



APPENDIX E

Cultural Resources Supporting Information and
Correspondence

ASSESSMENT OF EFFECTS

CONNECT COBB PROJECT COBB COUNTY AND FULTON COUNTY, GEORGIA

HP No. 131021-003

FINDING OF NO EFFECT TO:

Marietta Motel (Resource 1); Regency Inn & Suites (Resource 2); Crown Inn (Resource 3); Traveler's Motel (Resource 5); Sun Inn (Resource 6); Atlanta Office Machines (Resource 7); Bisma Cars (Resource 8); Marietta Auto Mart (Resource 15); Marietta Lanes (Resource 22); Dairy Queen (Resource 27); IHOP (Resource 33); Marietta Muffler (Resource 35); Commercial Building (Resource 39); Marietta Auto Center (Resource 42); Assembleia de Deus (Resource 44); Hillcrest Apartments (Resource 52); CSX Railroad (Resource 65); Residential Building (Resource 69); Office Building (Resource 73); Woodruff Arts Center (Resource 74); First Presbyterian Church (Resource 75); Artmore Hotel (Resource 77); Apartment Building (Resource 79)

Prepared For:

Cobb County Department of Transportation
1890 County Services Parkway
Marietta, Georgia 30008

Prepared By:

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

Under Contract With:

Kimley-Horn and Associates, Inc.
2 Sun Court, Suite 450
Norcross, Georgia 30092
(770) 825-0744

March 12, 2015

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

TABLE OF CONTENTS

Introduction.....	2
Description of the Undertaking.....	2
Identification of Historic Properties.....	4
Description of Historic Properties.....	6
Assessment of Effects.....	15

Appendices

- Appendix A—Notification and Early Consultation Correspondence**
- Appendix B—Property Information Forms**
- Appendix C—Resume of Report Preparer**

INTRODUCTION

This document has been prepared for use by the Cobb County Department of Transportation (CCDOT) for compliance with Section 106 procedures in the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. The documentation has been developed in accordance with 36 CFR Part 800. As such, this document assesses the effects to historic properties identified within the area of potential effects of the Connect Cobb project in Cobb and Fulton Counties.

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

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

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

DESCRIPTION OF THE UNDERTAKING

The proposed project includes arterial rapid transit (ART) service and associated improvements on US 41/Cobb Parkway, as described below. The term ART is descriptive of a system that would operate on arterial roads and is now a common term for similar transit systems. The majority of the ART system would operate on fixed guideway (from Kennesaw to Cumberland), would have continuing service to the existing MARTA Arts Center Station, and would begin at the terminus station at KSU near the intersection of Chastain Road and Frey Road.

The alignment is routed as follows from Kennesaw State Station:

- Continues north on Frey Road in mixed traffic where it crosses I-75 on Skip Spann Connector to Busbee Drive (construction of Skip Spann Connector is underway and scheduled to be complete in 2016)
- Continues south on Busbee Drive to George Busbee Parkway, where it travels past Town Center and Barrett Parkway

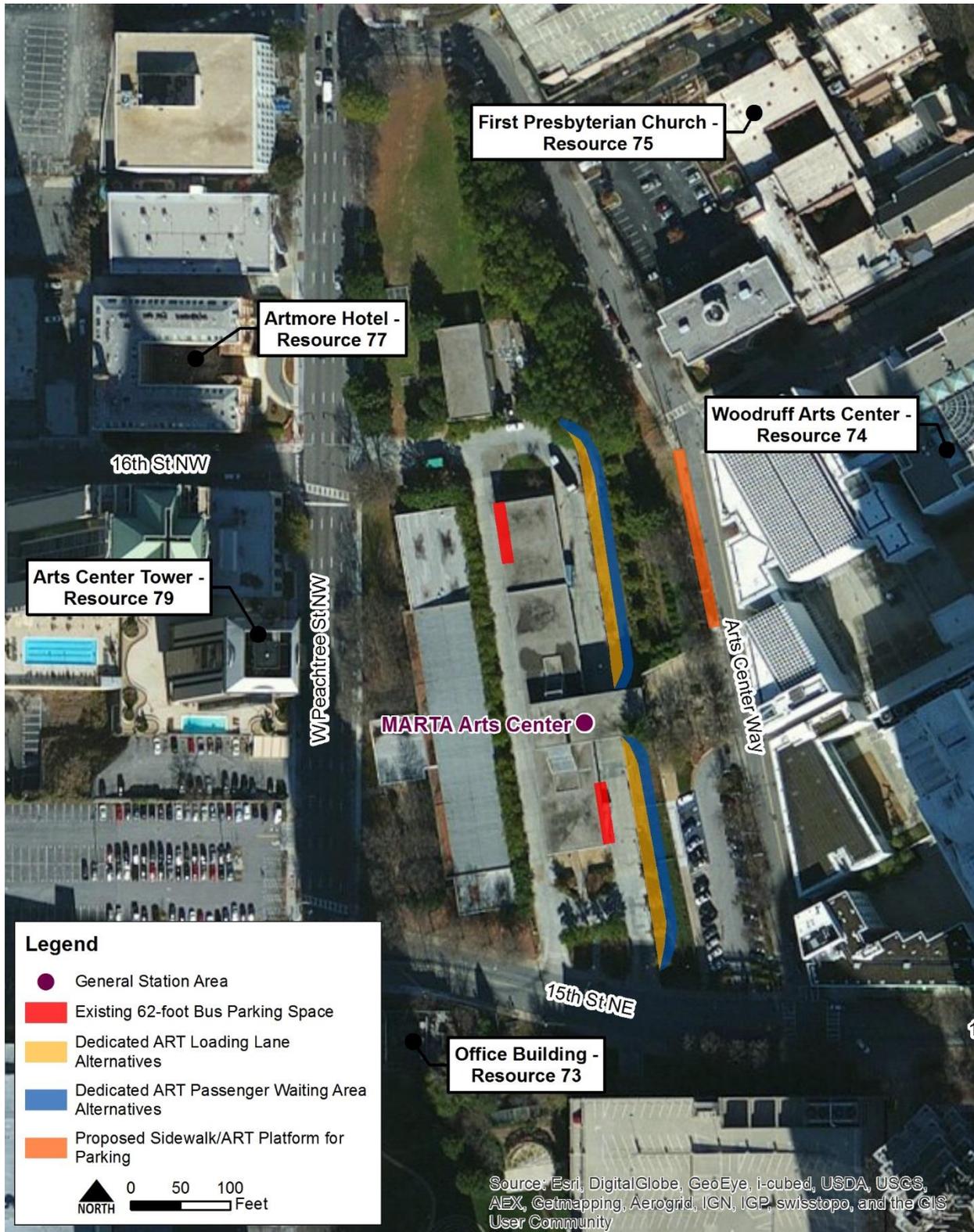
- Continues on the proposed South Barrett Reliever (expected completion in 2019), which includes dedicated guideway (one lane in each direction) for ART vehicles and general purpose lanes (one lane in each direction). The alignment then continues on dedicated guideway on Barrett Lakes Boulevard until US 41/Cobb Parkway
- Transitions to center-running dedicated guideway (one lane in each direction) on US 41/Cobb Parkway between Greers Chapel Road and Cumberland Boulevard
- Continues on Cumberland Boulevard in center-running dedicated guideway, one lane in each direction, between US 41/Cobb Parkway and Akers Mill Road
- Transitions to side-running dedicated guideway on either side of Akers Mill Road from Cumberland Boulevard to I-75
- Accesses I-75 southbound and operates in existing high occupancy vehicle (HOV) lanes, exiting at US 41/Northside Drive. No improvements will be implemented on I-75 as part of the proposed project.
- Operates in mixed traffic on US 41/Northside Drive. No improvements will be made to Northside Drive as part of the proposed project.
- Turns east onto 17th Street and uses the existing side-running dedicated guideway, crossing I-75/I-85 and turning onto Spring Street in mixed traffic. No improvements will be made to 17th Street or Spring Street as part of the proposed project.
- Continues south on Spring Street and turns east onto 14th Street, then north onto West Peachtree Street to the existing MARTA Arts Center Station, all in mixed traffic. No improvements will be made to Spring Street, 14th Street, or West Peachtree Street as part of the proposed project.

In total, the length of the proposed project is 25.3 miles from Kennesaw to the existing MARTA Arts Center Station. Of this length, 13.2 miles (52.2 percent) is in fixed guideway and 12.1 miles (47.8 percent) is in mixed traffic. In addition to the 14 stations to be added for ART, it is anticipated that the existing MARTA Arts Center Station would be modified with the addition of four platforms to accommodate parking of ART vehicles (See Figure 1). The existing vehicle maintenance facility located at 800 South Marietta Parkway in Marietta will be used for ART vehicles.

The proposed transit station locations include Kennesaw State, Town Center, Barrett Lakes Boulevard, White Circle, Battlefield, WellStar Kennestone, Allgood Road, North Loop/White Water, Big Chicken/Roswell Road, University, Dobbins Air Reserve Base, Windy Hill Road, Cumberland North, Cumberland South, and MARTA Arts Center Station. Proposed future stations at Northside Parkway/Paces Ferry, Howell Mill Road, BeltLine, Millennium Gate, and Atlantic Station are not part of the proposed project.

As defined in 36 CFR 800.16(d), the area of potential effects (APE) of an undertaking is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist". Based on this definition, the nature and scope of the undertaking and past experience with similar projects, the APE was defined, in consultation with the Georgia SHPO, as limited to a 150' buffer on either side of the proposed alignment and a 500' buffer around each proposed station location.

Figure 1. MARTA Arts Center Station Configuration Alternatives



IDENTIFICATION OF HISTORIC PROPERTIES

Existing information on previously identified historic properties was researched to determine if any are located within the APE of this undertaking. This review revealed no proposed National Register nominations, no National Register listed properties, and no National Historic Landmarks within the proposed project's area of APE. However, within the proposed project APE there is one bridge determined eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS). This bridge carries the Eligible former Seaboard Air Line railroad (now CSX) over Northside Drive (121-0493-0). The Department of Natural Resources (DNR) Cobb County survey dated 2005 and the Fulton County survey dated 2005 were also consulted as part of the preliminary research effort to identify previously surveyed historic properties along the project corridor.

The state archaeological site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites within the APE. Also topographic maps and aerial photography were reviewed to identify potential areas of high archaeological site potential within the APE.

