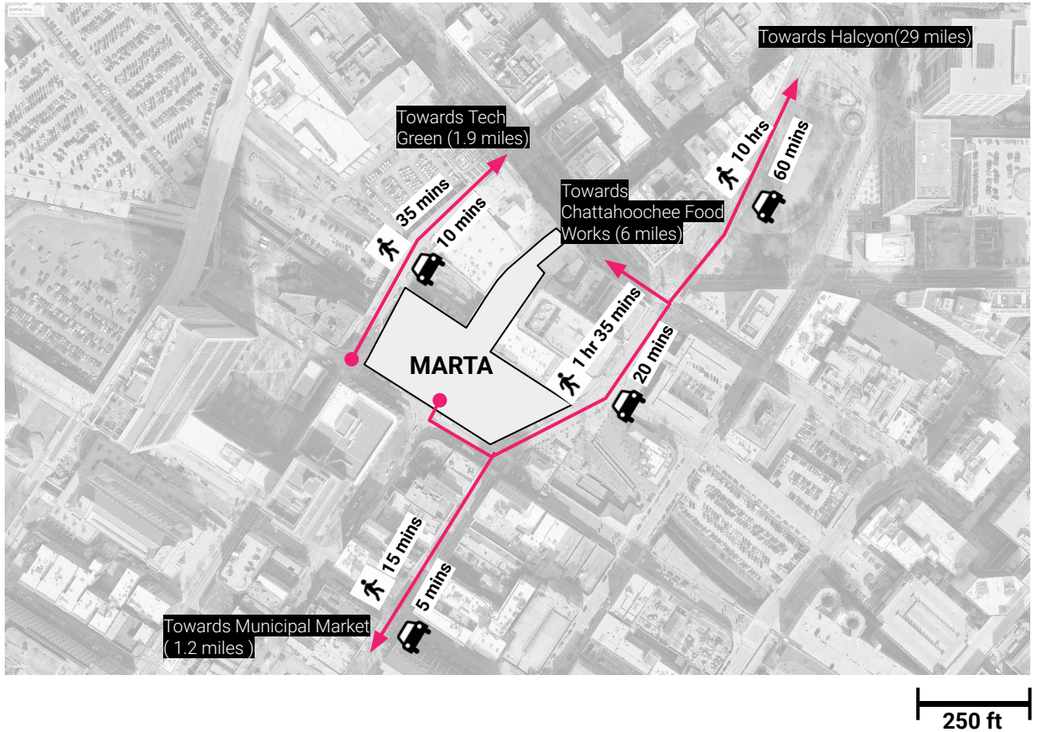
Five Points

Source: https://jimcofer.com

- The presence of railroads helped to grow both wholesale and retail trade. Transportation helped to grow the local economy which played an anchor in facilitating street life.
- The south broad development became majorly mono-functional with a lack of street-facilitated activities.
- Post-civil war development strategies of Atlanta city failed to consider the local economy. Also, caused social segregation, and fell an impact on street safety and security.

Urban Placemaking Precedents

Strategy: Integrating Food to Activate the Public Space



The Municipal Market

Location: Sweet Auburn, Atlanta

Source: municipalmarketatl.com

Halcyon Market Hall

Location : Alpharetta

Source:https://patch.com/georgia/cumming/halcyon

Tech Green

Location :Georgia Tech, Atlanta

Source: *https://m.facebook.com/georgiatech/photos*

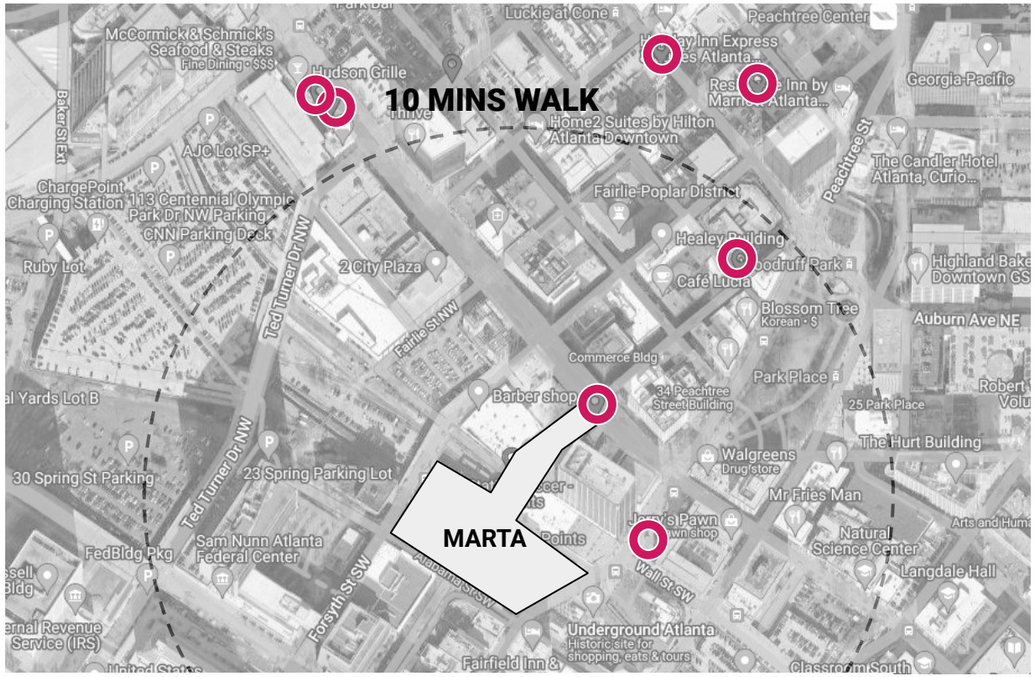
Chattahoochee Food Works

Location : Atlanta

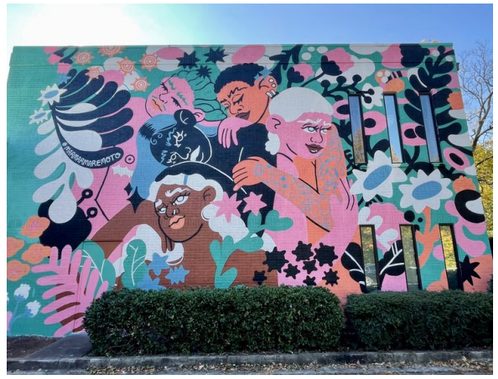
Source:https://cdn.vox-cdn.com

Urban Placemaking Precedents

Strategy: Integrating Local Art as a Cultural Anchor



Street Art Location within 10 mins walk



Source: https://streetartmap.org/
https://www.livingwallsatl.com

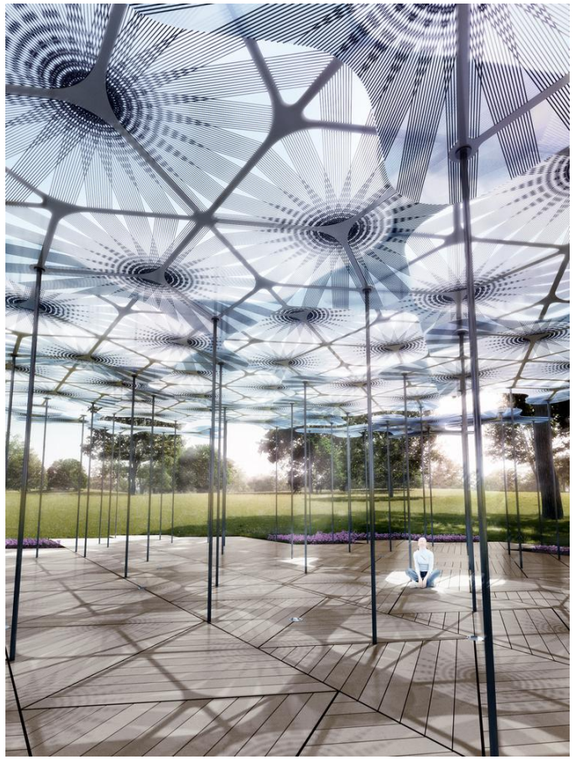
Urban Placemaking Precedents

Strategy: Integrating Canopy as an Urban Element

Mesh Structure,High Museum of Art

Location: Atlanta, GA

Source:https://specialtyfabricsreview.com



MPavilion 2015

Location: Melbourne, Australia

Source: https://www.archdaily.com

Urban Placemaking Precedents

Strategy: Integrating Active Programs as an Anchor

Swift Fit Events

Location: Austin, TX

Source: www.tripadvisor.com

Bay Club Financial District

Location: San Francisco, CA

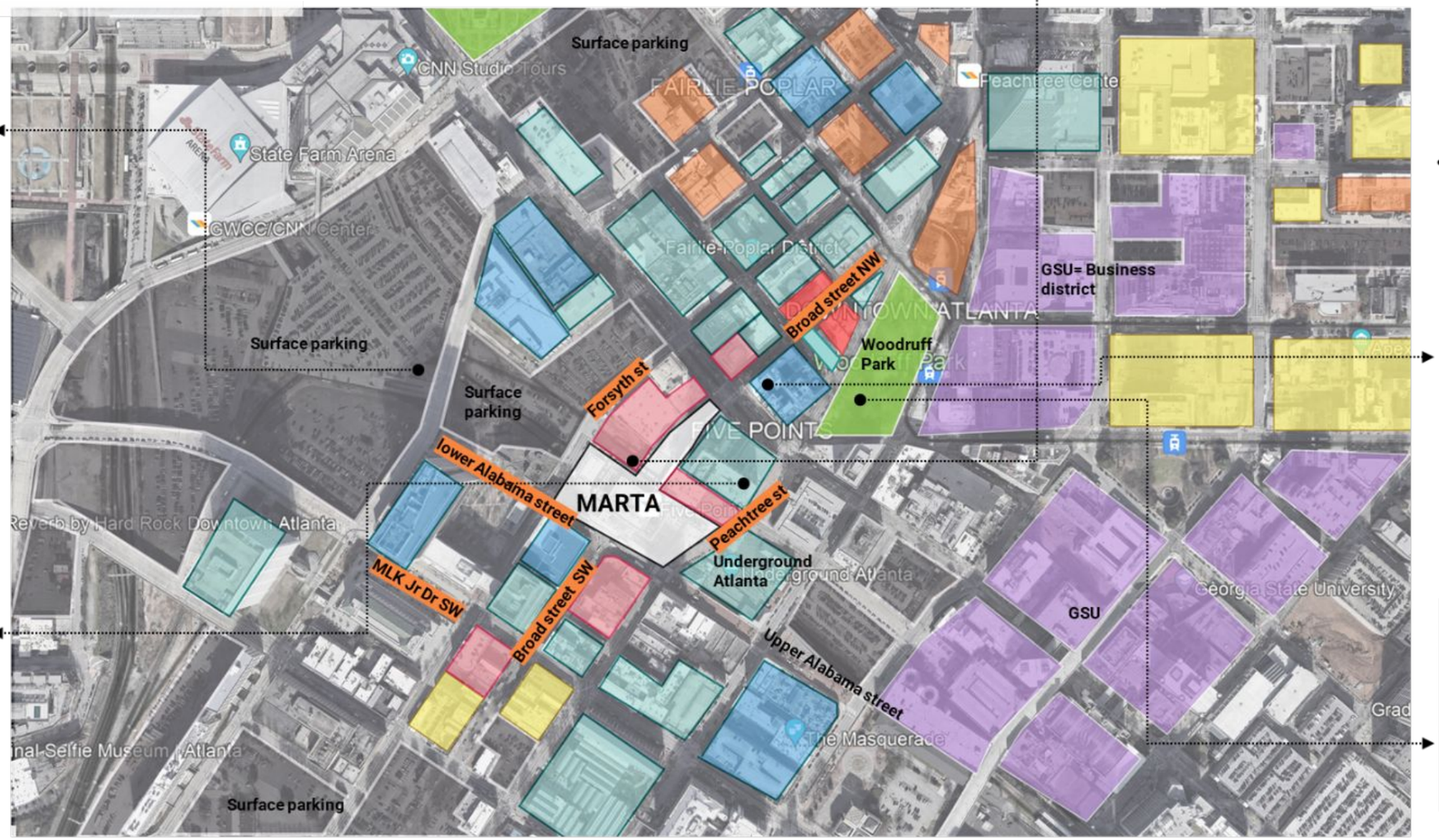
Source:www.bayclubs.com/financialdistrict

Neighborhood Activities + Site Programming

Issues and Impacts

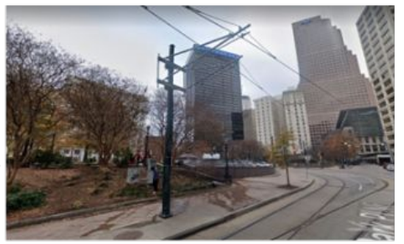
- Excessive amount of surface parking
- Lack of pedestrian connections from Forsyth st
- Safety issues at the Alabama street

- Safety issues



- Lack of activities and untreated retail edge in broad street plaza

- Lack of active edge along with broad street
- Surface parking cuts off the pedestrian movement



- Lack of pedestrian connections from woodruff park

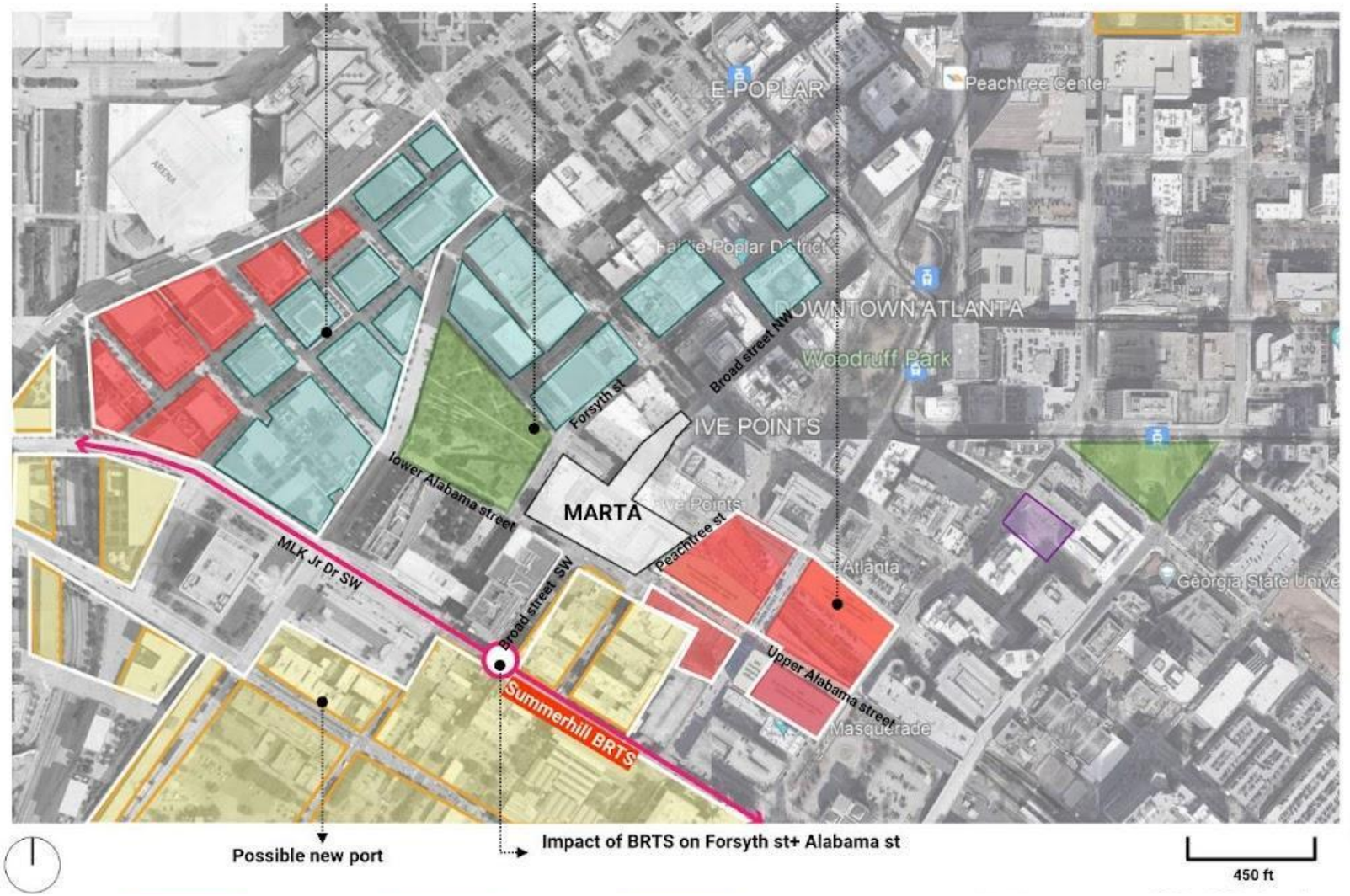
Neighborhood Activities + Site Programming

Future Development

One Centennial Yards

Proposed green spaces, Centennial yard

143 Alabama



Possible new port redevelopment

Underground ATL redevelopment

Proposed BRTS

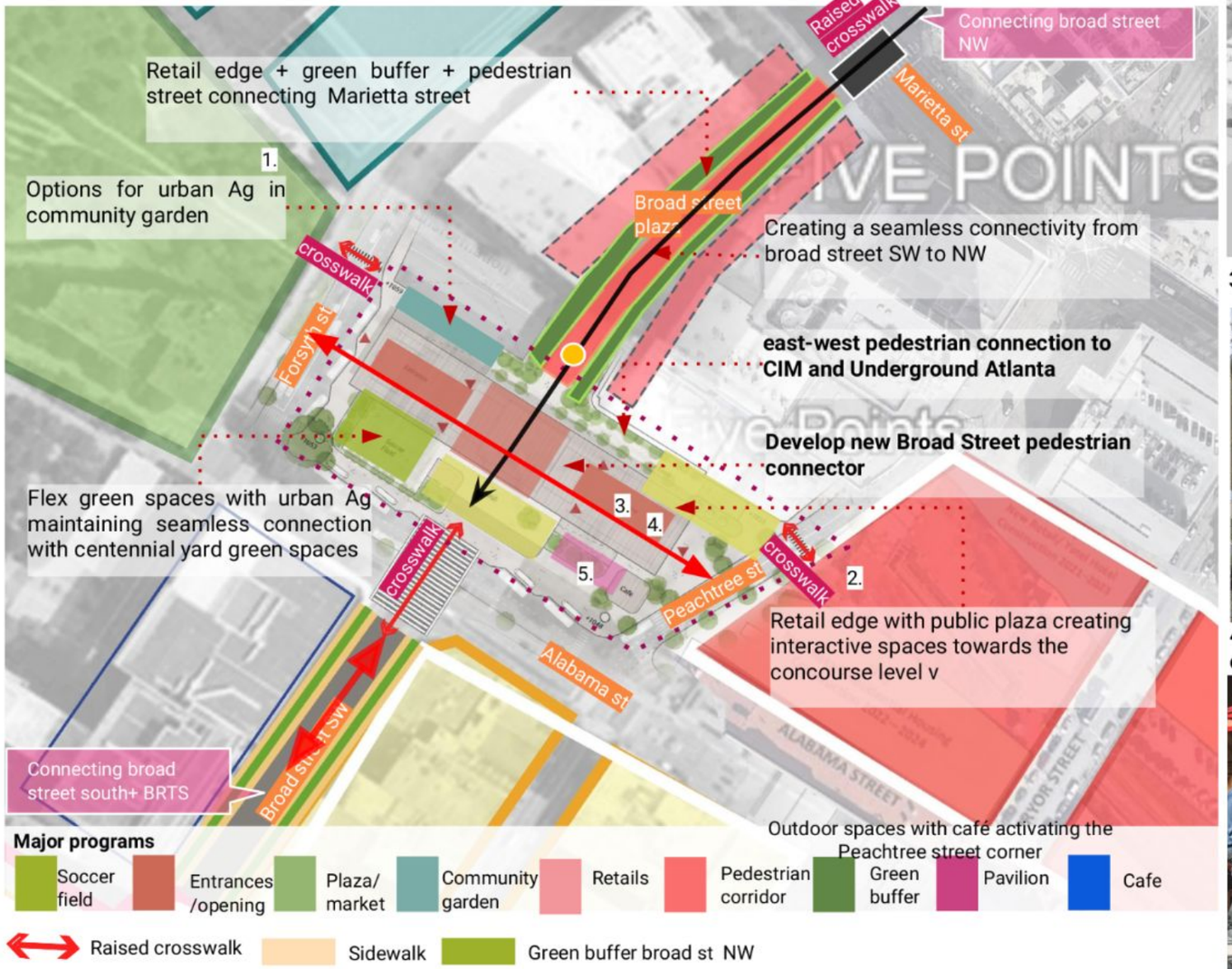
Retails(dead)
Retails (active)
Office
Educational
Residential
Hotels/malls
Parking
Open green spaces

Neighborhood Activities + Site Programming

Spaces + Programming

1.Centennial yard

2. Underground Atlanta



3.Retail edge with public plaza

4.Shopping experience from entrance to concourse level

5. Outdoor cafe seating

Connecting Corridors

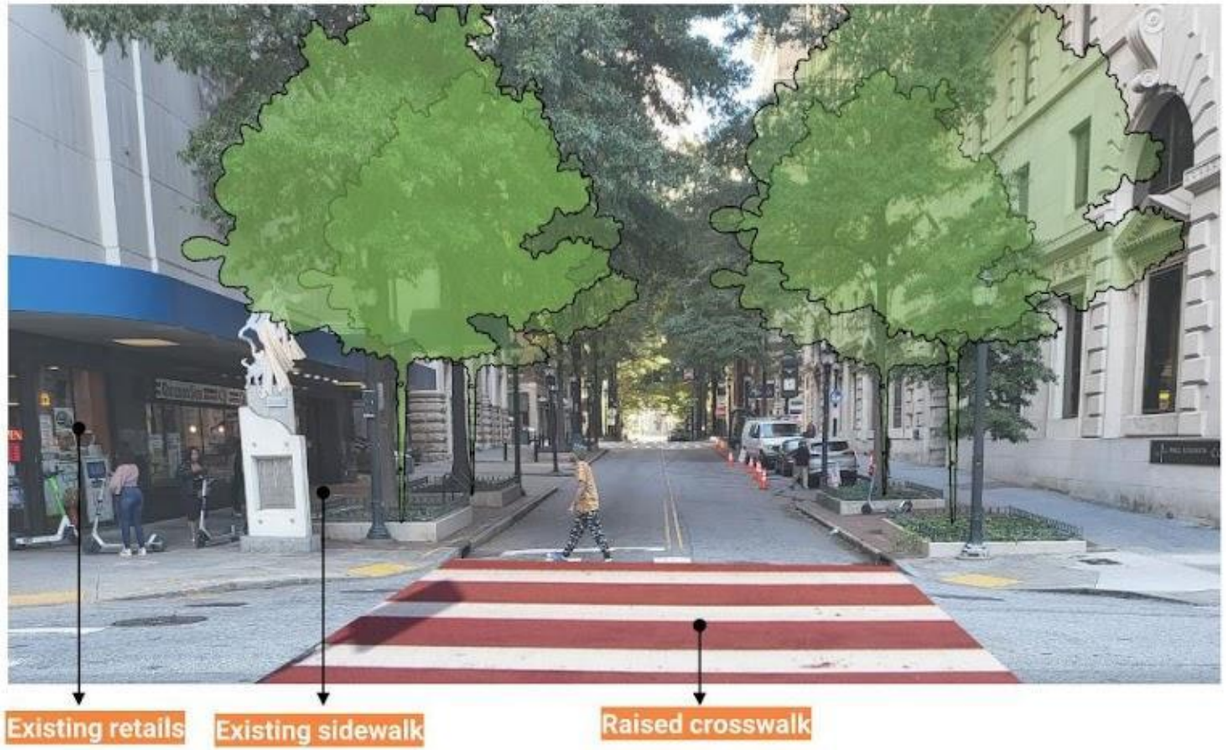
Broad St Plaza

Broad street plaza

Connecting Corridors

Broad St and Marietta St intersection

Broad street NW



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HGOR
ULICK ENGINEERING

Brian P. Kemp
Governor

Georgia® Department of Community Affairs
HISTORIC PRESERVATION DIVISION

Christopher Nunn
Commissioner

April 27, 2023

Yvette G. Taylor, PhD
Regional Administrator
Federal Transit Administration
230 Peachtree Street NW, Suite 1400
Atlanta, Georgia 30303
Attn: J. Carrie Walker

RE: Eligibility Determination, Five Points MARTA Station, Atlanta
Fulton County, Georgia
HP-230328-006

Dear Dr. Taylor:

The Historic Preservation Division (HPD) has received the documentation regarding the above-referenced project, including the report entitled, *Five Points Station, Metropolitan Atlanta Rapid Transit Authority (MARTA),* prepared by WSP and dated March 15, 2023. Our comments are offered to assist the Federal Transit Administration (FTA) in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided in the above-reference report and additional research, including a review of *Modern Downtown Atlanta* (Sullivan and Sims-Alvarado, 2018) and the accompanying National Register of Historic Places (NRHP) Multiple Property Documentation Form *Modern Downtown Atlanta, 1945-1990* (MPDF), the NRHP nomination for the Whitehall Street Retail Historic District (2020), and the NRHP nomination for the Underground Atlanta Historic District (1980), HPD is unable to concur with FTA's NRHP-eligibility determination for the Metropolitan Atlanta Transit Authority (MARTA) Five Points Station located at 30 Alabama Street, SW in Atlanta.

As noted in the references above, MARTA was the first transit system in the southeastern United States and the first in the Southeast to utilize federal funding associated with the Urban Mass Transportation Act. While not the first station constructed in the MARTA system, the Five Points station was constructed within the system's first phase of development and was constructed, and currently serves, as a main transfer station and the only hub station for all MARTA lines. The development of MARTA remains the largest public works project in Atlanta's history and one of the largest in the Southeast since the 1930s.

As noted in the MPDF, MARTA Rail Stations are expressions of Modern-era architecture and engineering in Atlanta with the construction and functional aesthetic relying on the construction materials and methods that defined the period. Additionally, all stations, including Five Points, were designed by significant, known Modern architects and engineers. Although the station did not inspire further development of buildings featuring Brutalistic architecture in the City of Atlanta, the station's unique design and place within its geography underscores its significance. Additionally, while the system itself is significant in engineering as the first of its kind in the Southeast to introduce a new transportation technology, the Five Points Station also met complex design challenges as the central hub serving all train lines, which exceeds the design and engineering requirements of other stations and further underscores its exceptional significance.

Furthermore, the significance of a resource under Criterion Consideration G, according to NRHP Bulletin #15, does not imply only a *positive* impact. As noted in the nominations above, the construction of the Five Points station had a tremendous *negative* impact on the Downtown Atlanta area. First, through the demolition of a significant amount of historic architectural resources and second, by significantly shifting the focus of downtown away from the Hotel Row and Terminal Station areas of Atlanta when the bus routes were rerouted, effectively killing the economic basis for the long-established retail district. Third, the station construction led to the drastic decline of surrounding property values and, to this day, impacts the viability of Underground Atlanta as an entertainment area.

Therefore, based on the information provided in the above references, the Five Points MARTA Station meets NRHP Criterion Consideration G for exceptional significance under NRHP Criteria A and C in the areas of Architecture, Community Planning and Development, Engineering, and Transportation with a local and state level of significance.

Please refer to project number **HP-230328-006** in any future correspondence regarding this project. If we may be of further assistance, please do not hesitate to contact Michelle Bard, Environmental Review Historian, at Michelle.Bard@dca.ga.gov or (770) 212-4888.