Following the review of existing information on previously identified historic properties, potential consulting parties in the Section 106 process were identified. In addition to the Georgia SHPO, other potential consulting parties were identified based on the nature and location of the undertaking. The other potential consulting parties invited to participate in the Section 106 process were the City of Acworth, City of Atlanta, Cobb County Board of Commissioners, Cobb County Historic Preservation Commission, Cobb Landmarks and Historical Society, Dobbins Air Reserve Base, City of Kennesaw, Kennesaw Historic Preservation Commission, Kennesaw State University, Life University, City of Marietta, City of Smyrna, Smyrna Historical and Genealogical Society, Southern Polytechnic State University, Vinings Historic Preservation Society, and the Atlanta Regional Commission. Also, the Federal Transit Administration, in keeping with a government-to-government relationship and in compliance with 36 CFR 800, consulted with applicable federally recognized tribes as part of the Section 106 process. In accordance with 36 CFR 800.2, these consulting parties were informed of our efforts to locate previously identified historic properties and the results of those efforts and were asked to provide information on any unidentified National Register listed or potentially eligible historic properties located within the proposed project's APE by a Notification dated October 17, 2013 (see Notification in Appendix A). A response was received from the Cobb County Community Development Agency by a letter dated October 24, 2013, Dobbins Air Reserve Base by a letter dated October 23, 2013, and Georgia SHPO by a letter dated November 8, 2013 (see copies of correspondence in Appendix A). Neither the Cobb County Community Development Agency nor Dobbins Air Reserve Base requested to be a consulting party.

After reviewing any additional information received from consulting parties, field surveys and background research were conducted within the APE to identify any historic properties or archaeological sites eligible for listing in the National Register. During the field survey and while

conducting research on historic resources located along the project corridor, interviews were conducted with various property owners regarding the history of the resources. The results of the field surveys and background research were summarized in a Survey Report and an Archaeological Assessment.

As a result of these identification efforts, 15 National Register eligible historic properties were identified within the proposed project's APE (refer to Figure 1). These historic properties are as follows:

- Resource 1: Marietta Motel
- Resource 2: Regency Inn & Suites
- Resource 3: Crown Inn
- Resource 5: Traveler's Motel
- Resource 6: Sun Inn
- Resource 7: Atlanta Office Machines
- Resource 8: Bisma Cars
- Resource 33: IHOP
- Resource 35: Marietta Muffler
- Resource 42: Marietta Auto Center
- Resource 52: Hillcrest Apartments
- Resource 65: CSX Railroad
- Resource 74: Woodruff Arts Center
- Resource 75: First Presbyterian Church
- Resource 77: Artmore Hotel

No National Register listed or eligible archaeological sites were identified. The historic properties Survey Report was submitted to FTA on September 29, 2014. The Archaeological Assessment was submitted to the SHPO and FTA on June 25, 2014. In response to questions raised by the SHPO the historic properties survey report was revised and re-submitted to the SHPO on February 12, 2015. In a letter dated February 25, 2015, the SHPO determined that the following properties previously recommended not eligible for the National Register should be considered eligible along with the 15 previously identified eligible properties referenced above:

- Resource 15: Marietta Auto Mart
- Resource 22: Marietta Lanes
- Resource 27: Dairy Queen
- Resource 39: Commercial Building
- Resource 44: Assembleia de Deus
- Resource 69: Residential Building
- Resource 73: Office Building
- Resource 79: Apartment Building

In accordance with 36 CFR 800.4(c)(2), these properties were considered eligible for listing in the National Register by the FTA. As such, this report documents the effects findings to all 23 National Register-eligible properties identified along the corridor as a result of previous coordination efforts with the FTA and the SHPO.

DESCRIPTION OF HISTORIC PROPERTIES

Resource 1: Marietta Motel

Resource 1/Marietta Motel is a motel located on the east side of the road at 637 S Cobb Parkway in Marietta, Georgia, just north of New Hope Road. Resource 1 is a combination of the cottage court, motor court, and motor inn building types. Now the property contains four primary buildings: a front office, a two-story motor inn, a row of cottage courts, and a series of motor court buildings at the rear. The office building is a narrow rectangular structure that is perpendicular to the roadway. It has a shed roof and a stucco and stacked stone veneer exterior. A small office is at the front of this building and a series of motel rooms is to the rear (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local, state, and regional level of significance under Criterion A in the areas of commerce, recreation, social history, and transportation as an illustration of the new ways that the growing post-WWII population was choosing to travel by car. This property is emblematic of a mom-and-pop roadside establishment that was built to take advantage of increased mid-century tourism. The resource is also significant under Criterion C as an example of mid-century motel architecture.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 2.4 acres. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 2: Regency Inn & Suites

Resource 2/Regency Inn & Suites is a motel located on the west side of the road at 642 S Cobb Parkway in Marietta, Georgia, across from New Hope Road. Resource 2 is a motor court-type motel in a U-shaped arrangement. It contains 40 guest rooms. Most of the rooms face onto a central courtyard and have a row of parking directly in front of the rooms. An additional row of rooms is on the north side of the motel, and parking is provided in front of these rooms. (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local, state, and regional level of significance under Criterion A in the areas of commerce, recreation, social history, and transportation as an illustration of the new ways that the growing post-WWII population was choosing to travel by car. This property is emblematic of a mom-and-pop roadside establishment that was built to take advantage of increased mid-century tourism. The resource is also significant under Criterion C as an example of mid-century motel architecture.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 2.1 acres. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 3: Crown Inn

Resource 3/Crown Inn is a motel located on the west side of the road at 525 N Cobb Parkway in Marietta, Georgia, just south of Seminole Drive. Resource 3 is a motor court-type motel in a U-shaped arrangement. The rooms face onto a central courtyard and have a row of parking directly in front of the rooms. An office building sits at the center of the property (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local, state, and regional level of significance under Criterion A in the areas of commerce, recreation, social history, and transportation as an illustration of the new ways that the growing post-WWII population was choosing to travel by car. This property is emblematic of a mom-and-pop roadside establishment that was built to take advantage of increased mid-century tourism. The resource is also significant under Criterion C as an example of mid-century motel architecture.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 1.5 acres. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 5: Traveler's Motel

Resource 5/Traveler's Motel is a motel located on the west side of the road at 807 N Cobb Parkway in Marietta, Georgia, just north of Allgood Road. Resource 5 is a motor court-type motel in a U-shaped arrangement. The rooms face onto a central courtyard and have a row of parking directly in front of the rooms. An office building sits at the center of the property and a small restaurant building is to the south (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local, state, and regional level of significance under Criterion A in the areas of commerce, recreation, social history, and transportation as an illustration of the new ways that the growing post-WWII population was choosing to travel by car. This property is emblematic of a mom-and-pop roadside establishment that was built to take advantage of increased mid-century tourism. The resource is also significant under Criterion C as an example of mid-century motel architecture.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 2 acres. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 6: Sun Inn

Resource 6/Sun Inn is a motel located on the west side of the road at 871 N Cobb Parkway in Marietta, Georgia, across from Industrial Park Drive. Resource 6 is a motor court-type motel in a U-shaped arrangement. The rooms face onto a central courtyard and have a row of parking directly in front of the rooms. An office building sits at the center of the property and several small buildings are to the rear of the property (refer to Property Information Form in Appendix B). This

property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local, state, and regional level of significance under Criterion A in the areas of commerce, recreation, social history, and transportation as an illustration of the new ways that the growing post-WWII population was choosing to travel by car. This property is emblematic of a mom-and-pop roadside establishment that was built to take advantage of increased mid-century tourism. The resource is also significant under Criterion C as an example of mid-century motel architecture.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 2 acres. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 7: Atlanta Office Machines

Resource 7/Atlanta Office Machines is an industrial building located at 552 S Cobb Parkway in Marietta, Georgia, across from Church Road SE. The building is a long, narrow, rectangular structure that contains offices, but was originally a manufacturing facility. The building has a CMU exterior and a flat roof with a slightly raised square portion at the northeast corner. This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses significance at the local and state level in the areas of commerce and industry. Under Criterion A, the resource is a representative example of the expansion and migration of industrial production to Cobb Parkway in the mid-twentieth century. This property is indicative of the transition of industrial production near the center of Marietta to new locations along the busy and accessible US highway corridor. The resource is not significant under Criterion C. (refer to Property Information Form in Appendix B).

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 1.5 acres. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 8: Bisma Cars

Resource 8/Bisma Cars is an barrel vault prefabricated building located on the east side of the road at 456 N Cobb Parkway in Marietta, Georgia, just north of North Marietta Parkway. The building is rectangular with concrete block walls and a corrugated metal roof. This property was evaluated for eligibility for listing in the National Register under Criteria A and C. Under Criterion A, the property possesses significance at the local and state level in the areas of commerce and industry as a representative example of the expansion and migration of industrial production to Cobb Parkway in the mid-twentieth century. This property is indicative of the transition of industrial production near the center of Marietta to new locations along the busy and accessible US highway corridor. The resource is not significant under Criterion C (refer to Property Information Form in Appendix B).

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 2.2 acres. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 15: Marietta Auto Mart

Resource 15/Marietta Auto Mart is an Oblong Box Service Station located on the east side of the road at 1011 Cobb Parkway in Marietta, Georgia, just north of Delk Road. The resource retains many of the features of its type, including wide roof overhangs, porcelain enamel panels, and a fenestration pattern consisting of two bays and an office. This property was evaluated for eligibility for listing in the National Register under Criteria A and C. The property possesses a local level of significance under Criterion A in the area of commerce for retaining its historic use as a service station. The property is also eligible under Criterion C for retaining many of the design and material features associated with an Oblong Box service station.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 1.3 acres. All significant and character defining features of the property are included within the legal boundary.

Resource 22: Marietta Lanes

Resource 22/Marietta Lanes is a bowling alley located on the east side of the road at 565 Cobb Parkway south of Church Road. It is a single story rectangular building of approximately 24,000 square feet consisting of bowling lanes, restaurant, game room, pro shop, meeting rooms, and a kid's recreation area. The property was evaluated for listing in the National Register under Criteria A and C. The property possesses a local level of significance in the area of recreation as exemplifying one of the few remaining recreational facilities along Cobb Parkway that catered to automobile travelers in the mid-twentieth century. The resource is also eligible under Criterion C for generally retaining the original form that continues to reflect its use as a bowling alley.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 3.4 acres. All significant and character defining features of the property are included within the legal boundary.