Sincerely,

Stacy Rieke, MHP
Program Manager
Environmental Review & Preservation Planning

SMR/mlb

cc: Holly Vine, Atlanta Regional Commission
Tracie Sanchez, DCA Regional Services, Region 3

Determination of Eligibility

Five Points Station

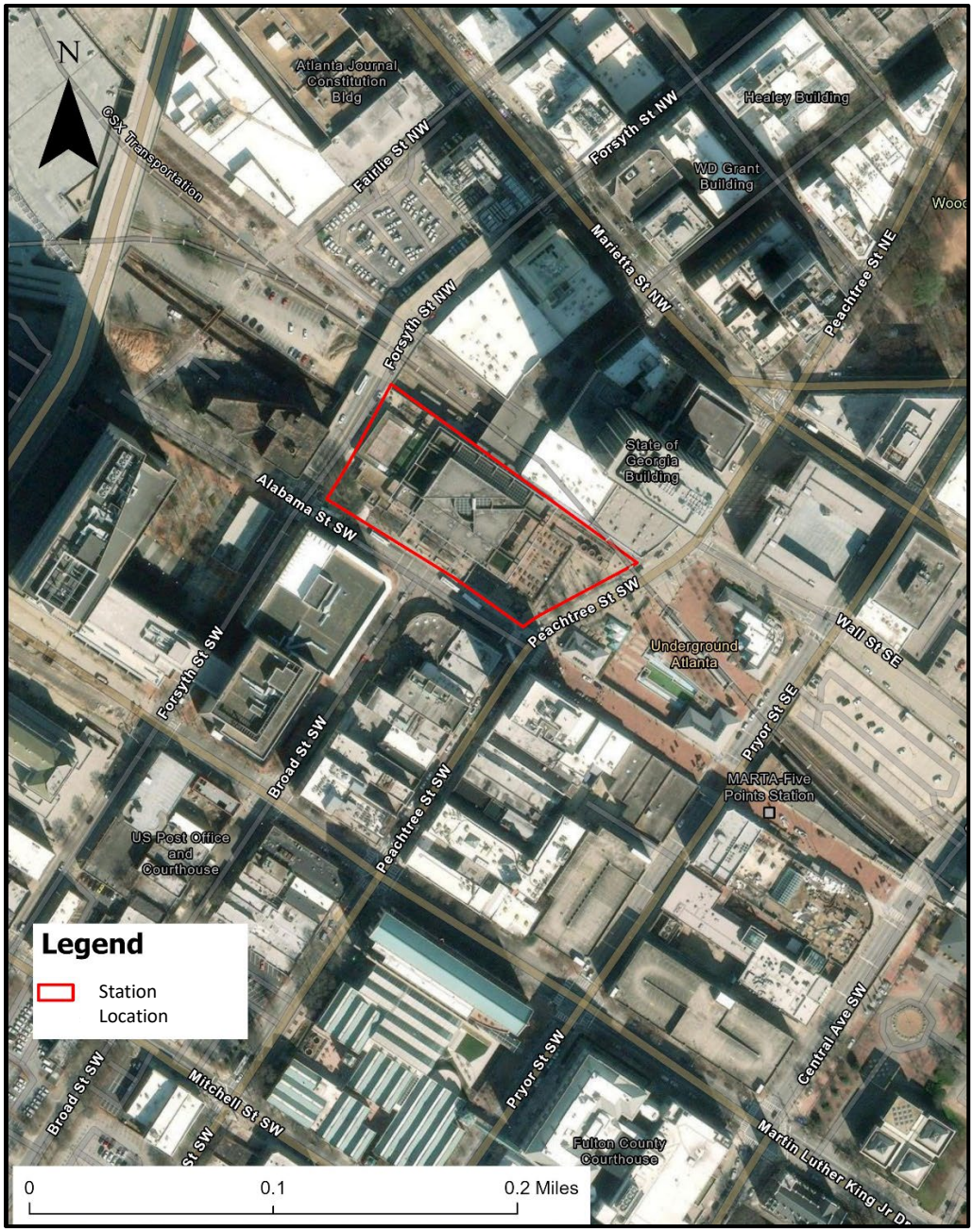
Metropolitan Atlanta Rapid Transit Authority (MARTA)

Prepared by:
Jocelyn M Lion, Architectural Historian
WSP
3340 Peachtree Rd, Suite 2400
Atlanta, GA 30326
(404) 364-8185

March 15, 2023

Location:

The Five Points Station property is located at 30 Alabama Street SW on the north side of the street and extends the length of two blocks, between Forsyth Street SW and Peachtree Street (formerly Whitehall Street) (see Resource Location Map). The building was constructed as a transit station and remains in use as the Metropolitan Atlanta Rapid Transit Authority (MARTA) transfer point for all rail lines.



Resource Location Map

Date(s) of Development:

According to the Fulton County tax assessor's records, Five Points Station encompasses three tax parcels (14 007700030949, 14 007700020668, and 14 007700020585) and the existing rights-of-way where a section of Broad Street was closed. No construction date is listed but based on aerial photography and documentation including historic newspapers and archival materials from MARTA and Georgia State University, the station was constructed between 1976 and 1981. The station's east-west platforms opened in December 1979 as part of a subsequent phase of west line service, adding stops from Five Points Station to Hightower Station (now Hamilton E. Holmes Station), to the segment previously opened in June 1979. The Five Points Station north-south platforms on the lower level opened in 1981 when service began between Garnett and North Avenue Stations.

To date, the station has not undergone significant renovations, and many elements appear to be original. The curved, metal-and-glass enclosures at each of the station entrances beneath the canopy are later additions and do not appear on the station's original as-built plans; their later construction is not described in available planning documents or newspaper articles about station features. The largest update to the station was in 2017, when MARTA upgraded the Reduced Fare and Lost and Found Offices within the station on the concourse level. Improvements to these offices included expanded waiting area space, reconfigured windows, new HVAC systems, and new lighting.

Description:

Five Points Station is a multi-modal transit station that comprises four levels above and below ground. The street-level plaza consists of a Brutalist canopy designed by the Atlanta-based architecture firm Finch-Heery, a pedestrian mall, station entrances, and a station soccer field. The concourse level features faregates and the Reduced Fare and Lost and Found Offices. Platform levels include the east-west platform level where riders board and disembark the green and blue lines; and the north-south platform level where riders board and disembark the red and gold lines (see Photos 1-20).

Street Level

At street level (see Photos 1-10), the station encompasses two city blocks and connects the pedestrian mall along Broad Street Plaza with Broad Street SW, south of the station. The station's Brutalist-style canopy dominates the street presence and extends to cover station entrances directly beneath the canopy and along Forsyth Street SW that descend and provide access to the lower concourse level and platforms. Beneath the main mass of the canopy's roof is a pedestrian walkway around a large rectangular opening to the concourse section.

Photo 1. View towards Plaza level from Alabama Street, facing northwest

Photo 2. View towards plaza level from the corner of Alabama Street SW and Peachtree Street SW, facing northwest

Constructed with pre-cast concrete, the canopy is anchored by four concrete columns located at interior corners, with the canopy sections extending beyond. The canopy emphasizes its structural elements and use of unfinished materials through the use of geometric lines and planes. It consists of two stacked sections extending over walkways and stairs leading to the plaza. The two sections are rectangular in shape; the top section is larger and rests atop large concrete beams that extend along a north-south axis along the lower, smaller rectangular section, giving the impression of concentric rectangles (see Photos 1-2). Both sections extend past the edge of the main roofline. The roof of the station features a central, circular skylight with grid-like windowpanes (see Photos 9-10). The skylight is partially covered by layered geometric shapes. The overhanging sections are open on the east and west ends and allow natural light beneath the canopy and into the concourse level. The overhanging section along the station's northern elevation features skylights that extend from the lower level of the canopy up to the bottom of the main roofline (see Photos 3 and 5). These same skylights are utilized within the roof's circular skylight.

Photo 3. View towards Plaza level from Broad Street Plaza, facing southwest

Photo 4. Canopy detail, facing southeast

Photo 5. Canopy skylight detail, facing east

At the southwest corner of the station is a MARTA Police precinct (see Photo 6). The precinct extends from the station canopy and is clad in concrete and masonry tiles and contains a recessed entrance at Forsyth Street SW, as well as a main entrance accessed from the plaza beneath the canopy. The main entrance is covered by a small concrete overhang.

Photo 6. Viewshed towards MARTA Police Precinct from under canopy, facing west

Station entrances are located at Forsyth Street SW, Alabama Street SW, and Peachtree Street SW, with additional entrance points beneath the canopy. The Forsyth Street SW entrance is covered by the canopy and features stairs, escalators, and an elevator that descend to the concourse level. An electronic display with train and bus scheduling information hangs above the entrance.

The Alabama Street SW entrance is located near the northeast corner of Alabama Street SW and Forsyth Street SW. The entrance projects from the south side of the police precinct and is covered by a concrete, flat, cantilevered canopy. Through the entryway are stairs that descend to the concourse level. Along the sidewalls of the entrance are rows of rectangular clerestory windows. An electronic display with train and bus scheduling information hangs above the entrance.

The Peachtree Street SW entrance is located at a lower level than the other entrances and features two entryways with ramps that lead to the main concourse and faregates (see Photo 7). A Ride Store is located just outside the faregates, one of two within the MARTA system, where riders can purchase Breeze cards and speak with a MARTA employee. A portion of the street level plaza extends from under the station canopy and forms the roof for this entrance, consisting of a thick concrete slab that is consistent with the sides of the station canopy.

Photo 7. View towards Peachtree Street SW entrance and concourse level, facing west

Beneath the station canopy, and accessible from all sides of the canopy, additional entrances are located beside each of the four columns supporting the canopy. The entrances each face east or west, towards the interior of the station canopy, and feature an escalator and set of stairs. They are covered individually by curved glass-enclosures, and do not maintain the sharp edges of the station canopy (see Photos 4 and 8). The glass enclosures are not original to the station and do not appear on the station's original as-built plans. The enclosures' curvilinear designs contrast with the rectilinear Brutalist elements exemplified at the plaza level. These enclosures are not described in available planning documents or newspaper articles about station features, and their date of construction is unknown.

Photo 8. Canopy detail, facing east

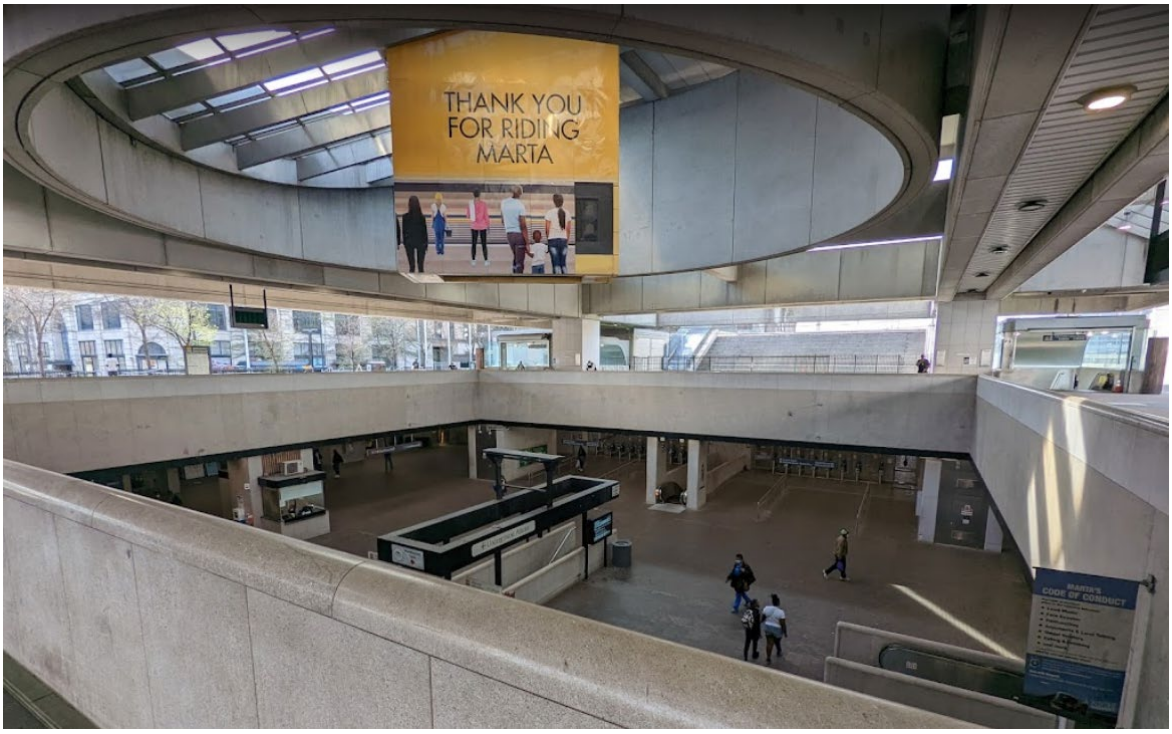


Photo 9. View of roof and concourse level from plaza level, facing southwest

Photo 10. Canopy roof detail, facing south

Also located along Forsyth Street SW is a nonoriginal turf soccer field with stands for spectators, as part of the Station Soccer initiative undertaken by MARTA in partnership with the local nonprofit Soccer in the Streets.[1] The field is situated at the northwestern end of the plaza beneath the station canopy, partially extending over the Forsyth Street SW entrance. It was installed in 2016.

Landscaping is integrated into the design and located within concrete areas that are placed at regular intervals beneath and around the canopy. Walkways and walls around the canopy are topped with metal fencing of varying heights, featuring geometric designs.

Concourse Level

Original terrazzo floors and marble paneled walls are found throughout the concourse level. The ceilings following the east and west entrances from Peachtree Street SW and Forsyth Street SW feature light fixtures in barrel vaults. Square columns clad in marble are found throughout and support the station levels and canopy overhead. Also present within the station is a portion of the former Eiseman Building façade, which was incorporated into the station design and extends downward along the station's north wall through the concourse and East-West platform levels (see Photo 11). The Eiseman Building façade can be seen from all interior levels.

Photo 11. Eiseman Building façade along north wall from concourse level, facing northeast

A metal information booth is located within the central concourse area (see Photo 12). At the western end of the concourse level, along the Forsyth Street SW end of the station, is a Reduced Fare Office and the Lost and Found Office, housed within the same area (see Photo 13). The office space was renovated and expanded in 2017, introducing new design elements and colors to the station concourse level. Staircases and escalators found throughout the station's concourse level provide access to the surrounding streets and to the station's lower platform levels. There are two entrances at the concourse level that provided access to Underground Atlanta and Rich's Department Store, which is currently a federal office complex. The entrance to Underground Atlanta is now closed. Fixed and electronic wayfinding signage is found throughout the level.

[1] "Station Soccer Atlanta," MARTA. Accessed via: https://www.itsmarta.com/station-soccer.aspx

Photo 12. View toward plaza level from concourse level, facing southeast

Photo 13. Renovated Reduced Fare and Lost and Found Offices at concourse level, facing northwest

East-West Platform Level

Beneath the concourse level, platforms serving the east-west are reached via escalators or staircases that connect to the upper and lower station levels. The platform level at Five Points Station is utilitarian in nature and features little ornamentation besides the marble cladding and glass tiles present along the outer walls within the station. It includes raised "high-level" concrete platforms to accommodate level boarding for passengers and rail beds located below the platform levels. Square, marble-clad columns are found throughout and support the station levels and canopy overhead. Sections of the ceiling feature barrel vault light fixtures, identical to those on the concourse. Neither the platforms nor columns feature any ornamentation other than marble cladding and glass tiles, emphasizing the functionality of the space.