Resource 27: Dairy Queen

Resource 27/Dairy Queen is a restaurant located on the west side of the road at 380 Cobb Parkway just north of South Marietta Parkway. It is a rectangular structure with a combination of flat and gambrel roofs. Other notable features include red aluminum shingles and large fixed windows. The property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture for reflecting the "Country Fresh" design style employed by Dairy Queen on many of its restaurant buildings.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 1.1 acres. All significant and character defining features of the property are included within the legal boundary.

Resource 33: IHOP

Resource 33/IHOP is an A-frame restaurant located on the east side of the road at 179 S Cobb Parkway in Marietta, Georgia, just north of Frey's Gin Road. The building has a steeply pitched A-frame roof with bright blue metal shingles and copper-colored metal paneling along the gabled ends. Brick and stucco cover the lower exterior, and fixed windows and entry doors are present across the façade, north, and south elevations. This property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses significance at the local level in the area of architecture as a good example of architectural branding that is a relatively rare and intact example of its type in the project area (refer to Property Information Form in Appendix B).

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.5 acre. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 35: Marietta Muffler

Resource 35/Marietta Muffler (identified as Resource 35 in a report for PI#0008256) is an oblong box service station located on the north side of the road at 1109 Roswell Road, just west of Radar Circle. The building is a one-story, rectangular-plan, flat-roofed automobile service building distinguished by a canopy over the service drive (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criteria A and C. Under Criterion A, the property possesses significance at the local level in the areas of transportation and commerce for its association with the development of auto-related property uses along Cobb Parkway. This property is indicative of the transition of industrial production near the center of Marietta to new locations along the busy and accessible US highway corridor. Under Criterion C, it is a representative example of the Oblong Box-type service station (refer to Property Information Form in Appendix B).

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.1 acre. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 39: Commercial Building

Resource 39/Commercial Building is a pawn shop located on the east side of the road at 150 Cobb Parkway just north of Gresham Road. It is a block-type building with a square form and predominately glass storefront. The property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as an unmodified example of a block building type with modest stylistic details.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately two acres. All significant and character defining features of the property are included within the legal boundary.

Resource 42: Marietta Auto Center

Resource 42/Marietta Auto Center is located on the east side of the road at 436 N Cobb Parkway in Marietta, Georgia, just north of North Marietta Parkway. The resource is an auto garage consisting of a rectangular building with a side-gabled roof. The exterior of the building is a combination of brick, concrete block, and vertical wood siding. Four bay openings are located on the southern end of the façade. This property was evaluated for eligibility for listing in the National Register under Criteria A and C. Under Criterion A, the property possesses significance at the local level in the areas of transportation and commerce for its association with the development of auto-related uses along Cobb Parkway. The property does not possess any architectural significance and is therefore not eligible under Criterion C (refer to Property Information Form in Appendix B).

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.3 acre. All significant and character defining features of the property are included within the legal boundary (refer to Property Information Form in Appendix B).

Resource 44: Assembleia de Deus

Resource 44/Assembleia de Deus is a church building located at 488 Cobb Parkway just north of North Marietta Parkway. It is a prefabricated barrel vault building with a rectangular form, concrete block exterior, and metal roof. The property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as a good example of a minimally modified barrel vault prefab building.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately two acres. All significant and character defining features of the property are included within the legal boundary.

Resource 52: Hillcrest Apartments

Resource 52/Hillcrest Apartments is located on the southeast corner of Fairground Street and Allgood Road at 642 Allgood Road. The resource is an apartment complex designed in the International Style and is two stories high with an additional lower story on the south end. It features a flat roof, brick and vertical wood paneled exterior, 1/1 double-hung windows, and paneled doors. This property was evaluated for eligibility for listing in the National Register under Criteria A and C. Under Criterion A, the property possesses a local level of significance in the area of community development as one of the larger apartment complexes built during its period of significance. Under Criterion C, it is one of the very few examples of apartment buildings built in the International Style (refer to Property Information Form in Appendix B).

The eligible National Register boundary of the property is a visual boundary and comprises approximately two acres. All significant and character defining features of the property are included within the eligible boundary (refer to Property Information Form in Appendix B).

Resource 65: CSX Railroad

Resource 65/CSX Railroad (former Marietta and North Georgia Railroad, identified as Resource 8 in a report for PI#752630) is a rail line that crosses the project area just north of the Canton Road bridge over Cobb Parkway. This property was evaluated for eligibility for listing in the National Register under Criterion A. The property possesses a state level of significance in the areas of transportation, commerce, economics, and industry. This route served as a major transportation route connecting Marietta to North Carolina and eventually Knoxville, Tennessee (refer to Property Information Form in Appendix B).

The proposed boundary for Resource 65/CSX Railroad line is formed by the existing railroad right-of-way and contains all contributing features of the railroad inside that right-of-way (refer to Property Information Form in Appendix B).

Resource 69: Residential Building

Resource 69/Residential Building is a Ranch house located at 523 Roberts Court south of Barrett Parkway. Notable architectural features include a linear form, brick exterior, 2/2 double-hung windows, and a tripartite picture window. The property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as a good example of the Ranch house type that retains many of its character defining features.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 2.7 acres. All significant and character defining features of the property are included within the legal boundary.

Resource 73: Office Building

Resource 73/Office Building is an office building located at 1231 West Peachtree Street at the southeast corner of its intersection with 15th Street in the City of Atlanta. It consists of a rectangular form, flat roof, courtyard at the façade, stepped walls, and fixed square windows. The property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as a good example of an office building in the International Style.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.6 acre. All significant and character defining features of the property are included within the legal boundary.

Resource 74: Woodruff Arts Center

Resource 74/Woodruff Arts Center is a complex of buildings associated with the arts located on the northwest corner of Peachtree and 15th Streets at 1280 Peachtree Street in Atlanta, Georgia. The Woodruff Arts Center covers an entire block in Midtown Atlanta. Peachtree Street and Arts Center Way on the east and west and 15th and 16th Streets to the south and north border the property. The Memorial Arts Center building is to the south, and the High Museum building is to the north. A courtyard separates the two. The new Wieland Pavilion and Anne Cox Chambers wings of the High Museum are west of the original museum building and additional offices and meeting rooms are near the southwest corner of the property. The Memorial Arts Building has a circular driveway to the south. A parking deck is accessible from the rear of the complex. (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criteria A, B, and C. The property is significant under Criterion A at a local and state level for its impact on the performing and visual arts. It was the first facility of its kind in the US to combine all manner of artistic pursuits into one location. It is significant under Criterion B at a local level for its connection with numerous arts patrons of Atlanta including Anne Cox Chambers (of Cox Enterprises); Mrs. Joseph M. High, and most importantly, Robert W. Woodruff (of the Coca-Cola Company and the Robert W. Woodruff Foundation). These individuals, particularly Robert Woodruff, made significant contributions to the initial and ongoing work of the Woodruff Arts Center that have allowed it to expand its facilities, collections, and programs throughout its history. The Woodruff Arts Center is also significant under Criterion C at a local and state level as a significant modernist architectural building in Midtown Atlanta. The additional buildings of the Arts Center (High Museum and additions) have furthered this modernist message.

The proposed National Register boundary of the Woodruff Arts Center corresponds to the legal property boundary, and contains approximately 9.2 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the house, associated outbuildings and the immediate surrounds (refer to Property Information Form in Appendix B).

Resource 75: First Presbyterian Church

Resource 75/First Presbyterian Church is a church and associated buildings located on the west side of the road at 1328 Peachtree Street in Atlanta, Georgia, on the northwest corner with 16th Street. This resource is a corner-tower church building executed in a Neo-Gothic style. It is a front gabled building with an un-coursed stone exterior. The façade features an elaborate central stained glass window atop a double entry door with arched surround. A 1928 addition to the north and a ca. 1968 addition to the west are also part of the church complex (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criterion C. It is significant at the local level as an excellent example of early twentieth century Neo-Gothic architecture. This resource represents a type identified in the Georgia SHPO document, Church Types in Georgia, which is significant in Georgia's architectural history.

The proposed National Register boundary of the First Presbyterian Church corresponds to the legal property boundary, and contains approximately 3.2 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the house,

associated outbuildings and the immediate surrounds (refer to Property Information Form in Appendix B).

Resource 77: Artmore Hotel

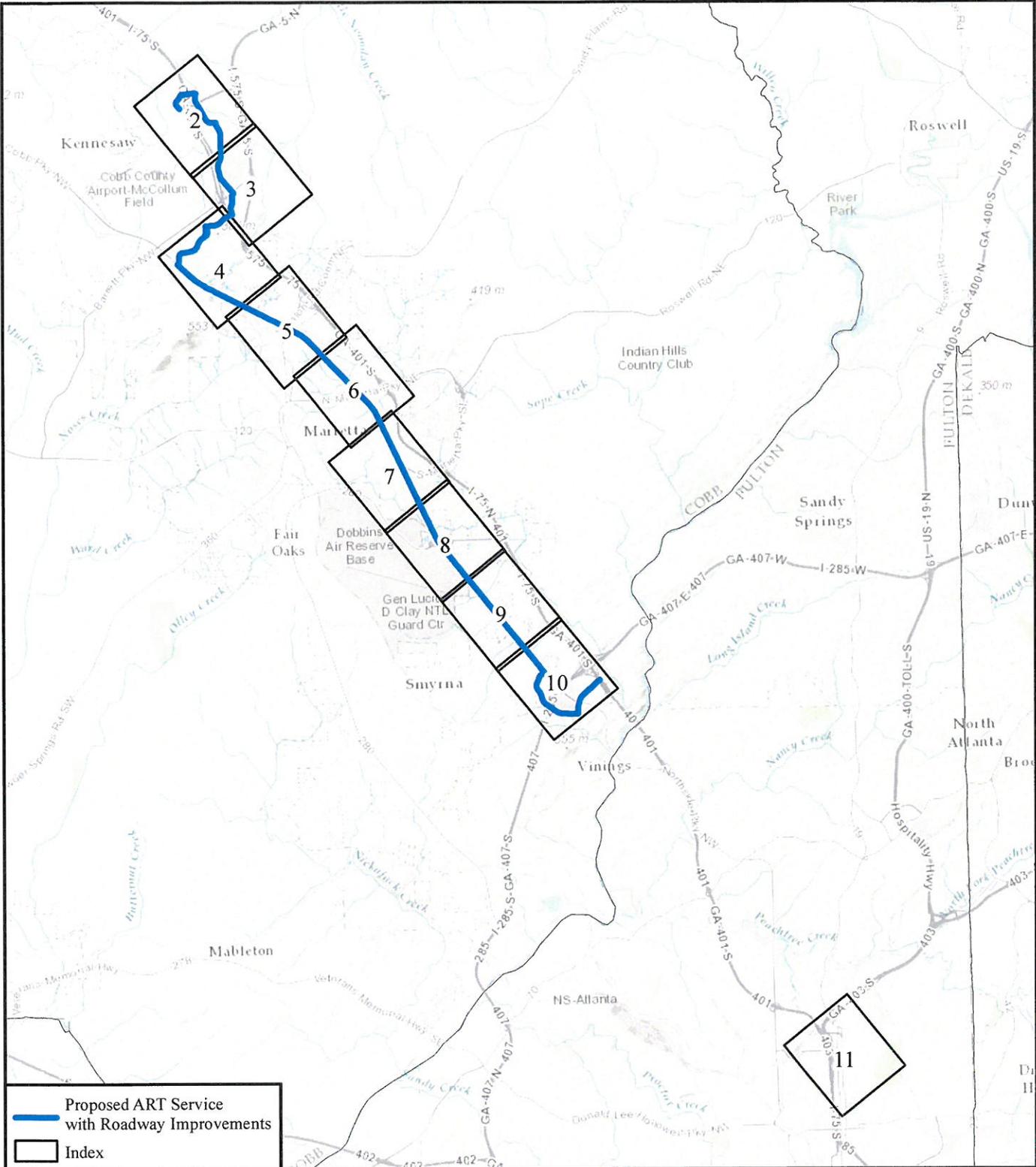
Resource 77/Artmore Hotel (identified as Resource 1 in a report for PI#0006980) is a hotel building located at 1302 West Peachtree Street. It is a three-story, stucco, Mission Revival structure comprised of three identical buildings that enclose a central courtyard. Each building has a flat roof and an elaborate Mission style parapet (refer to Property Information Form in Appendix B). This property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as an unusual example of an early twentieth century apartment complex and an excellent example of the Mission Revival style.

The proposed National Register boundary of the Granada Hotel corresponds to the legal property boundary, and contains approximately 0.7 acre. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the building, associated outbuildings, and the immediate surrounds. The edge of pavement along West Peachtree Street has been proposed as the eastern border of the proposed boundary because the area within the existing right-of-way contains the sidewalk. Although the sidewalk itself is not historic, a sidewalk has historically been an aspect of the streetscape. This landscape feature is considered a contributing element of the setting of the proposed historic property (refer to Property Information Form in Appendix B).

Resource 79: Apartment Building

Resource 79/Apartment Building is a multi-family complex located at 1270 West Peachtree Street south of its intersection with 16th Street in the City of Atlanta. It is a high-rise building with a stucco exterior, sliding windows, tinted glass towers, and retail establishments comprising its ground level. The property was evaluated for eligibility for listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as a good example of a multi-family complex designed in the Contemporary style.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.7 acre. All significant and character defining features of the property are included within the legal boundary.



Proposed ART Service with Roadway Improvements

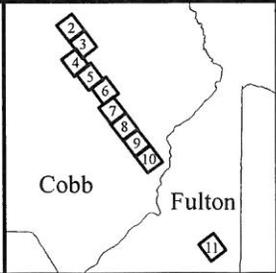
Index

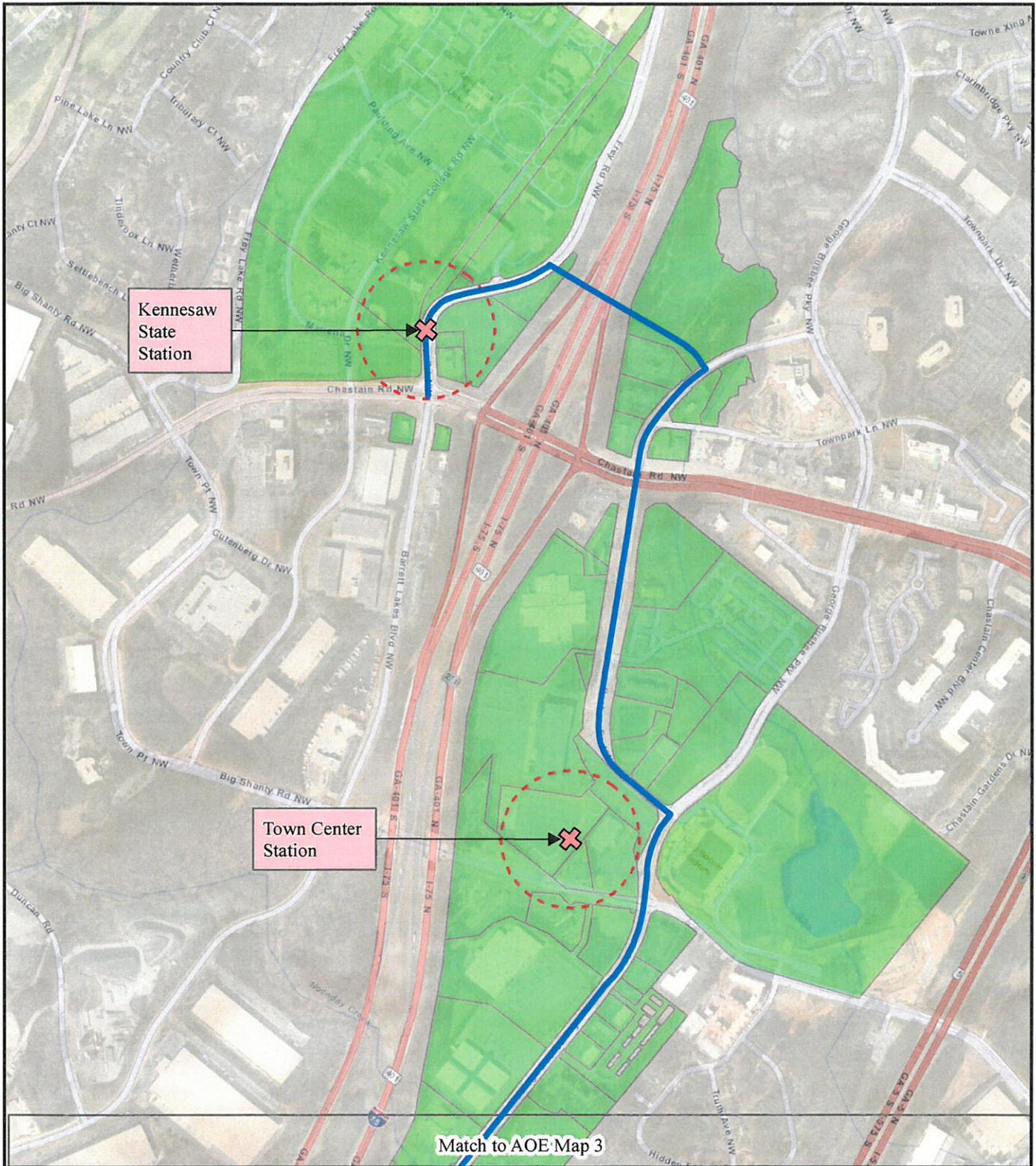


AOE Map 1 of 11
Connect Cobb

0 1 2 4 6 Miles

SOURCE: ESRI Topographic Background



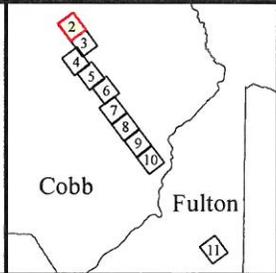


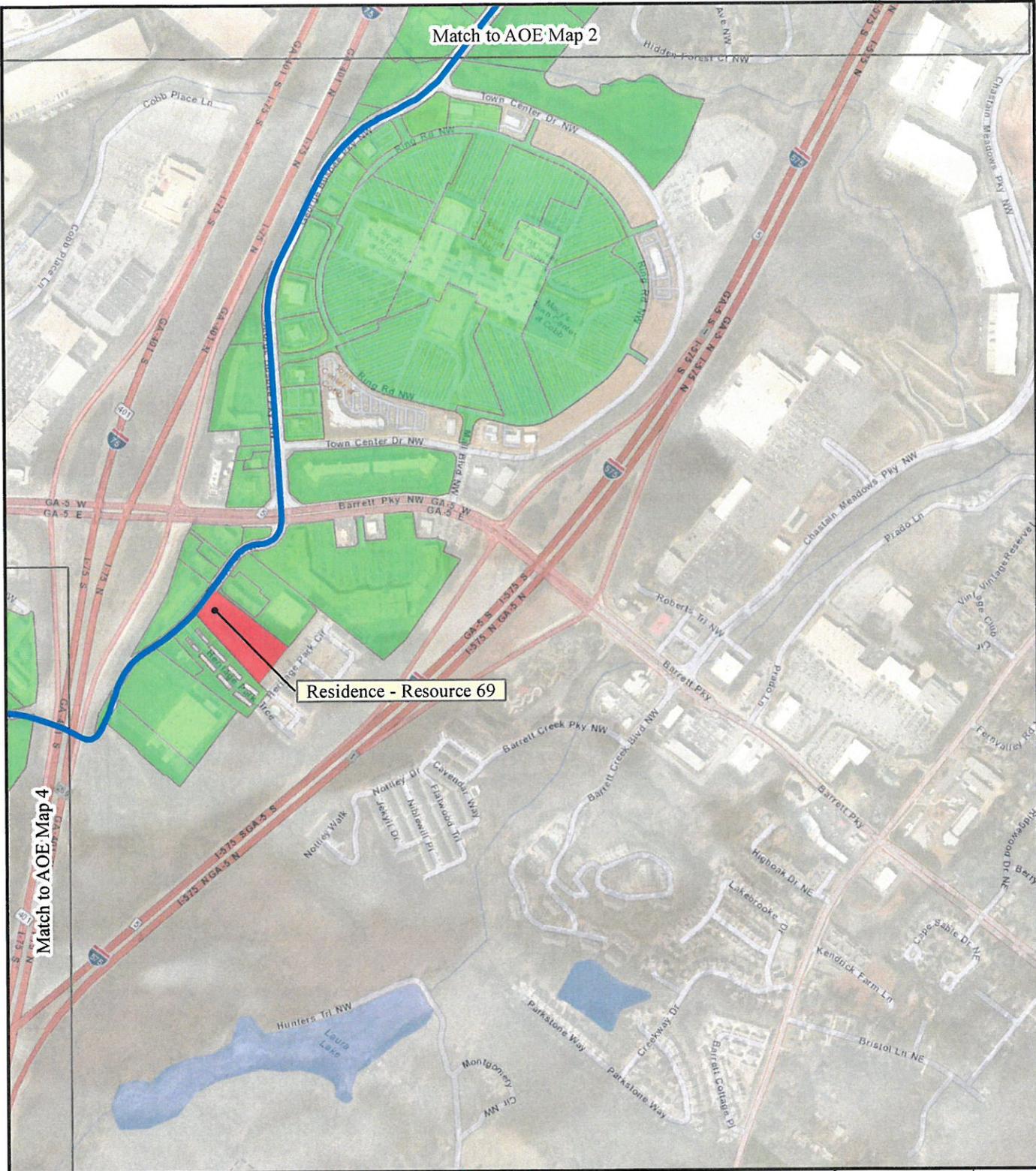
- + General Station Area
- Proposed ART Service with Roadway Improvements
- Maintenance Facility
- 500' Buffer at Proposed Station Location
- Eligible Resource Parcels
- APE