North-South Platform Level

Platforms at the lowest level in the station are reached via escalators or staircases that connect to the upper station levels. The platform level at Five Points Station is similar to the east-west platform directly above. Utilitarian and featuring little ornamentation, the platform includes raised "high-level" concrete platforms for passengers and rail beds located below the platforms. Square, marble-clad columns are found throughout and support the station levels and canopy overhead. Sections of the ceiling feature light fixtures within consecutive barrel vaults. Similar to the East-West platform level, the space emphasizes functionality and lacks decorative finishes other than marble cladding and glass tiles.

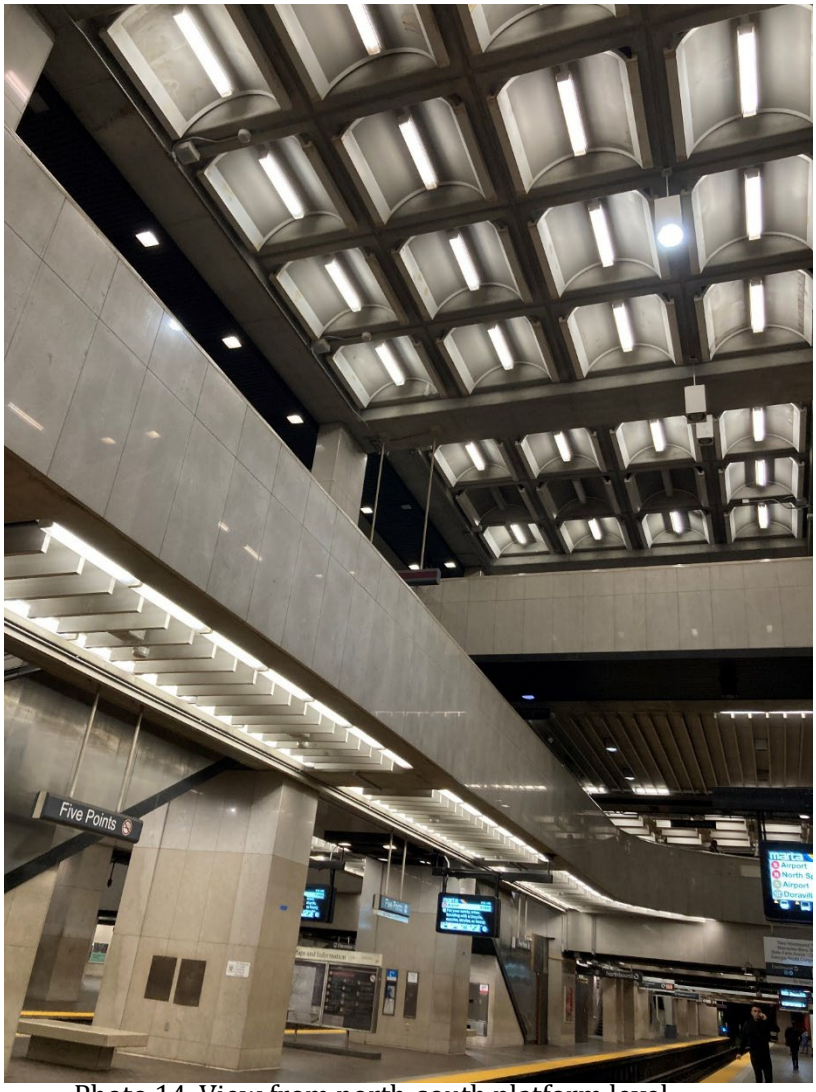


Photo 14. View from north-south platform level

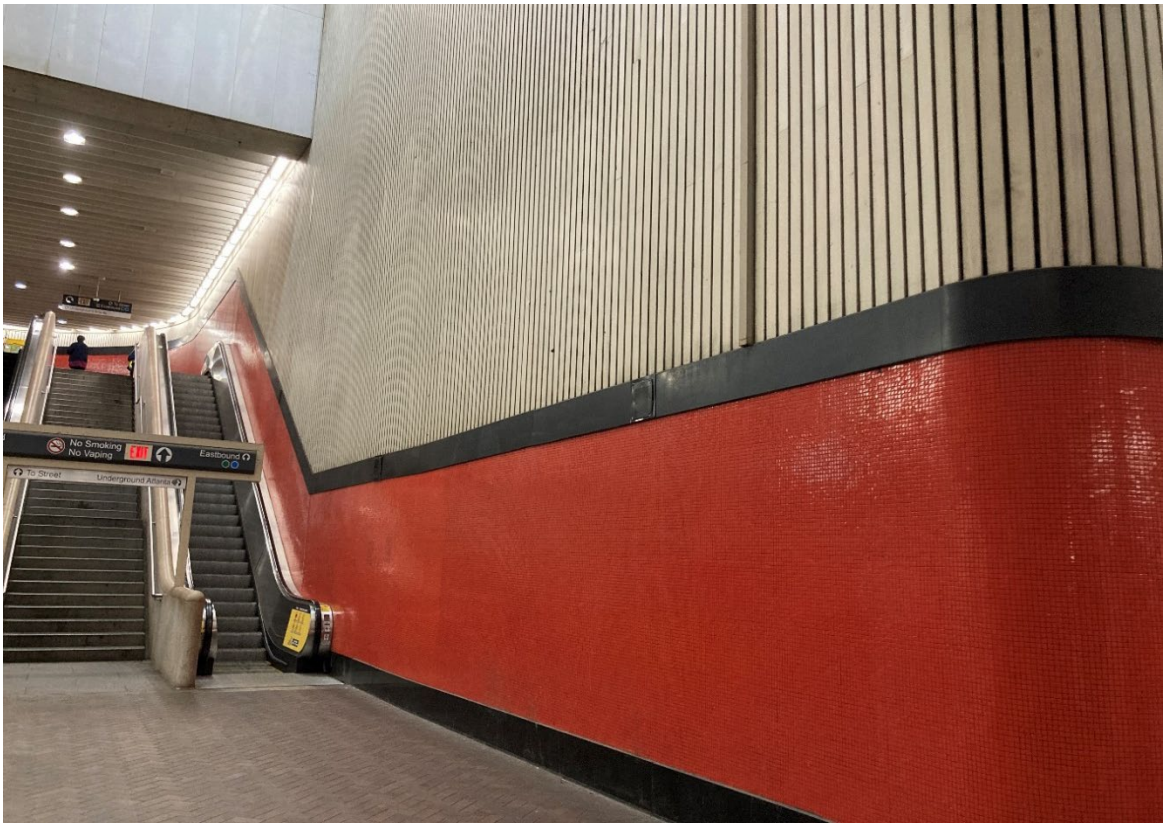


Photo 15. Outer wall detail, north-south platform level

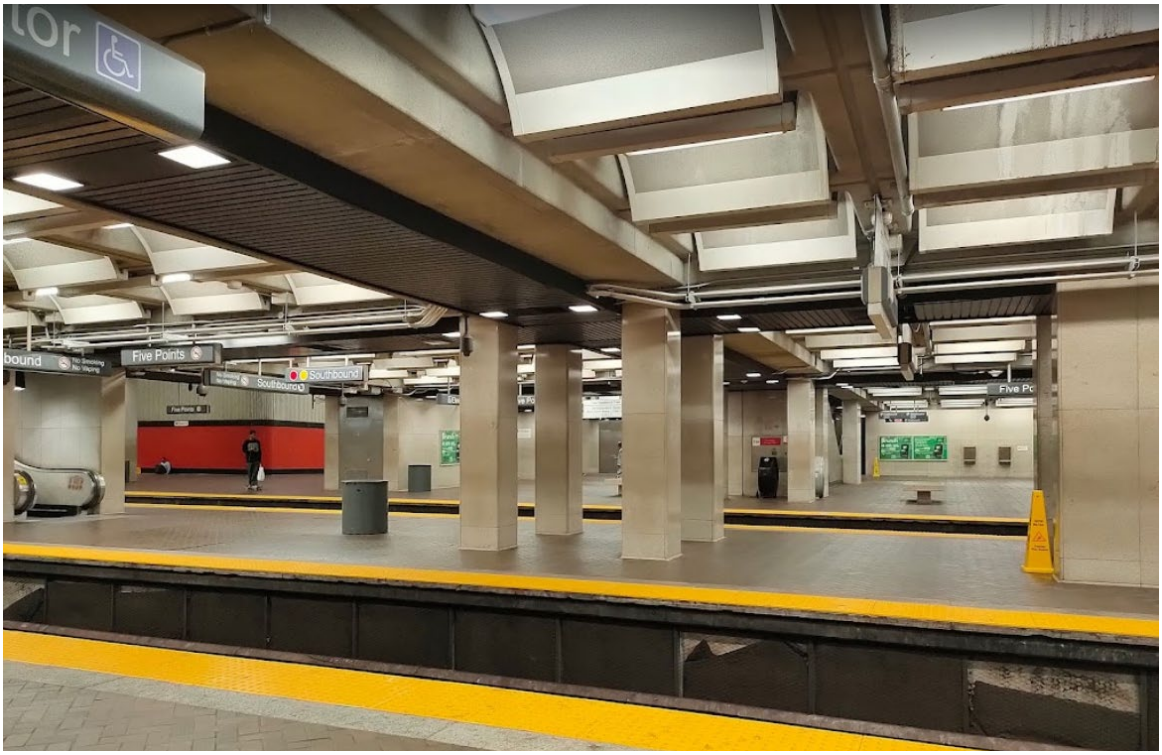


Photo 16. View of platforms at the north-south platform level

Setting

Five Points Station spans multiple tax parcels in downtown Atlanta. The station area is a concrete-paved expanse with landscaped areas located south of the station canopy, along Alabama Street SW. Surrounding the station are commercial and government buildings dating from the early to late-twentieth century (see Photos 17-20). West of the station and below street grade are parking lots and rail lines that extend beneath the street viaducts.

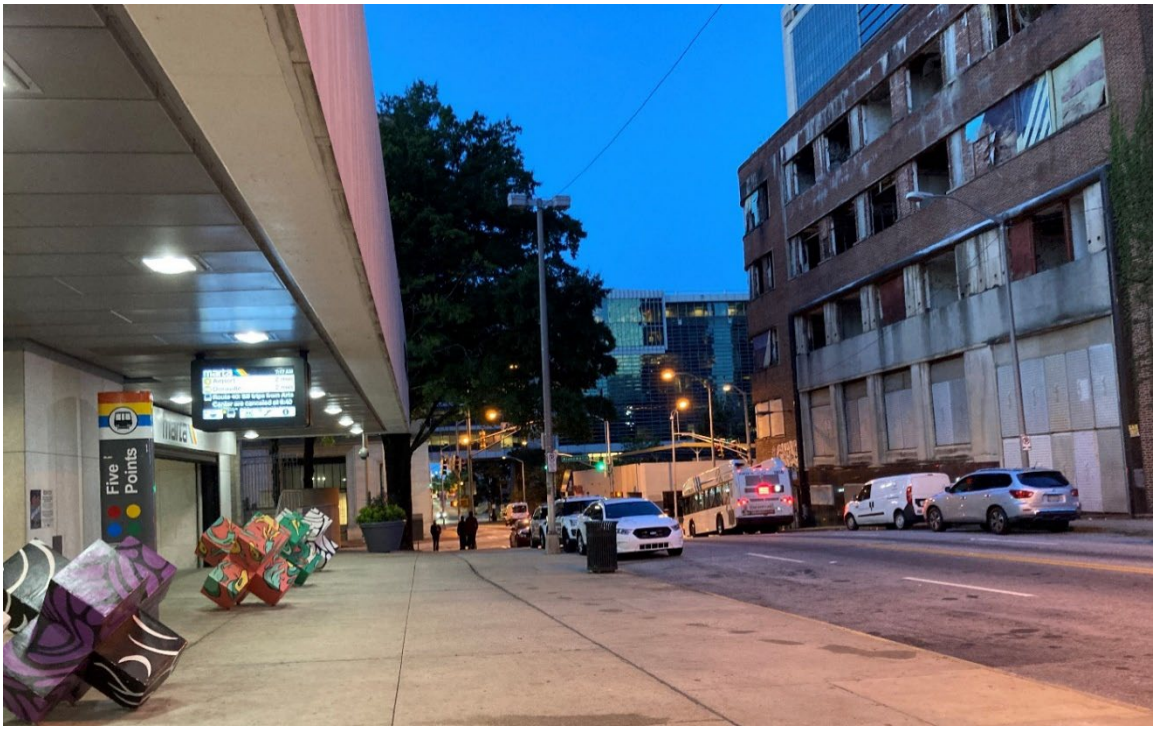


Photo 17. View along Forsyth Street SW towards Alabama Street SW, facing south

Photo 18. View toward Broad Street plaza, facing north

Photo 19. View toward Alabama Street SW and Broad Street SW, facing south

Photo 20. View from Peachtree Street SW entrance, facing east

Historic Context

The Five Points Station is located in downtown Atlanta, on the southern end of its central business district, and is the central transfer point for all lines within the MARTA rail system. The station is named for its location near the Five Points intersection, which derives its name from the convergence of Decatur Street, Mariette Street, Edgewood Avenue, and two legs of Peachtree Street (one leg was previously named Whitehall Street). Five Points has a long history of rail transportation that dates to the city's establishment: in 1836, the Georgia General Assembly authorized the construction of a railroad to Chattanooga, Tennessee, and in 1842, the southern terminus of the railroad was located in what is now part of Underground Atlanta. The town of Terminus developed around the railroad and its station. Terminus, briefly renamed Marthasville, was incorporated as Atlanta in 1847 with city limits defined as a one-mile radius from the zero milepost, located under the Central Avenue bridge, between Alabama and Wall Streets, adjacent to Underground Atlanta.

From Reconstruction until the 1970s, Five Points functioned as the heart of Atlanta's central business district. It boasted well-known department stores, including Rich's, and hotels to invite travelers to the area and those arriving at Terminal Station, Atlanta's largest train station, a few blocks west. Five Points' slow decline began in the 1920s as Atlanta diversified and white residents moved to neighborhoods north of the city. Five Points further declined into the 1960s and 1970s due to continued urban sprawl and creation of newer commercial districts. Terminal Station was razed in 1972 and was eventually replaced by the Richard B. Russell Federal Building, constructed in 1979. Underground Atlanta, "one of the city's busiest nightspots" in its heyday, experienced a rapid and significant decline in the late 1970s due to MARTA construction that eliminated popular nightspots

and retail spaces.[2] Many other buildings in the Five Points area were razed to accommodate the station's construction, contributing to the area's decline. Five Points remains an office and commercial area, with Georgia State University responsible for much of the neighborhood's recent revitalization due to its significant presence throughout downtown Atlanta.