AOE Map 2 of 11
Connect Cobb



SOURCE: ESRI World Imagery and Street Map





Match to AOE Map 2

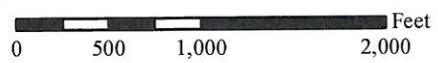
Residence - Resource 69

Match to AOE Map 4

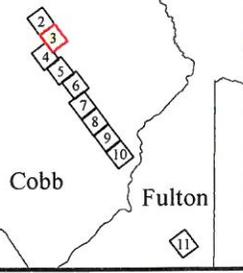


-  General Station Area
-  Proposed ART Service with Roadway Improvements
-  Maintenance Facility
-  500' Buffer at Proposed Station Location
-  Eligible Resource Parcels
-  APE

AOE Map 3 of 11 Connect Cobb

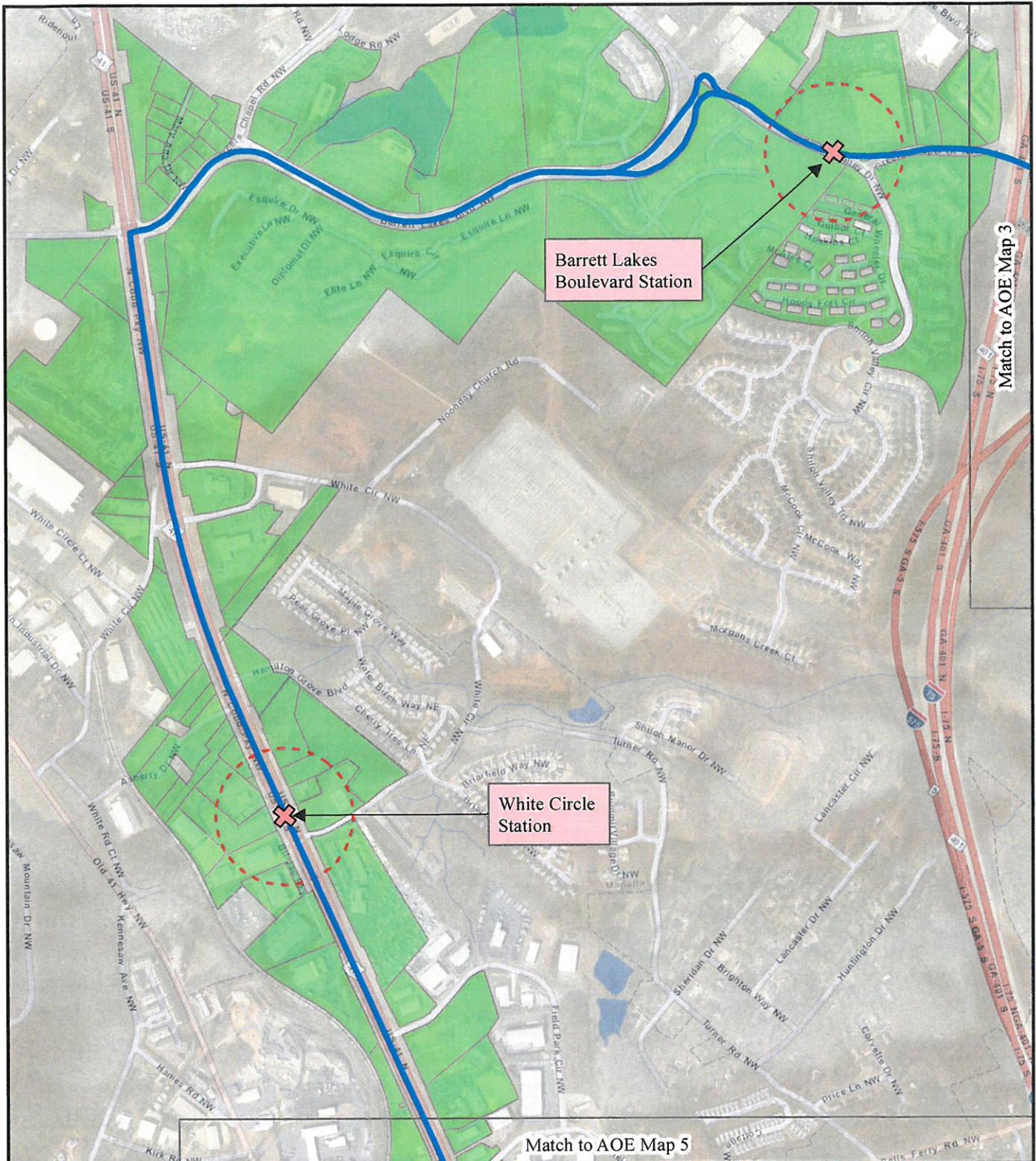


SOURCE: ESRI World Imagery and Street Map



Cobb Fulton

11



Match to AOE Map 3

Match to AOE Map 5

	<ul style="list-style-type: none"> General Station Area Proposed ART Service with Roadway Improvements Maintenance Facility 500' Buffer at Proposed Station Location Eligible Resource Parcels APE 	<p style="text-align: center;">AOE Map 4 of 11 Connect Cobb</p> <div style="text-align: right;"> </div> <div style="text-align: center;"> <p>0 500 1,000 2,000 Feet</p> </div> <p style="text-align: center;">SOURCE: ESRI World Imagery and Street Map</p>	<p style="text-align: center;">Cobb Fulton</p>
--	--	---	--



Match to AOE Map 4

WellStar Kennestone Station

CSX Railroad - Resource 65

Sun Inn - Resource 6

Traveler's Motel - Resource 5

Match to AOE Map 6

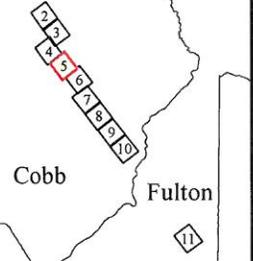


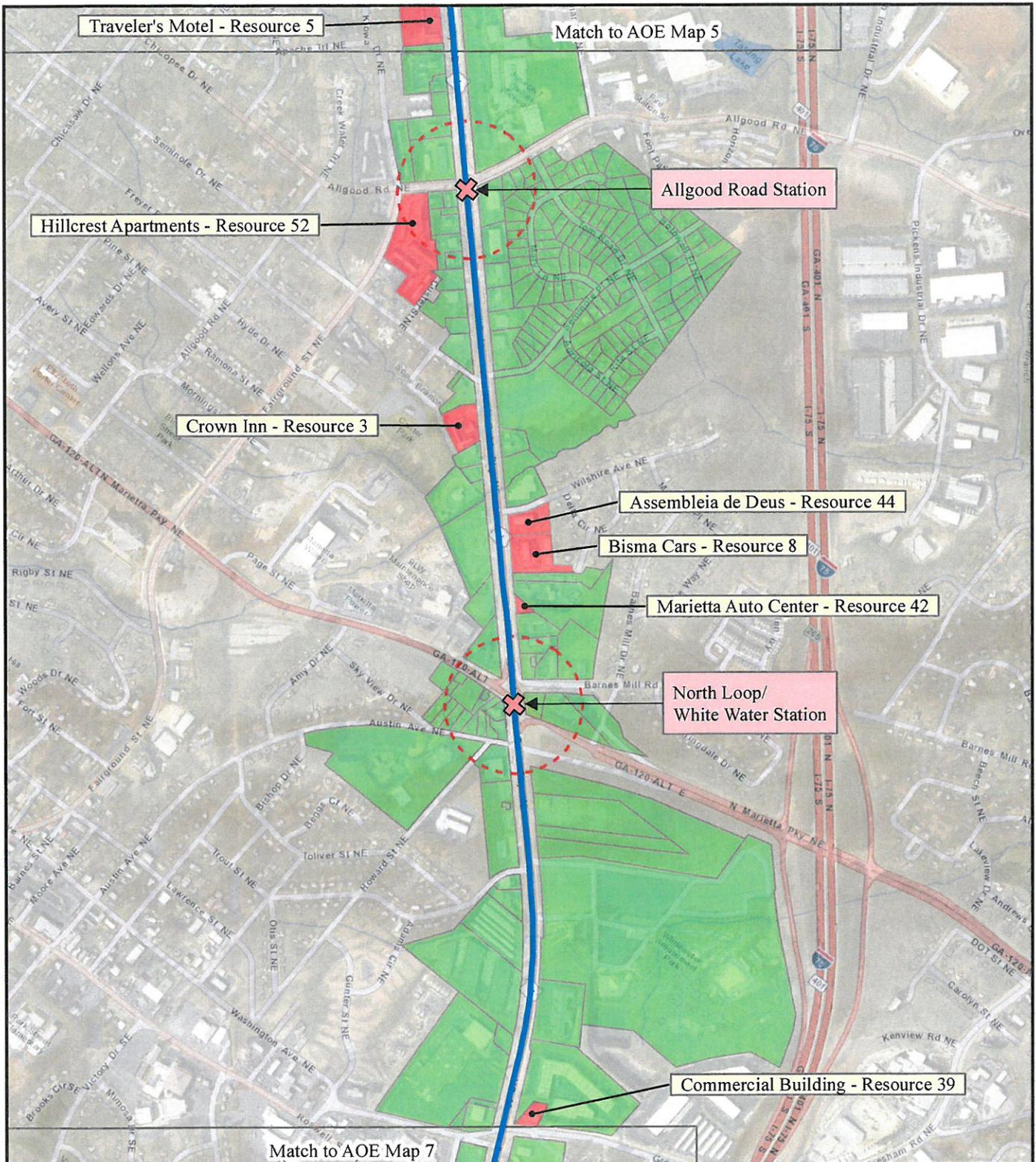
-  General Station Area
-  Proposed ART Service with Roadway Improvements
-  Maintenance Facility
-  500' Buffer at Proposed Station Location
-  Eligible Resource Parcels
-  APE

AOE Map 5 of 11 Connect Cobb



SOURCE: ESRI World Imagery and Street Map





-  General Station Area
-  Proposed ART Service with Roadway Improvements
-  Maintenance Facility
-  500' Buffer at Proposed Station Location
-  Eligible Resource Parcels
-  APE

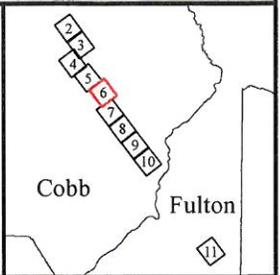
AOE Map 6 of 11
Connect Cobb

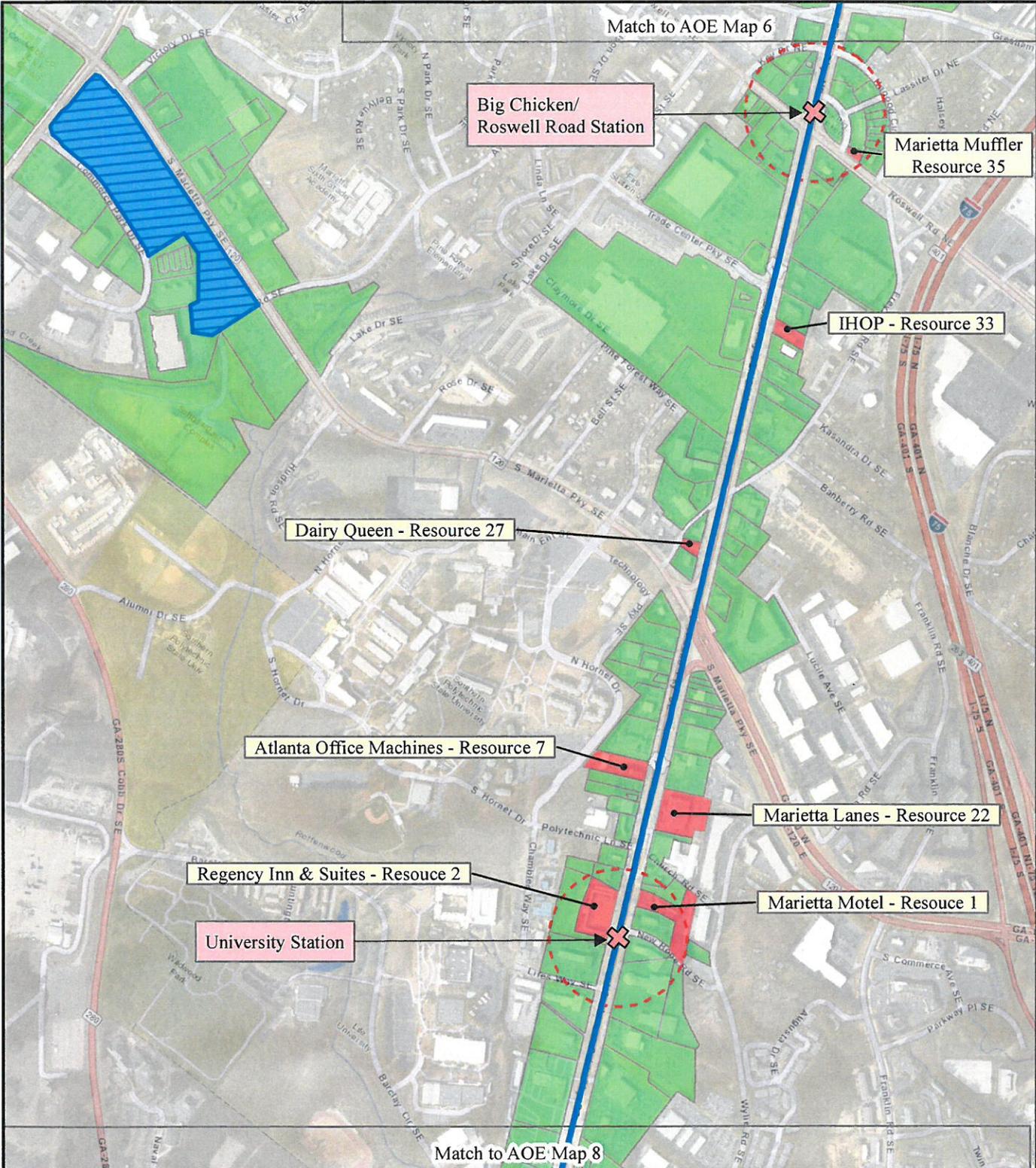
N



0 500 1,000 2,000 Feet

SOURCE: ESRI World Imagery and Street Map





Big Chicken/
Roswell Road Station

Marietta Muffler
Resource 35

IHOP - Resource 33

Dairy Queen - Resource 27

Atlanta Office Machines - Resource 7

Marietta Lanes - Resource 22

Regency Inn & Suites - Resource 2

Marietta Motel - Resource 1

University Station

Match to AOE Map 8

Match to AOE Map 6

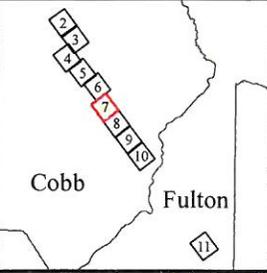


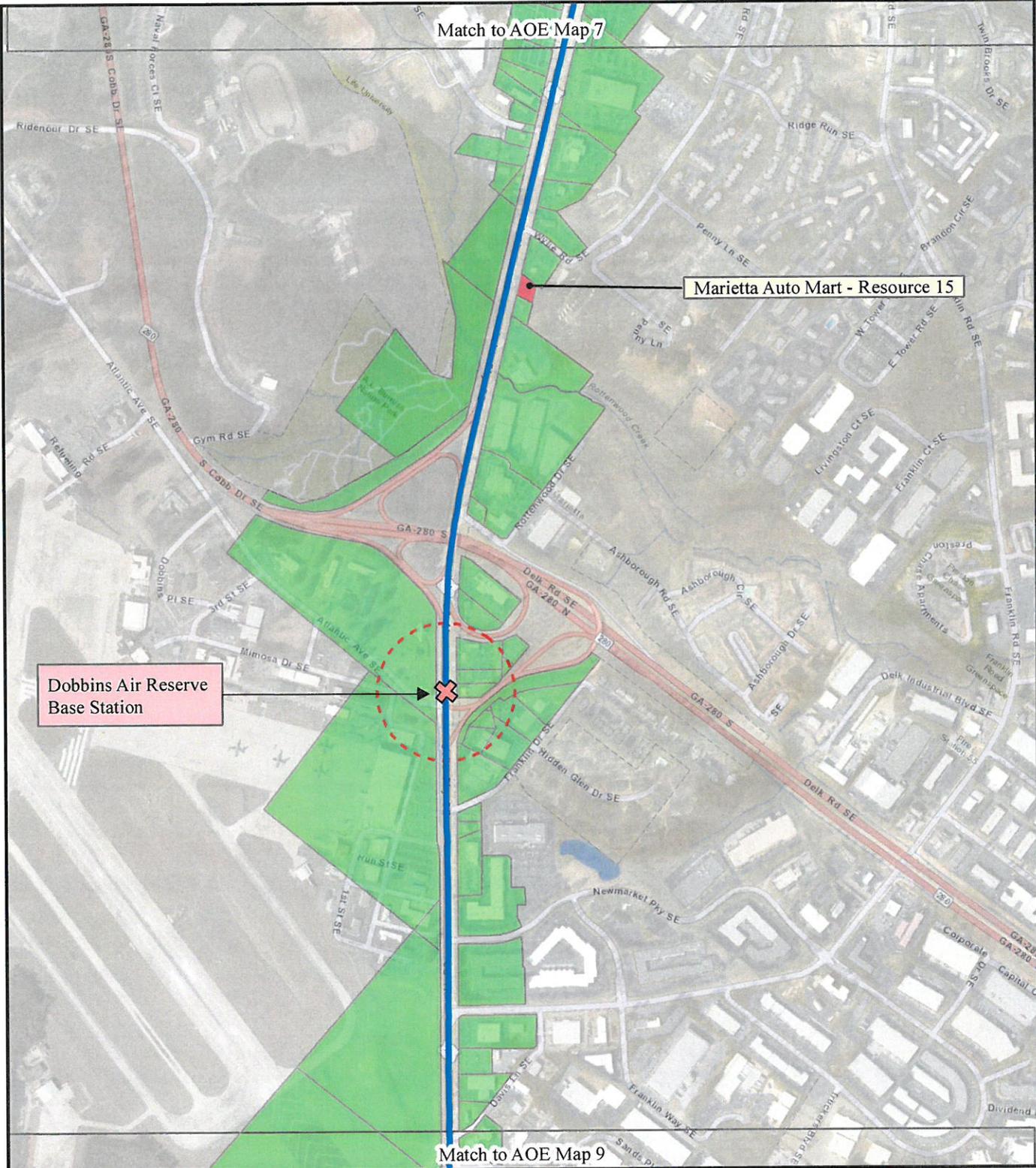
- General Station Area
- Proposed ART Service with Roadway Improvements
- Maintenance Facility
- 500' Buffer at Proposed Station Location
- Eligible Resource Parcels
- APE