Construction of Five Points Station followed the post-World War II boom and continued rise of automobile use in the United States, which added pressure to existing roadway infrastructure and resulted in calls for new transit systems for growing cities across the United States from the 1960s through 1980s. While local civic leaders across the country began investigating ways to improve transportation in urban areas, at the federal level, the Urban Mass Transportation Act of 1964 provided funding for mass transportation projects across the country and established the Urban Mass Transportation Administration (UMTA), now called the Federal Transit Administration (FTA). The Urban Mass Transportation Act of 1970 was the second iteration of the law and included additional funding for transit projects, including MARTA. The law has been expanded numerous times since to include additional funding and regulations.

Against this national backdrop, Atlanta was reaching its own conclusions that public transit was an important facet of the city's long-term growth. In 1962, the Metropolitan Atlanta Transit Study Commission released a report recommending a region-wide bus and rail system for the long-term benefit of the city. To contend with increasing traffic and the resulting congestion, the proposed system map served five counties within the metro Atlanta area and consisted of, "66 miles of dual-track, grade-separated, electrified rail line, with 42 stations."[3] Five Points Station, then referred to as Transit Center, was also described in the report: "[s]ituated in Atlanta's central business district, Transit Center is the hub of the system. This station will be the busiest in the system."[4] Further, the planned station's east-west tracks would "occupy the Gulch alongside the existing railroad tracks, and the north-south tracks are planned below these in subway [tunnels] beneath Broad Street."[5] While the system map incurred changes during preliminary design phases, the core of the system within the downtown area that was proposed in 1962 remained consistent throughout the project (see Photo 21). The report ended by stating:

> The total impact of all of these effects will determine the kind of area Metropolitan Atlanta will be. The greatest single question for the citizens to consider is whether the region is to grow with a strong, conveniently accessible central city, linked to outlying centers that will grow in importance around rapid transit stations and to residential areas by uncongested streets and highways, or whether it is to grow in expanding rings of solid urbanization with rising congestion in each new ring frustrating accessibility to the old.[6]

---

[2] Angelo Lewis, "City Applies for Grant to Save Ailing Underground Atlanta," *Atlanta Constitution* (Atlanta, GA), January 8, 1979.

[3] Metropolitan Atlanta Transit Study Commission, "A Plan and Program of Rapid Transit for the Atlanta Metropolitan Region," (December 1962), MARTA Collection, Georgia State University Library; pg 7. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/3882

[4] Metropolitan Atlanta Transit Study Commission, "A Plan and Program of Rapid Transit for the Atlanta Metropolitan Region," (December 1962), MARTA Collection, Georgia State University Library; pg 7. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/3882

[5] Ibid. pg 7.

[6] Ibid. pg 11.

In a growing city becoming increasingly more reliant on and subsequently congested by automobiles, the Metropolitan Atlanta Transit Study Commission stressed the need for long-term convenience, accessibility and connectivity to the city's commercial areas. Three years later, in 1965, Georgia passed the Metropolitan Atlanta Rapid Transit Authority Act, establishing MARTA, and Atlanta metro voters approved the proposed system program in 1971.

Following the initial planning and design stages, the system broke ground in 1975 and was constructed in multiple phases. The first phase, referred to as Phase A, comprised 14 miles of rapid rail transit; 17 stations, primarily along the east-west lines; the central car maintenance and repair facility; and design activities for six additional stations (see Photo 22). In 1978, the UMTA committed $800 million toward the construction of this initial phase of the rapid transit system.[7] System planning also anticipated incorporating and encouraging opportunities for development alongside, or even above, the stations. Development that occurred in tandem with MARTA construction included two office towers in the air rights of the Georgia State Station; the office building and regional headquarters for Southern Bell Telephone Company at the North Avenue Station; underground passageways linking Five Points Station to Underground Atlanta, Rich's Department Store, and a proposed development complex that was not realized; direct facility connections at Omni Station (now GWCC/CNN Center) to the Omni Coliseum (now State Farm Arena) and Omni International (now CNN Center); and direct access to Peachtree Center from the station of the same name.

Rail service began in June 1979 along the East Line between Georgia State and Avondale stations. The West Line opened in December 1979 between Hightower (now Hamilton E. Holmes) and Five Points stations. Rail service along the north-south line, between Garnett and North Avenue stations and including the lower level of Five Points, began in December 1981.

[7] "Rapid Transit and Urban Development in Atlanta, 1978" (Division of Planning and Marketing, MARTA, May 1978), MARTA Collection, Georgia State University Library; pg 3. Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/7025/rec/8

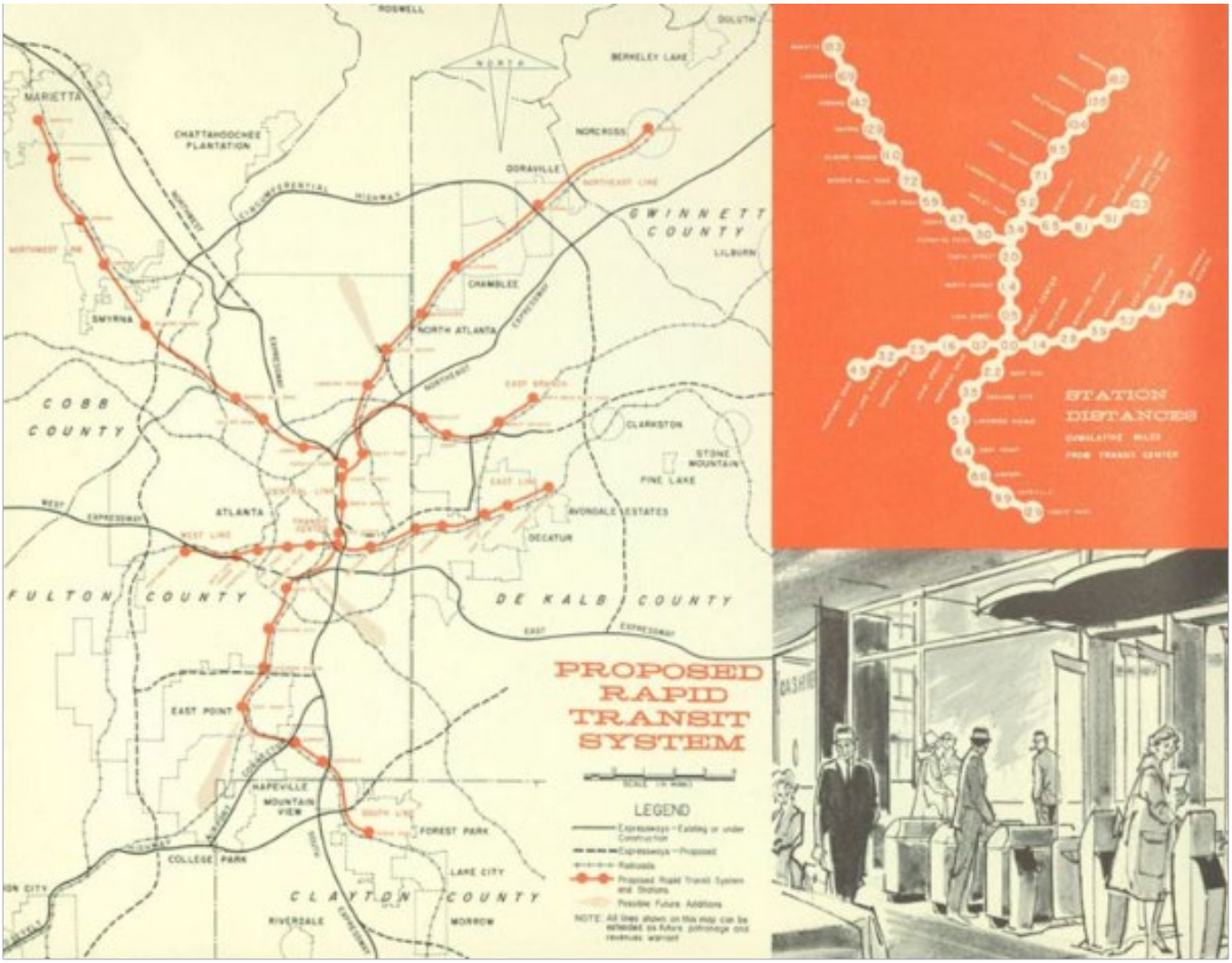


Photo 21. Rapid transit system proposed in 1962 by the Metropolitan Atlanta Rapid Transit Study Commission. Five Points was originally referred to as Transit Center
Accessed via: http://digitalcollections.library.gsu.edu/cdm/ref/collection/marta/id/3893

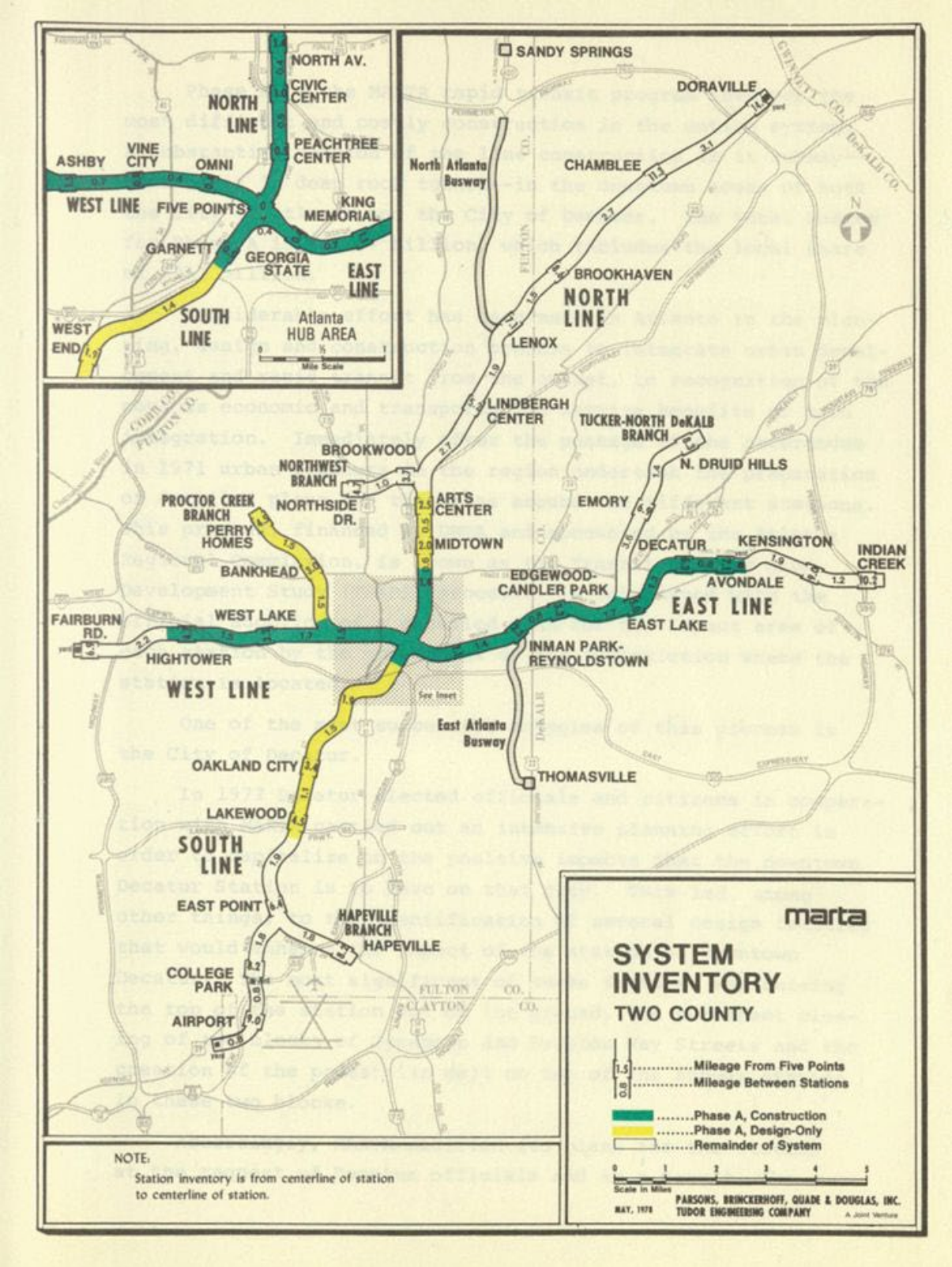


Photo 22. System Inventory Map, May 1978.
Accessed via: https://digitalcollections.library.gsu.edu/iiif/2/marta:7050/manifest.json

Five Points Station

For Five Points Station, the station was intended to serve as both a rail station and a civic plaza. A joint venture comprising Parsons Brinckerhoff Quade & Douglas, Tudor Engineering, and Bechtel Corporation (PBTB) was hired to design the MARTA system following their success in developing the Bay Area Rapid Transit (BART) system in the San Francisco Bay area during the 1950s and 1960s in what became a model transit system for this time period. PBTB's initial 1971 plans for Five Points Station did not feature as dominant an above-ground element as is present today, but the site was clearly designed to be a pedestrian-friendly space, evidenced by the open walkways and abundance of trees (see Photos 23-24). The alteration of the street grid by partially closing Broad Street SW was included and explained the slightly raised elevation of the station's plaza level, since a project representative stated there "just isn't enough space between the railroad tracks that lie at ground level and the existing street, or viaduct, level to accommodate the three levels of the station."[8] Early plans also indicate that access points to Rich's, Underground Atlanta, and a future development northwest of the station (that was not realized) were included in these preliminary design sheets.