**AOE Map 7 of 11
Connect Cobb**

0 500 1,000 2,000 Feet

SOURCE: ESRI World Imagery and Street Map





Dobbins Air Reserve Base Station

Marietta Auto Mart - Resource 15

Match to AOE Map 7

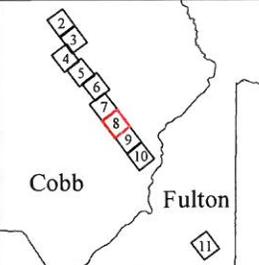
Match to AOE Map 9



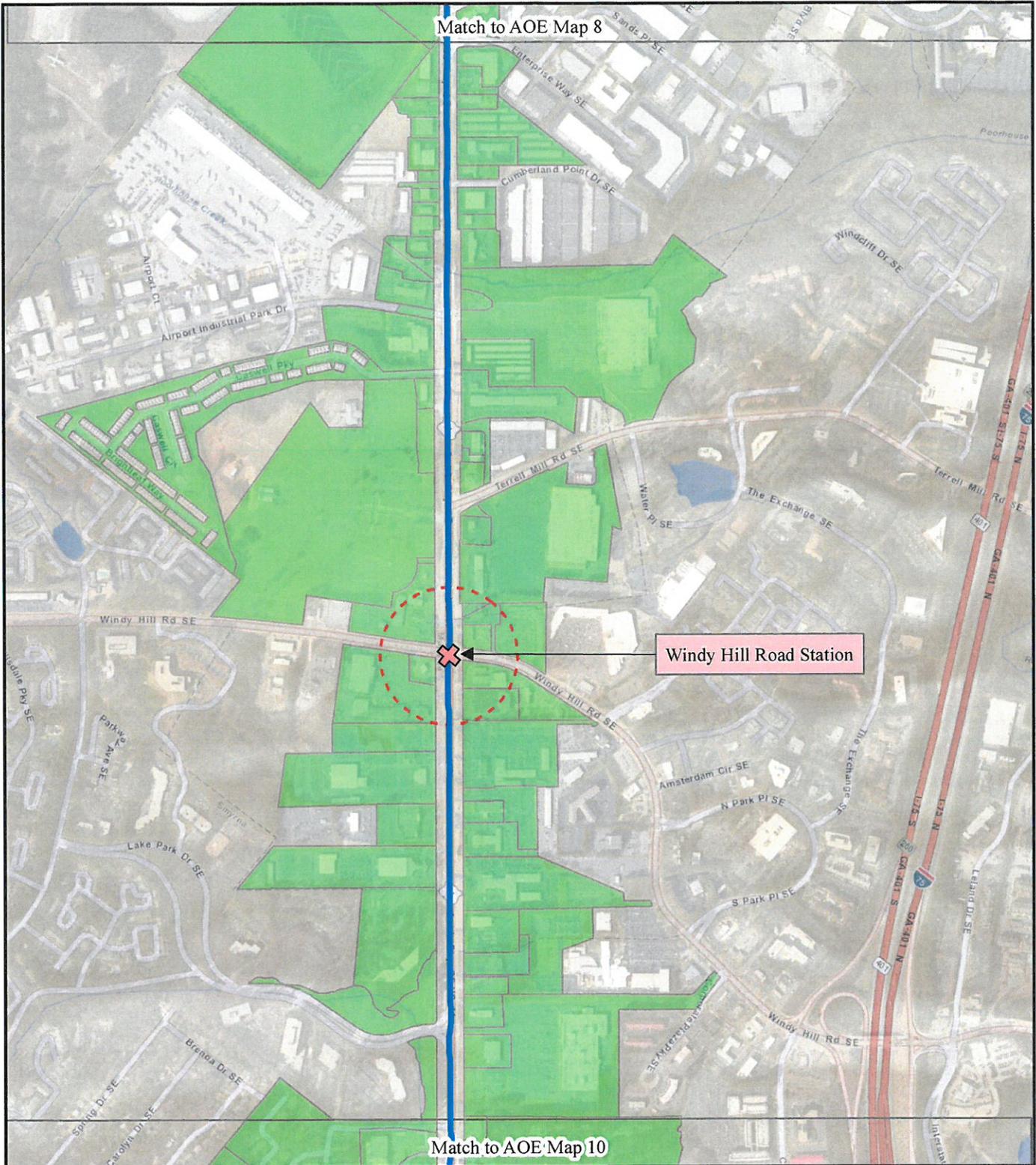
- + General Station Area
- Proposed ART Service with Roadway Improvements
- ▨ Maintenance Facility
- ▭ 500' Buffer at Proposed Station Location
- ▭ Eligible Resource Parcels
- ▭ APE

AOE Map 8 of 11
Connect Cobb

SOURCE: ESRI World Imagery and Street Map



Match to AOE Map 8



Windy Hill Road Station

Match to AOE Map 10

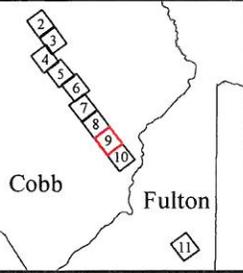


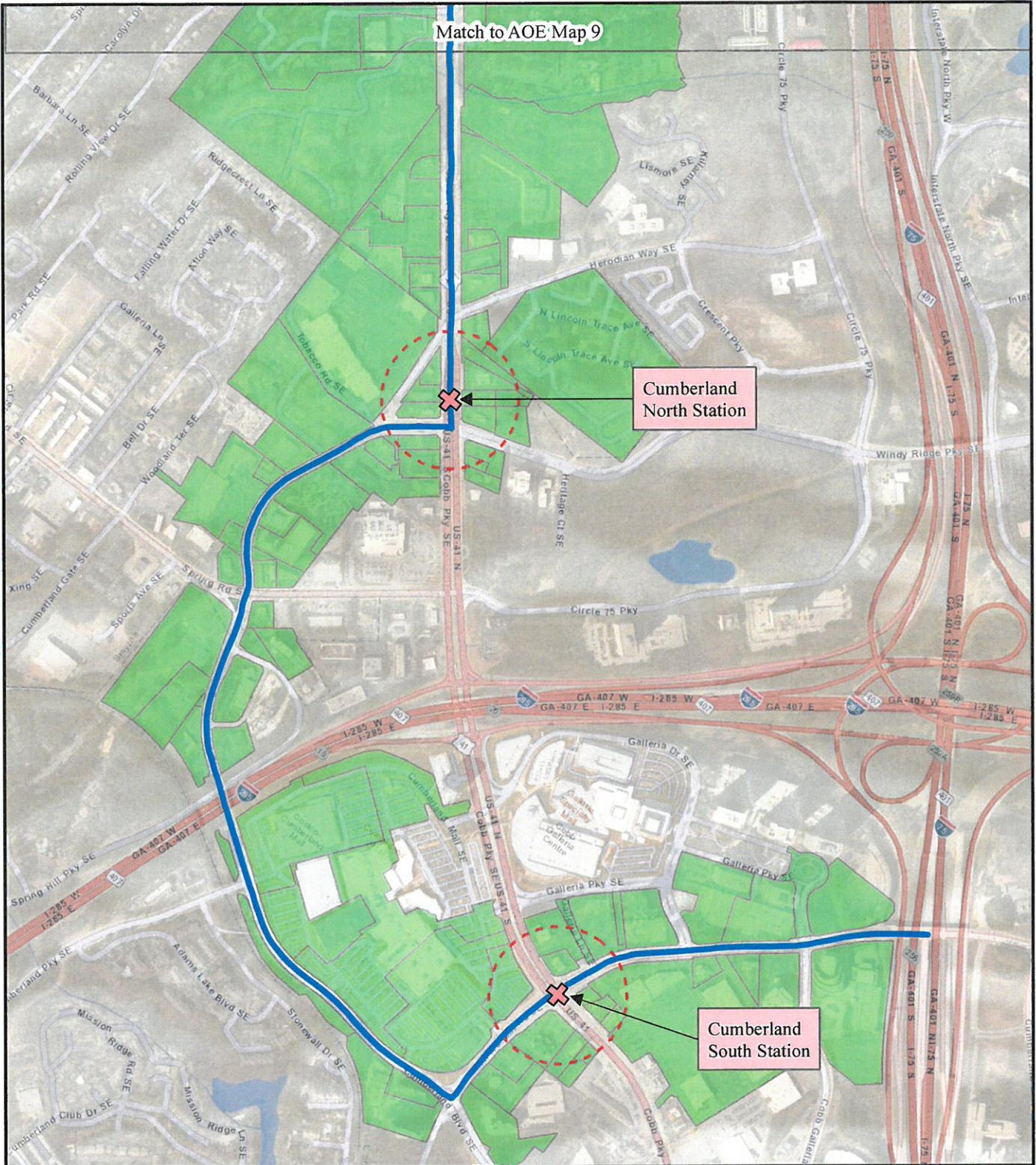
-  General Station Area
-  Proposed ART Service with Roadway Improvements
-  Maintenance Facility
-  500' Buffer at Proposed Station Location
-  Eligible Resource Parcels
-  APE

AOE Map 9 of 11
Connect Cobb



SOURCE: ESRI World Imagery and Street Map





-  General Station Area
-  Proposed ART Service with Roadway Improvements
-  Maintenance Facility
-  500' Buffer at Proposed Station Location
-  Eligible Resource Parcels
-  APE