In 1974, the prime design contract for Five Points Station was awarded to the Atlanta-based design firms Finch, Alexander, Barnes, Rothschild and Paschal, Inc. (FABRAP) and Heery & Heery, Inc.[9] The joint venture, called Finch-Heery, only designed the station canopy: electrical, mechanical, and interior design were subcontracted to local firms, and PBTB handled the civil and structural engineering aspects of the station as well as the entire MARTA system. This organization of labor reflected a similar arrangement that PBTB used in designing BART's stations. MARTA unveiled the Five Points Station design to the public in June 1976. The station's architects aimed to "design a station that would accommodate MARTA riders and also enhance the neighborhood." [10] In addition to being accessible and practical for pedestrians and riders, the designers considered the proximity of high-rise buildings when designing the canopy roof (see Photos 25-26). Architect Bill Finch of FABRAP stated the canopy, "will be a 'significant symbol of progress' in Atlanta, with a 'strong and simple' but 'handsome' appearance the goal."[11] This opinion was consistent with, albeit more generous than, MARTA general manager for transit system development Peyton Tabb's 1975 comment, "the Five Points station is going to be a workhorse station and may not be as smart-looking, in terms of architectural refinements, as stations elsewhere in the MARTA system."[12] Tabb also stated, "[o]ur thinking is that if you make things too attractive in the station – if you put things in there to attract people – the result will be the opposite of what you want. People will stick around, which is what we don't want them to do."[13] Considering this approach to the station design, the simplicity of the design presented embodies a focus on functionality that initially appears consistent with the tenets of Brutalism. However, there is a disconnect in how that utilitarian, functional design was applied throughout the station, due to the number of firms involved in the design of Five Points, that diminishes the station's overall adherence to the style. While the interior of the station remains utilitarian, the manner of execution shifts throughout to incorporate decorative materials such as marble and glass tile cladding, and deviates from the station canopy's geometric shapes and planes through the use of barrel-vaulted, recessed lighting and curved pathways at the concourse and

[8] Raleigh Bryans, "Progress Begins on Five Points Station," *Atlanta Constitution* (Atlanta, GA), January 5, 1975.
[9] Sharon Bailey, "$5 Million in Subcontracts Awarded by MARTA," *Atlanta Constitution* (Atlanta, GA), January 5, 1974.
[10] Sharon Bailey, "MARTA Unveils 5 Points Plans," *Atlanta Constitution* (Atlanta, GA), June 11, 1976.
[11] Ibid.
[12] Bryans, "Progress Begins on Five Points Station," *Atlanta Constitution*, January 5, 1975.
[13] Bryans, "Progress Begins on Five Points Station," *Atlanta Constitution*, January 5, 1975.

platform levels. While these differences appear subtle, they stand in stark contrast to the station's street level appearance.

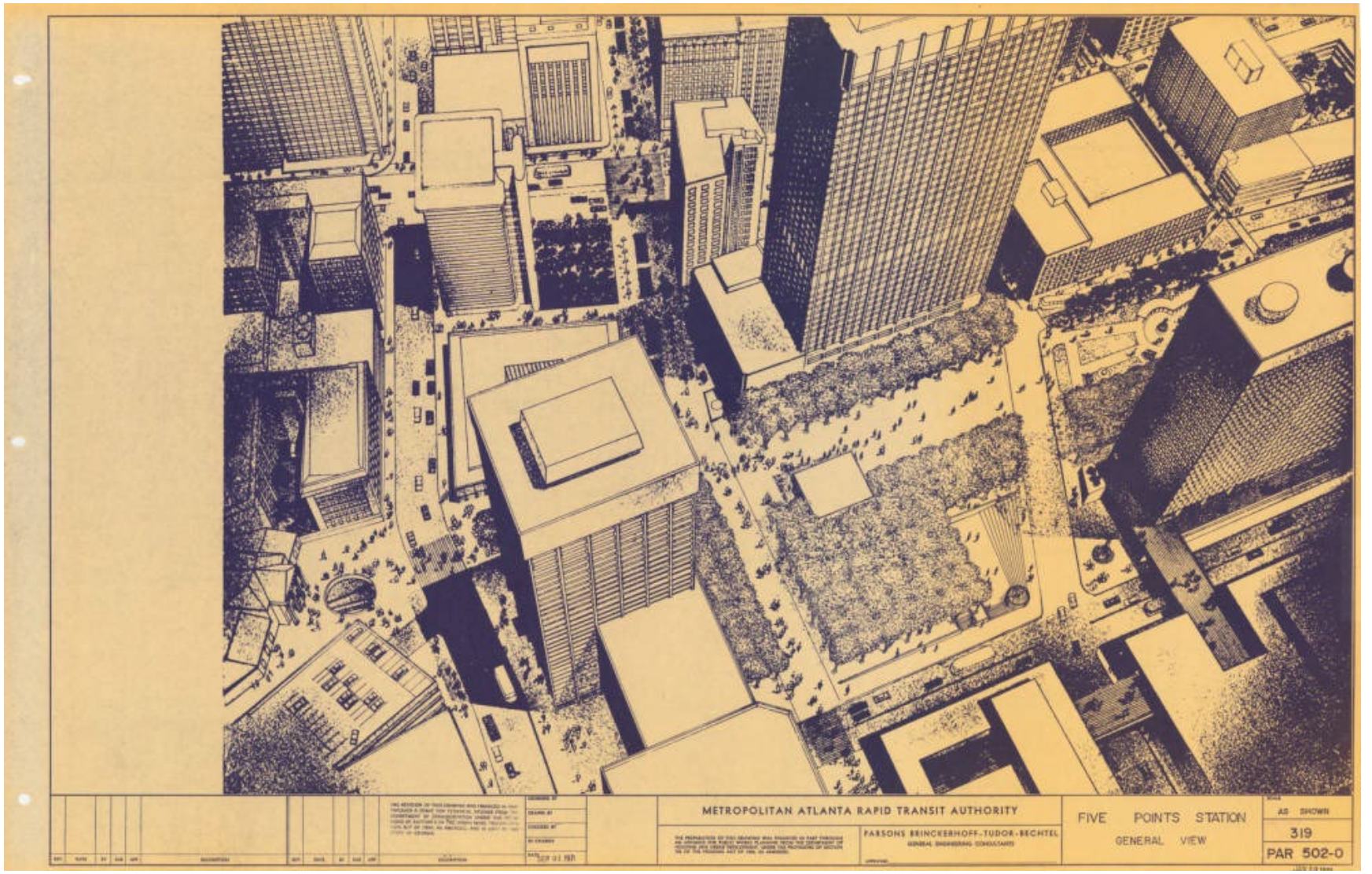


Photo 23. Sheet 319 Five Points Station, General View, 1971.
Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/2649/rec/19

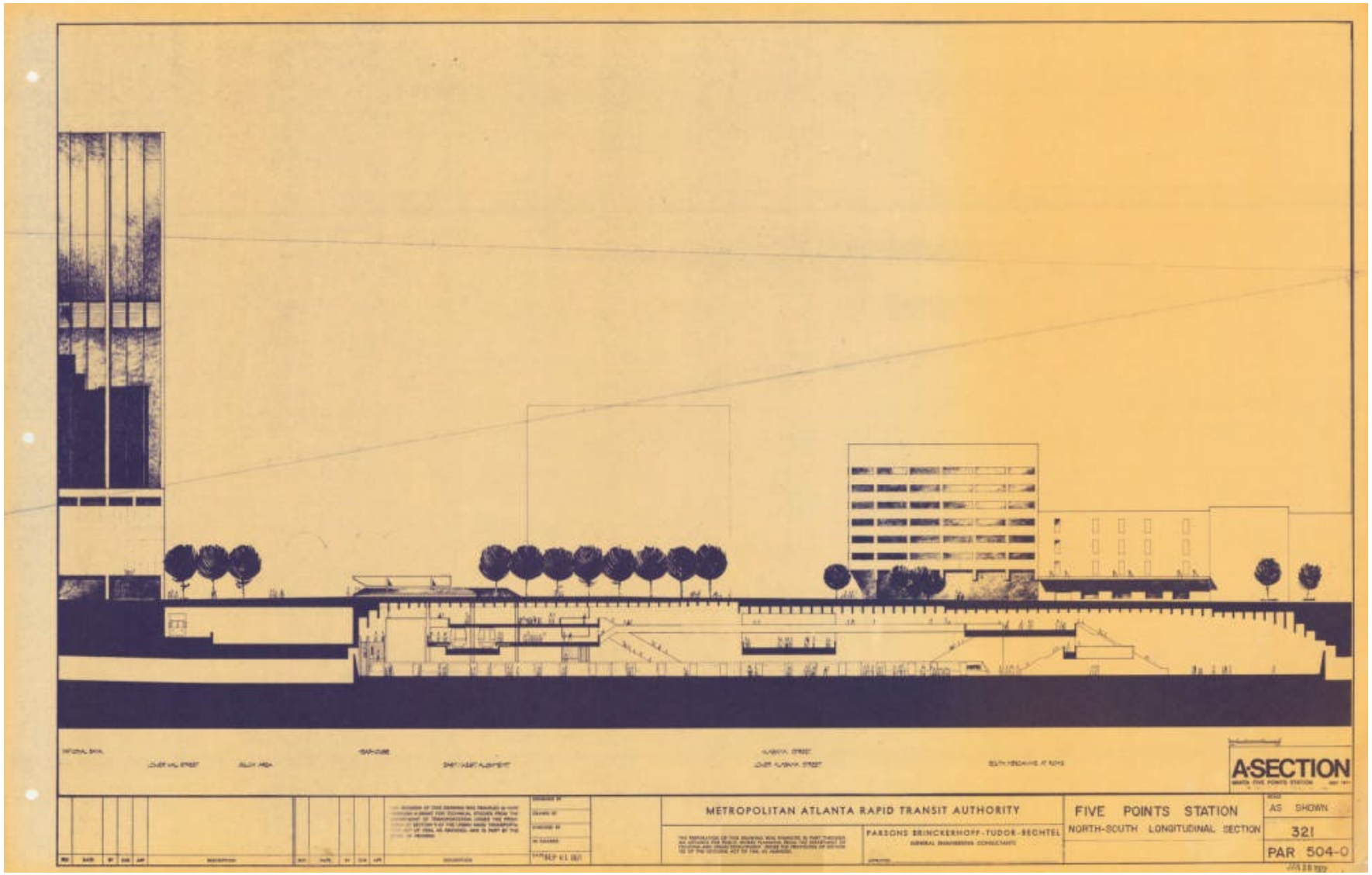


Photo 24. Sheet 321, Five Points Station, North-South Longitudinal Section, 1971.
Accessed via: https://digitalcollections.library.gsu.edu/digital/collection/marta/id/2504/rec/16

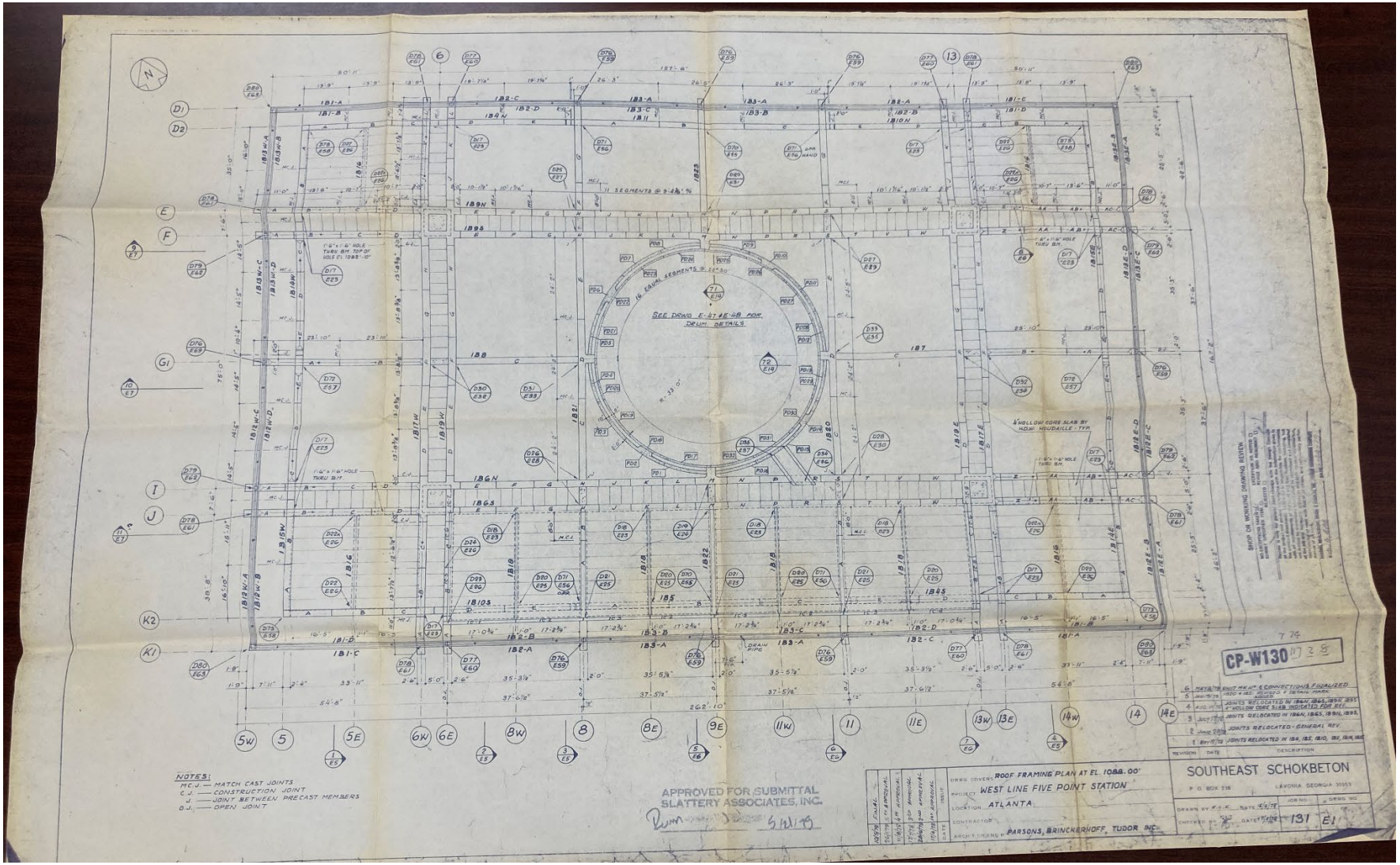


Photo 25. Roof frame plan at elevation 1088. Final approval date October 5, 1979.
Source: MARTA Archives.

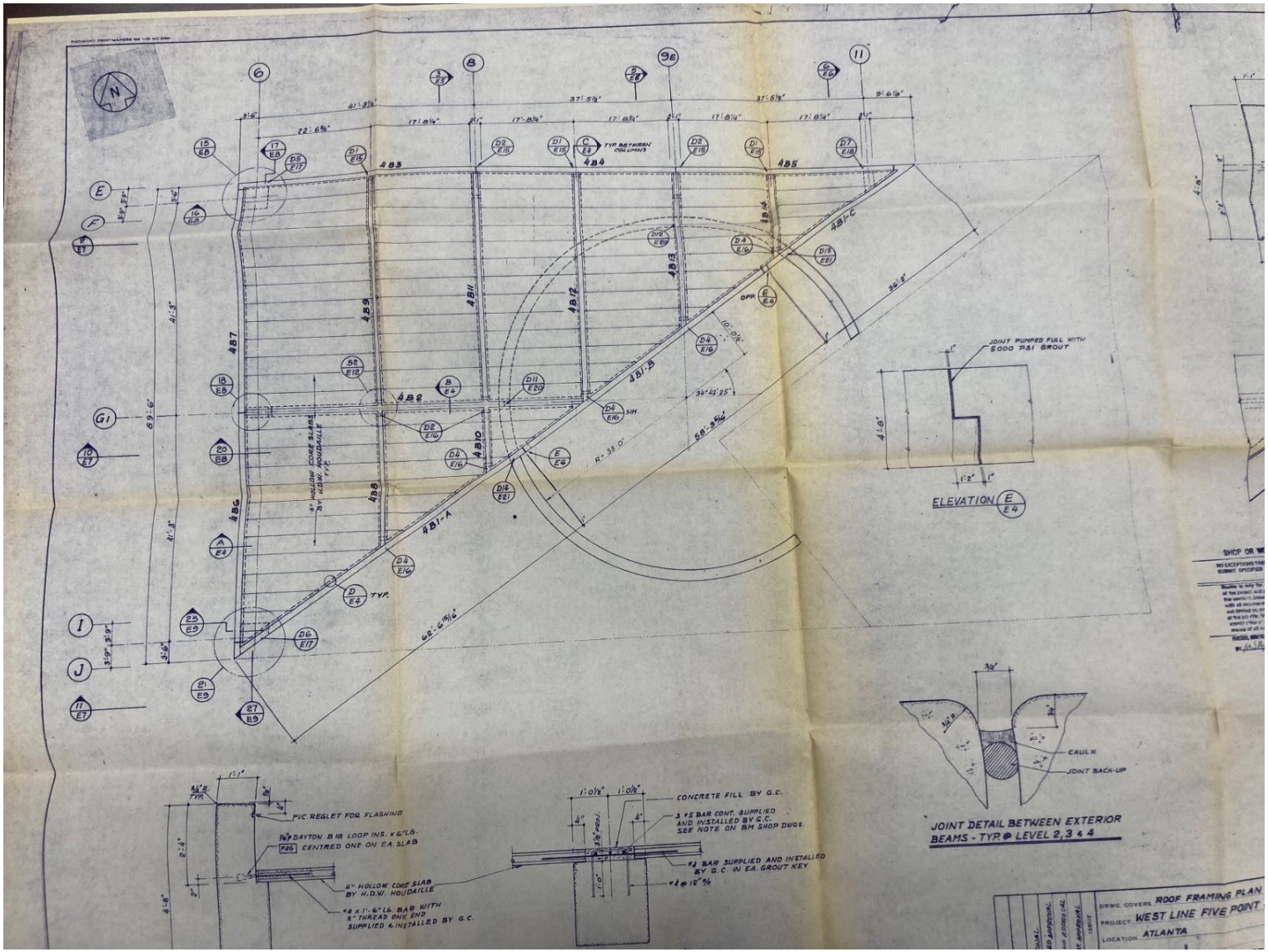


Photo 26. Roof framing plan at elevation 1107.33. Final approval date October 5, 1979.
Source: MARTA Archives

Plans for the canopy were not met favorably by all. In July 1976, just weeks after MARTA unveiled the station plan, the Atlanta Urban Design Commission strongly objected to the large canopy. The objection was based on the fact that the station proper was underground, rendering the canopy purely ornamental. The Commission objected to the ""concept of a monumental canopy structure above the plaza" as "excessive, both in terms of cost and symbolic value.""[14] The commission did not have a particular alternative in mind, but it noted that it would generally " '[…] prefer some kind of open space' with more landscaping rather than a plaza adorned by the proposed canopy."[15] These concerns ultimately did not sway MARTA officials, as the canopy design and construction continued.

The station plans did include a nod to Atlanta's past through incorporation of part of the Eiseman Building façade. The Eiseman Building housed a haberdashery and clothing store built in 1901 that was located on Whitehall Street (now Peachtree Street). The building was demolished in 1975 to accommodate the construction of Five Points Station. Prior to demolition, the façade was removed for later relocation within the new station along the north wall, where it extends through all three levels of the station.

FABRAP and Heery & Heery, Inc.

The architectural firm selected for Five Points Station was a partnership between the Atlanta-based FABRAP and Heery & Heery, Inc. The joint venture partnership began in 1963 when the firms collaborated to design and manage construction for the Atlanta-Fulton County Stadium, completed in 1965. This timing was advantageous, as it allowed the firms to effectively form a third entity, Finch-Heery, that was jointly owned and "become one of the few companies in the nation with the know-how and experience to get in on the burgeoning field of designing multipurpose sports stadiums."[16] Finch-Heery operated separately from the two parent firms; in 1970, Henry Teague, a FABRAP designer, and Wilton L. Ferguson, a vice president of Heery & Heery, led the day-to-day operations.[17] A newspaper article from 1983 described the arrangement "operat[ing] as a separate company with its own offices, and the two parent firms are competitors in all other aspects."[18]

Following their partnership in the 1960s, Finch-Heery became recognized as "probably the nation's leading specialty designer of stadiums and other sports facilities."[19] Professional football was increasing in popularity, and cities wanted multipurpose stadiums that could host a variety of sporting events. Owing to the differences between playing field configurations, Finch-Heery believed that circular stadiums were the best way to accommodate the different fields while maintaining desirable vantage points for spectators. Their collaborative work included over 100 major stadiums and arenas such as the Georgia Dome in Atlanta, Riverfront Stadium in Cincinnati, Schaefer Stadium in Foxboro, Massachusetts, and university stadium expansions at the University of Georgia and Georgia Tech. Many of these large-scale projects have since been replaced and demolished or renovated extensively. Among lists of the partnership's projects, Five Points Station is the only listed work that was not a multipurpose sports facility, complex, or arena. While notable that Five Points

[14] Sharon Bailey, "MARTA's Canopy Plans Hit: Cost Called Exorbitant," *Atlanta Constitution* (Atlanta, GA), July 13, 1976.
[15] Ibid.
[16] Tom Walker, "Joint Idea Creates Third Firm: Temporary Partnership Goes Steady," *Atlanta Constitution* (Atlanta, GA), June 14, 1970.
[17] Ibid.
[18] Tom Walker, "'Shotgun' marriage helps build stadiums," *Atlanta Constitution* (Atlanta, GA), June 29, 1983.
[19] Ibid.

Station has no parallel project among the partnership's canon of work, MARTA's commitment to fulfilling and reaffirming promises they had made to "make "maximum use" of "locally available design resources"" as well as their approach of awarding contracts via negotiation rather than on a bid basis, suggest that the firm's ties to the area and experience with high-occupancy buildings were advantageous for MARTA.[20] Since each individual firm had a representative leading day-to-day activities, the degree of involvement and oversight prominent Atlanta architect George Heery and the lead architects at FABRAP provided to individual projects for their joint venture is unclear.[21] Both Bill Finch and George Heery, namesake principals of Finch-Heery, attended the design unveiling for Five Points Station.

Brutalism

Brutalism descended from the Modernist movement architectural styles used throughout the world primarily from the 1950s through the 1970s. Brutalist buildings are widely recognizable due to their emphasis on materials, textures, and construction, producing dominant, expressive forms that prioritize functionality. Character-defining elements of the style include the use of raw, unfinished concrete; fortress-like massing that is frequently broken down to express the different functions of the building; and "whole site" plans that integrate buildings into an often hardscaped plaza with ancillary features. Brutalist buildings showcase bare building materials, relying on geometry and the play of light and shade for visual interest in place of ornamentation. Although applied ornament is not often used, the concrete may be given different finishes to break up potentially monotonous expanses of gray. Color palettes are typically monochromatic and earth-toned, and trim materials such as wood, stone, and brick may be used to provide contrasting colors and textures.

British husband-and-wife team of Peter and Allison Smithson, who designed the Hunstanton School in Norfolk, England in 1954, first used the term "New Brutalism" for their design approach. The term and style were then amplified in 1955 when British architecture critic Reyner Banham wrote an essay describing the Smithsons' school at Hunstanton as representing this "New Brutalism." Banham further defined New Brutalism as an aesthetic style, as well as linking it with *béton brut* construction, meaning raw concrete in French, that was popularized by Swiss-French architect Le Corbusier. Le Corbusier is widely credited with pioneering the style with his approach to concrete construction, first utilized in his Unité d'habitation housing project in Marseilles that was completed in 1952.

The New Brutalism, or simply "Brutalism," spread to the United States in the early 1960s, especially with the work of Louis I. Kahn, Paul Rudolph, and Ralph Rapson. Louis Kahn's Salk Institute for Biological Studies in La Jolla, California, built between 1960 and 1963, is considered by some to be the best example of the style in the United States, with Paul Rudolph's Yale Art and Architecture Building (1963) and Kallman, McKinnon & Knowles' Boston City Hall (1968) as other notable examples. Several Brutalist buildings within the City of Atlanta were surveyed in the *Downtown Atlanta Contemporary Historic Resources Survey Report* (2013) and include Ted Levy's Plaza Towers (1969); John Portman's AmericasMart buildings 1 and 3 (1961, 1979); John Portman's Peachtree Center (1966-1988), which is listed in the National Register; select buildings on Georgia State University's campus (1960s); Marcel Breuer's Atlanta Central Library (1977-1980); and MARTA's Peachtree Center and Garnett Stations (1981-1982).[22]

[20] Bailey, "$5 Million in Subcontracts Awarded by MARTA," *Atlanta Constitution*, January 5, 1974.
[21] Walker, "Joint Idea Creates Third Firm: Temporary Partnership Goes Steady," *Atlanta Constitution*, June 14, 1970.
[22] Karen Huebner, *Downtown Atlanta Contemporary Historic Resources Survey Report*, September, 2013.

To many, Brutalist buildings could often be described as cold, especially as they aged and began to spall and stain. Increasingly associated with urban decay and crime and described as "ugly" or "oppressive," Brutalist buildings suffered from general reactions against Modernism during the late 1970s. Another factor of Brutalism's decline was both its atmosphere of and association with totalitarianism, as the style was used across European communist countries. The style became popular with communist regimes due in part to its simple and functional approach to construction and design and relative low cost. It was also popular because of the ideals of strength and dominance brutalist buildings projected during a time when much of Europe was rebuilding post-World War II.[23] By the 1980s, the popularity of Brutalism had waned because of these associations and the less-than-ideal way the building materials had aged. Some people even advocated for the demolition of existing Brutalist buildings, such as Boston City Hall. Brutalism has experienced a resurgence of interest in recent years.[24]

Concurrent Mass Transit System Development

Within this general time period, other cities across the nation were developing transit systems as well, including BART in San Francisco; Washington Metro in Washington D.C.; and Metrorail in Miami (see Table 1). Until Metrorail in Miami initiated construction in 1980 after planning efforts began in 1971, MARTA was the only heavy-rail transit project in the Southeast. Construction on BART began a decade prior to MARTA. For BART, PBTB outsourced individual station design to architects to create "avant-garde and colorful designs in the stations, which were optimistically conceived as cultural rallying points for the local communities." BART's design showcased an attempt by PBTB to demonstrate new technology through use of an automated system in addition to transit aesthetics that would "serve as the model for rapid transit in the new age." BART was viewed as the "cutting edge of rapid transit technology" and its design set a new standard for transit systems worldwide.[25]

The BART system itself is not known to exemplify one specific architectural style, but there are a number of Brutalist-style stations present, most notably Glen Park, which was individually listed in the National Register in 2019 when it reached 50 years of age. The nomination form states that Glen Park remains largely unaltered and is "widely recognized as the crown jewel of the BART system and is one of the finest examples of Brutalism in San Francisco."[26] Glen Park is "unquestionably Brutalist" due to its "muscular massing, board-formed concrete, and geometric forms."[27] The station was designed by local architect Ernest Born and is considered one of his most important designs; Born also designed the Balboa Park Station in the same style. *Architectural Record* highlighted both stations in 1974, lauding Glen Park and describing Balboa Park as being on a "smaller and more intimate" scale that "in no way attempts the grandeur" of Glen Park.[28] In 2011, Glen Park was included as part of a historic resources survey when it was only 43 years of age and below the 50-year age requirement typically required for properties to be eligible for listing in the National Register.

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[23] Akash Kapur, "Can Poland's Faded Brutalist Architecture Be Redeemed?," *The New York Times* (New York City, NY) October 10, 2018.
[24] Nikil Saval, "Brutalism is Back," *New York Times* (New York City, NY), October 6, 2016.
[25] Benson Bobrick, *Parsons Brinckerhoff: The First 100 Years*, (New York: Van Nostrand Reinhold, 1985), 174, 181.
[26] "National Register Nomination Review & Comment" (San Francisco Planning Department, San Francisco, CA, 2019), Pg 3. Accessed digitally via: https://commissions.sfplanning.org/hpcpackets/2019-012704CRV.pdf
[27] Ibid. pg 12.
[28] "Two BART Stations," Architectural Record, Ed. 11 (November 1974), pg 119.

Following an evaluation and review, it was determined that the station did not meet the exceptional importance requirement of Criteria Consideration G, which is necessary for buildings that are less than 50 years old. As a result, Glen Park was not eligible for listing in the National Register at that time despite the station having already been identified and described in architectural literature, indicating its value both within the BART system and to academics. Upon becoming 50 years old, Glen Park was determined eligible for listing in the National Register.

Washington Metro was constructed and operating prior to MARTA and is known for its Brutalist design, using exposed concrete, strong geometric motifs, and distinctive vaulted station ceilings. Architect Harry Weese designed many of the Washington Metro stations, especially those stations located in downtown Washington, D.C. The system as a whole has received several accolades, including from the American Institute of Architects when in 2007 it was ranked 106 out of 150 in the Institute's poll of America's Favorite Architecture, the only Brutalist Style design to make the list. In 2014, the American Institute of Architects gave the 25 Year Award – for architectural projects that have stood the test of time – to the Washington Metro. The Brutalist stations of the Metro represent a cohesive design aesthetic applied by a single architect across a segment of the entire original system, and collectively, they embody the features and characteristics of the Brutalist Style.

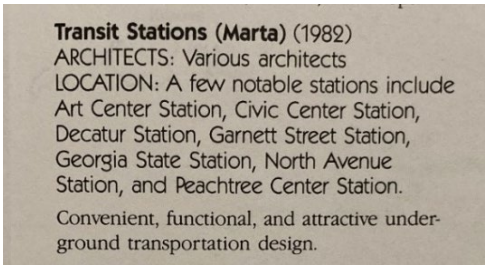
Planning for Miami's elevated Metrorail began in 1971, and construction took place in the early 1980s; its design consists primarily of island platforms, where a single platform is positioned between two sets of tracks. The stations are largely concrete, and while falling outside of the time frame for Brutalism, it exhibits obvious elements of the style including its massing, geometry, and materials. Several stations that opened by 1984, including University Station, Douglas Road Station, and Civic Center Station, display similar design qualities as that of MARTA. Because of its relatively recent history, Metrorail has not undergone scholarly study, and no publications have singled out any of the stations as being of particular note architecturally.

Table 1. Rapid Transit Systems Opening 1970-1985

City	Transit System	Construction Start	Open Year	Total Number of Stations
San Francisco, California	BART	1964	1972	50
Washington, D.C.	Metro	1969	1976	91
Atlanta, Georgia	MARTA	1975	1979	38
Miami, Florida	Metrorail	1980	1984	23

In the years since its construction, Five Points Station has not undergone scholarly evaluation or received attention to identify it as a noteworthy example of a building type or style. In multiple cases it has been left out; a 1985 book titled *A Field Guide to Landmarks of Modern Architecture in the United States* identified seven "notable" stations within the MARTA system as being of architectural interest for "convenient, functional, and attractive underground transportation design," but Five Points

Station was not included.[29] The stations listed include Arts Center Station, Civic Center Station, Decatur Station, Garnett Street Station, Georgia State Station, North Avenue Station, and Peachtree Center Station (see Photo 27). The station list provided appears subjective, the entry is brief, and no explanation is included as to what qualifies as "notable." However, considering the role of Five Points Station within the system and its design approach that emphasized convenience and functionality for riders, its exclusion is noteworthy. Similarly, the 2013 *Downtown Atlanta Historic Resources Survey* identifies Garnett Street Station and Peachtree Center Station as examples of Brutalism in the City of Atlanta while identifying Five Points Station as "Late Modern."[30] The report does not specify what features or characteristics support this Late Modern designation; however, this, along with Five Points Station's late construction date, suggests that it is not a significant evolution of Brutalism, to the point that its stylistic expression is unclear. The Late Modern designation from the 2013 survey runs contrary to how the station is evaluated within this determination of eligibility.


Transit Stations (Marta) (1982)
ARCHITECTS: Various architects
LOCATION: A few notable stations include Art Center Station, Civic Center Station, Decatur Station, Garnett Street Station, Georgia State Station, North Avenue Station, and Peachtree Center Station.

Convenient, functional, and attractive underground transportation design.

Photo 27. MARTA reference from Miriam Stimpson's *A Field Guide to Landmarks of Modern Architecture in the United States*

National Register of Historic Places Evaluation

Five Points Station was evaluated for eligibility for listing in the National Register of Historic Places using the National Register Criteria for Evaluation (36 CFR § 60.4) and guidance found in National Register Bulletin 15, "How to Apply the National Register Criteria for Evaluation." The bulletin recommends evaluating properties utilizing the following sequence: categorize the property type; determine the property's representative historic context; apply the National Register Criteria and determine if the property is significant; determine if any Criteria Considerations apply; and last, determine whether the property retains sufficient integrity. Integrity should be assessed only after significance is established.[31] After completing this sequence of steps, and as a result of evaluation, Five Points Station is considered **Not Eligible** for inclusion in the National Register of Historic Places.

Five Points Station was evaluated under Criterion A and appears to possess state and local levels of significance in the area of transportation. By the middle of the twentieth century, the Atlanta metropolitan region was experiencing significant population increases. With the rise of the automobile, this subsequently meant that the number of cars in the region was also increasing, leading to traffic accumulation across the region. Providing a solution for convenient travel became a necessity, leading to the creation of MARTA, the first rapid transit system in the Southeast, and the

[29] Miriam Stimpson, A Field Guide to Landmarks of Modern Architecture in the United States (Ann Arbor: Prentice-Hall, 1985), 103.
[30] Huebner, *Downtown Atlanta Contemporary Historic Resources Survey Report*, September 2013. Pg 62.
[31] "How to Apply the National Register Criteria for Evaluation," National Park Service (NPS), U.S. Department of the Interior, 1995, 3, 45.

plan for Five Points Station as the hub of the proposed system. Five Points Station, located in the central business district within the City of Atlanta, connects all rail lines across two platform levels. The station, and MARTA rail system as a whole, was constructed utilizing federal funding made available via the passing of the Urban Mass Transportation Act of 1970. This legislation provided nation-wide incentive to create public transit systems. Because of Five Points Station's integral role within the MARTA system and as a station within the Southeast's oldest rapid transit system, the station is significant under Criterion A.

Five Points Station is not significant under Criterion B because research did not indicate associations with the lives of persons significant in our past. Architects and engineers are represented by their works and are evaluated under Criterion C as described in "How to Apply the National Register Criteria for Evaluation."[32]

Five Points Station was evaluated under Criterion C and does not appear to possess significance in the areas of architecture or engineering. The station's canopy was designed by Finch-Heery, a joint venture between the Atlanta-based firms of FABRAP and Heery & Heery, Inc, which was a partnership that specialized in multipurpose sports facilities across the United States, and involved other firms, notably PBTB, which designed the BART system, after which MARTA was modeled. Since Finch-Heery operated as a single entity and day-to-day operations were delegated to representatives for each firm, the level of involvement and oversight prominent architect George Heery and the lead architects at FABRAP provided to Finch-Heery's work with MARTA is unknown.[33] Five Points Station represents a singular effort at transportation design with no parallels in the firm's canon of work. While notable in that regard, the project did not become an impetus for additional transit or other transportation work outside of the firm's focus on sports complexes, and therefore is not considered the work of a master. Additionally, the design for Five Points Station was spread between five different firms; Finch-Heery is listed as the prime and only designed the station canopy; electrical, mechanical, and interior design were subcontracted to local firms, and PBTB handled the civil and structural engineering aspects of the station as well as for the entire MARTA system. The division of labor for the station's design is apparent: the Brutalist elements present at the plaza level are not fully integrated throughout the station or have been altered. At the plaza level, curved metal-and-glass enclosures were added to the station entrances beneath the canopy at a later date. The curvilinear design of the enclosures is inconsistent with the rectilinear Brutalist elements exemplified at the plaza level. At the concourse and platform levels station offices were updated and reconfigured. Lower levels also introduce decorative cladding using marble and glass tiles and pathways following curvilinear routes; concrete is relegated to select outer walls. While the station still focuses on functionality, there is a disconnect between the smooth and polished station interior spaces and the concrete Brutalist exterior canopy. Five Points Station also includes access to nearby commercial properties through passageways that extend from the station's concourse level. This feature is not unique to MARTA; stations including Georgia State Stadium, Omni Station (now GWCC/CNN Station), and Peachtree Center feature direct facility connections. This feature is also not an innovation to transit design since existing systems in the country feature direct facility connections from both above and below ground access points. The station in its entirety was a highly collaborative effort with formerly prominent engineering joint venture PBTB, and the level of input Finch-Heery had beyond the canopy design is unclear.

[32] "How to Apply the National Register Criteria for Evaluation," NPS, U.S. Department of the Interior, 1995, 16.
[33] Walker, "Joint Idea Creates Third Firm: Temporary Partnership Goes Steady," *Atlanta Constitution*, June 14, 1970.

Five Points Station is an example of Brutalist architecture in the City of Atlanta that does not fully integrate Brutalist tenets throughout the station proper. The canopy design is a modest example of the style, adhering to the baseline components of Brutalism through its exterior use of bare building materials and reliance on rigid geometry for visual interest in place of ornamentation. While the concourse and platform levels also emphasize geometric lines, the introduction of new, polished cladding materials diminishes immediate associations with Brutalism throughout the station proper, creating a disconnect between the hulking, pre-cast concrete canopy and the clean lines of the utilitarian transit space (see Photos 3-6, 13-16). Further, the station's construction date suggests that it is not a significant evolution of the style. Within the City of Atlanta, more successful and fully integrated applications of the Brutalist Style include Ted Levy's Plaza Towers (1969); John Portman's AmericasMart buildings 1 and 3 (1961, 1979); buildings within John Portman's Peachtree Center (1966-1988), which is listed in the National Register; select buildings on Georgia State University's campus (1960s); Marcel Breuer's Atlanta Central Library (1977-1980); and MARTA's Peachtree Center and Garnett Stations (1981-1982). These buildings have been recognized for their architectural merit and are referenced in the 2013 *Downtown Atlanta Historic Resources Survey,* which does not associate Five Points Station with Brutalism and instead lists the station style as "Late Modern," contrary to how the station is understood today and how it is evaluated within this report.[34] Five Points Station is a modest example of the Brutalist Style that lacks the high artistic values seen in better local and national examples of Brutalism. Therefore, Five Points Station is not significant under Criterion C.

There is no indication that Five Points Station will yield information important in history and is therefore not significant under Criterion D.[35] There is no potential for archaeological sites due to ground disturbance via demolition of existing buildings and subsequent excavation required to construct Five Points Station.

Criteria Consideration G

Because Five Points Station is less than fifty years of age, the property must be evaluated under Criteria Consideration G: properties that have achieved significance within the last fifty years because of exceptional importance. Evaluation under Criteria Consideration G requires sufficient historical perspective through scholarly research and historic context, including the property's role within that context and a comparison to related properties. Because of its relatively recent history, Five Points Station has not undergone prior scholarly evaluation and there is a dearth of professional, documented materials on the resource and resource type within this context.[36] While Five Points Station is the largest station and the central hub of the MARTA system, individually it does not rise to the level of exceptional significance within its historic context.

Five Points Station, as an individual transit station, is not exceptionally important in the context of transportation in Georgia or the Southeast. Federal funding via the Urban Mass Transportation Act of 1970 provided the opportunity to plan and execute MARTA's construction as part of a national effort to increase public transit. Large cities across the country were able to utilize this funding opportunity to improve or construct heavy rail transit projects at large scales. Within the Southeast and adjacent Mid-Atlantic regions, this included Metro in Washington, DC, followed by MARTA and

[34] Huebner, *Downtown Atlanta Contemporary Historic Resources Survey Report*, September 2013. Pg 62.
[35] "How to Apply the National Register Criteria for Evaluation," NPS, U.S. Department of the Interior, 1995, 21.
[36] Luce, Ray W., and Marcella Sherfy, "Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Part Fifty Years," NPS, U.S. Department of the Interior, Revised 1998, pg. 7.

later, Miami's Metrorail. Five Points Station is the central station in the system; however, it was not one of the original stations on the east line that first opened in June 1979. Five Points Station opened for limited ridership in December 1979 along the east-west line while construction for the lower, north-south platforms was still underway. Similarly, while Five Points Station is the main transfer station for the MARTA system, it is not the only transfer station within the system; Lindberg Center and Ashby Stations are also transfer points for the red and gold lines and green and blue lines, respectively. In addition, Five Points Station, and MARTA as a whole, were not the catalyst for continued growth and development in Atlanta. The Atlanta metropolitan area's population growth that had begun over twenty years prior to the station's construction and would likely have continued regardless of the station's construction. Five Points Station and the MARTA system as a whole were conceptualized and constructed to address the subsequent increase in automobile congestion that resulted from this growth. Furthermore, construction occurred during a period of decline for the City of Atlanta, including the Five Points area, as inhabitants left the city for the suburbs. The surrounding area further declined due to the number of buildings and businesses that were razed to accommodate the station's construction. Though Five Points Station expanded connectivity within the Atlanta metropolitan area and was the hub of the first rapid transit system in the southeast, the station did not generate a rebirth of downtown Atlanta, nor did it appear to inspire any substantial transit-oriented development that contributed to the growth and vitality of the surrounding area. Therefore, Five Points Station does not exemplify characteristics that elevate it to the level of exceptional importance in the area of transportation.

Additionally, comparative analysis indicates that Five Points Station has not been identified as a significant example of Brutalism in architectural journals or other scholarly works and is not a unique example of Brutalism either within the City of Atlanta or as applied to transit station design from a comparable time period. Research did not indicate that Five Points Station is viewed by academics or architects as an exceptionally important example of the Brutalist Style. Discussions of Five Points Station from period articles in the *Atlanta Constitution* indicate a mixed response to its canopy design, particularly from the Atlanta Urban Design Commission, and little discussion of its station layout. While select MARTA stations were named in a 1985 book highlighting Modern architecture throughout the United States, Five Points Station was not one of the seven "notable" transit stations mentioned. The brief write-up does not go into detail about any of the stations individually or identify what makes those stations more notable than others within the MARTA system. In the 2013 *Downtown Atlanta Historic Resources Survey Report*, Five Points Station is not identified as Brutalist at all; the station is identified as Late Modern, while Peachtree Center and Garnett Stations are listed as Brutalist in style. Complicating the analysis is involvement of Finch-Heery, a prominent local firm that specialized in sports arenas rather than institutional, civic, or transit architecture and design. Five Points Station is a departure from the firm's prior work. Finch-Heery's involvement with MARTA appears to be their only attempt at transit design, and due to the number of firms that contributed to Five Points Station, including for interior design, Finch-Heery's level of contribution beyond the canopy design is unclear. As a result, the Brutalist design elements the firm incorporated at the canopy and plaza level are not fully integrated throughout the station.

Five Points Station also does not represent a locally significant example of Brutalism within Atlanta. Similarly, Five Points Station is not the first, only, or most representative example of Brutalism applied to mass transit within the United States or within the Southeast and was also not the only transit system constructed during this time as an influx of federal money directed toward major transit projects led to new systems across the country. BART in San Francisco was constructed and in operation before MARTA and Five Points Station and features Brutalist stations, including Glen Park, which was individually listed in the National Register in 2019. Glen Park had previously been

evaluated in a 2011 survey; however, it was determined that the station did not meet Criteria Consideration G and was therefore not eligible at that time. Within the Southeast, the Washington Metro, designed by Harry Weese, was partially constructed and in operation prior to Five Points. As a system, Washington Metro features many stations that consistently display high style Brutalist elements and has been the recipient of national attention and awards for its station designs. To date, no architectural publications have written about Five Points Station, and it has not received any awards in relation to its design merit, indicating that it is not a viewed as representative of Brutalism applied to a transit station.

While the opening of MARTA was a major transit development for the City of Atlanta and surrounding area, individually, Five Points Station cannot be considered an exceptionally important property when evaluated in the context of transportation at the state or local levels, or comparatively to other transit stations in the United States. The station did not introduce innovative transportation design features or inspire significant transit-oriented development in the area, nor does it represent a significant example of Brutalism, and therefore does not rise to the level of exceptional importance as required for evaluations of properties less than 50 years of age.

Therefore, Five Points Station is not eligible for listing in the National Register.

UTM Coordinates: 33.75386 N, -84.39171 E

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