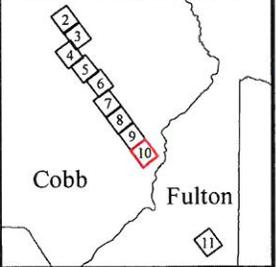
AOE Map 10 of 11
Connect Cobb

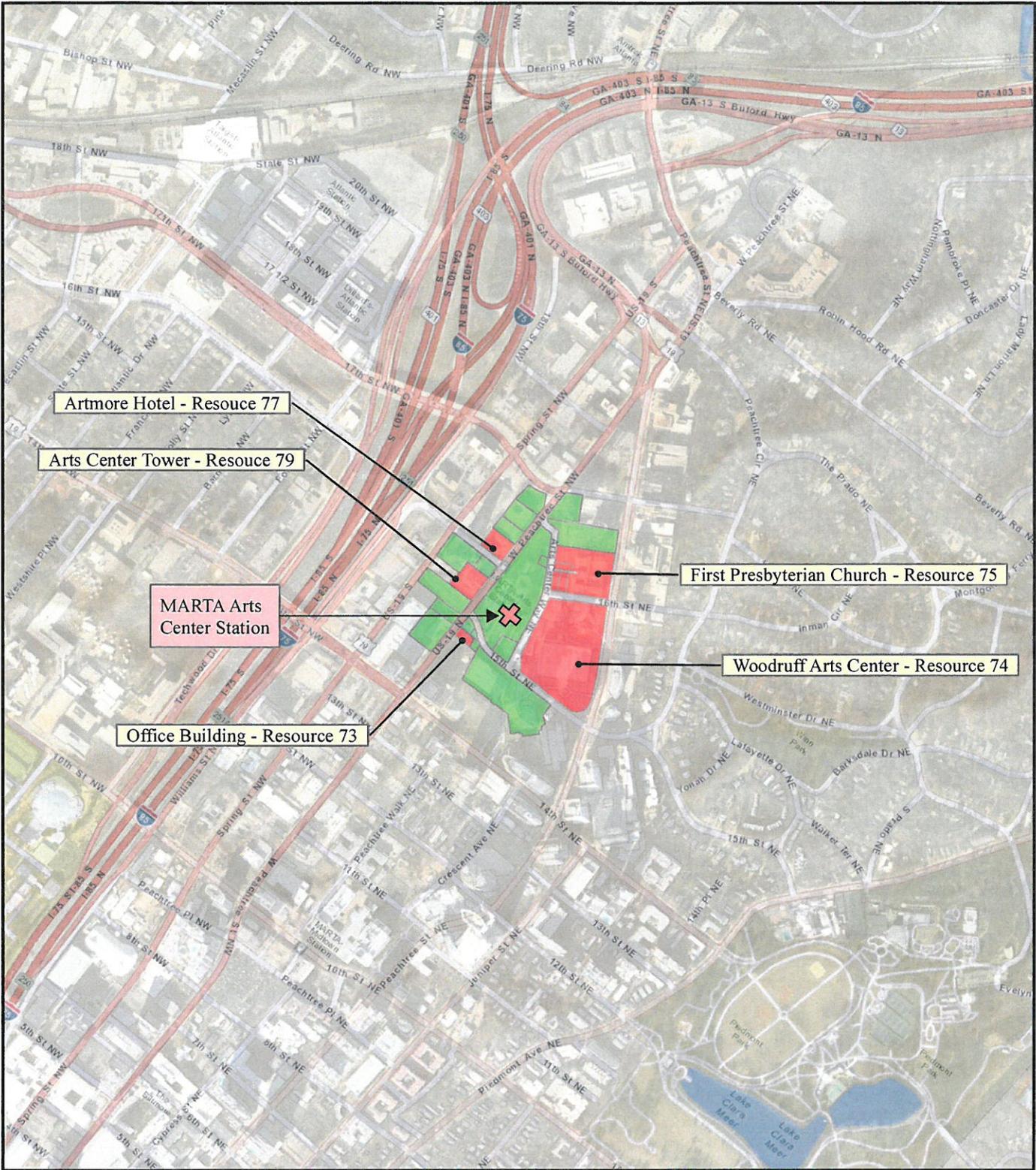
N



0 500 1,000 2,000 Feet

SOURCE: ESRI World Imagery and Street Map



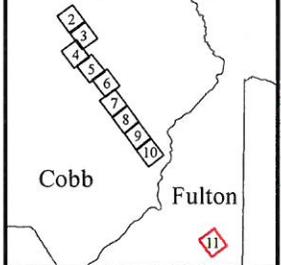


-  General Station Area
-  Proposed ART Service with Roadway Improvements
-  Maintenance Facility
-  500' Buffer at Proposed Station Location
-  Eligible Resource Parcels
-  APE

AOE Map 11 of 11
Connect Cobb



SOURCE: ESRI World Imagery and Street Map



ASSESSMENT OF EFFECTS

Introduction

The proposed project would result in no effects to the National Register-eligible properties identified along the project corridor, as explained in Table 1 below:

Table 1. National Register-Eligible Historic Resources and Effects Findings

Resource Name	Reasons for No Effect/No Adverse Effect Finding
Resource 1: Marietta Motel	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 2: Regency Inn and Suites	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 3: Crown Inn	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 5: Traveler's Motel	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 6: Sun Inn	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 7: Atlanta Office Machines	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 8: Bisma Cars	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 15: Marietta Auto Mart	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 22: Marietta Lanes	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 27: Dairy Queen	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 33: IHOP	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 35: Marietta Muffler	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 39: Commercial Building	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 42: Marietta Auto Center	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 44: Assembleia de Deus	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 52: Hillcrest Apartments	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 65: CSX Railroad	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts

Resource 69: Residential Building	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 73: Office Building	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 74: Woodruff Arts Center	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 75: First Presbyterian Church	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 77: Artmore Hotel	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts
Resource 79: Apartment Building	No physical destruction/alteration; change in use; change in viewshed; or indirect impacts

Many of the resources identified as eligible for listing in the National Register were developed along Cobb Parkway and various secondary streets during the mid-twentieth century. After its construction, Cobb Parkway was often referred to in news accounts as the “Superhighway”. When the road was originally built in the 1930s, the roadway reflected some of the latest practices in road building, and was the first of its kind in the state of Georgia. During the 1950s, intensive commercial and industrial development was undertaken throughout and near much of the highway corridor, and this development continued throughout the 1960s as Cobb Parkway absorbed much of the traffic from the recently constructed Interstate 75 and Interstate 285—both of which pass over the roadway.

Resource 1: Marietta Motel

A finding of No Effect is anticipated for the Marietta Motel. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a village-type station (University Station) along US 41/SR 3 in front of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource’s eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property’s physical features within the property’s setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property’s significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property’s significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the

project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 2: Regency Inn & Suites

A finding of No Effect is anticipated for the Regency Inn & Suites. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a village-type station (University Station) along US 41/SR 3 in front of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 3: Crown Inn

A finding of No Effect is anticipated for the Crown Inn. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place

entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 5: Traveler's Motel

A finding of No Effect is anticipated for the Traveler's Motel. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a neighborhood-type station (Allgood Road Station) along US 41/SR 3 approximately 1,000' east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use

patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 6: Sun Inn

A finding of No Effect is anticipated for the Sun Inn. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a commuter-type station (WellStar Kennestone Station) along US 41/SR 3 approximately 1,500' west of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 7: Atlanta Office Machines

A finding of No Effect is anticipated for Atlanta Office Machines. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a village-type station (University Station) along US 41/SR 3 approximately 1,000' east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be

maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 8: Bisma Cars

A finding of No Effect is anticipated for Bisma Cars. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a commuter-type station (North Loop/White Water Station) along US 41/SR 3 approximately 500' east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities

associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 15: Marietta Auto Mart

A finding of No Effect is anticipated for the Marietta Auto Mart. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 22: Marietta Lanes

A finding of No Effect is anticipated for the Marietta Lanes. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a village-type station (University Station) along US 41/SR 3 approximately 1,000 feet east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. Orange barrier fencing would be installed along the edge of the parking lot to ensure that no construction or ground-disturbing activity would result in the removal or alteration of any of the resource's parking spaces. There would be no changes in the character of the property's physical features within the

property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 27: Dairy Queen

A finding of No Effect is anticipated for the Dairy Queen. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no

certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 33: IHOP

A finding of No Effect is anticipated for IHOP. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a commuter-type station (Big Chicken/Roswell Road Station) along US 41/SR 3 approximately 1,000' north of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 35: Marietta Muffler

A finding of No Effect is anticipated for Marietta Muffler. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a village-type station (Roswell Road Station) along US 41/SR 3 in front of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that

contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 39: Commercial Building

A finding of No Effect is anticipated for Resource 39/Commercial Building. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a village-type station (Big Chicken/Roswell Road station)) along US 41/SR 3 approximately 2,000' east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 42: Marietta Auto Center

A finding of No Effect is anticipated for Marietta Auto Center. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a commuter-type station (North Loop/White Water Station) along US 41/SR 3 approximately 500' west of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 44: Assembleia de Deus

A finding of No Effect is anticipated for the Assembleia de Deus. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a commuter-type station (North Loop/White Water Station) along US 41/SR 3 approximately 1,000' east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future institutional use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the

visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 52: Hillcrest Apartments

A finding of No Effect is anticipated for Hillcrest Apartments. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a commuter-type station (Allgood Road Station) along US 41/SR 3 approximately 300' east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 65: CSX Railroad

A finding of No Effect is anticipated for the CSX Railroad. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in exclusive bus lanes along Cobb Parkway and the construction of a commuter-type station (WellStar Kennestone Station) along US 41/SR 3 approximately 1,000' east of the resource.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The project would not alter the continued or future transportation use of the property. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 69: Residential Building

A finding of No Effect is anticipated for Resource 69/Residential Building. In the area of the resource, project implementation would consist of the implementation of bus service along Roberts Court along the existing roadway. No modifications to the existing roadway would be necessary for project implementation.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. The property is currently vacant; but the project would not alter any future use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant

historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 73: Office Building

A finding of No Effect is anticipated for Resource 73/Office Building. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in existing travel lanes along West Peachtree Street and the construction of a bus station (Arts Center Station, type to be determined later) along West Peachtree Street.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. Platforms for parking ART vehicles would not alter or damage any aspect of the resource. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 74: Woodruff Arts Center

A finding of No Effect is anticipated for the Woodruff Arts Center. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily

in existing travel lanes along West Peachtree Street, 14th Street, and Spring Street and the addition of a bus bay near the Arts Center Station with the location to be determined later.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. Platforms for parking ART vehicles would not alter or damage any aspect of the resource. The project would not alter the continued or future institutional use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 75: First Presbyterian Church

A finding of No Effect is anticipated for the First Presbyterian Church. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in existing travel lanes along West Peachtree Street, 14th Street, and Spring Street and the addition of a bus bay near the Arts Center Station with the location to be determined later.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. Platforms for parking ART vehicles would not alter or damage any aspect of the resource. The project would not alter the continued or future institutional use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been

compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 77: Artmore Hotel

A finding of No Effect is anticipated for the Artmore Hotel. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in existing travel lanes along West Peachtree Street, 14th Street, and Spring Street and the addition of a bus bay near the Arts Center Station with the location to be determined later.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. Platforms for parking ART vehicles would not alter or damage any aspect of the resource. The project would not alter the continued or future commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

Resource 79: Apartment Building

A finding of No Effect is anticipated for Resource 79/Apartment Building. In the area of the resource, project implementation would consist of the development of arterial rapid transit service primarily in existing travel lanes along West Peachtree Street and the construction of a bus station (Arts Center Station, type to be determined later) along West Peachtree Street.

The project would not result in any damage or physical destruction to all or part of the property as all construction and ground-disturbing activity associated with the project would take place entirely outside the resource's eligible historic boundary. Platforms for parking ART vehicles would not alter or damage any aspect of the resource. The project would not alter the continued or future residential or commercial use of the property. Existing access to and from the property would be maintained after project implementation as would all associated parking facilities. There would be no changes in the character of the property's physical features within the property's setting that contribute to its historic significance. Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. The existing facility always has been and would continue to be an element of the visual character of the property; the distance from the property to the transportation facility would not change; and the visual character of the area surrounding the property has already been compromised by dense non-historic commercial development. The project would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features, as the project is consistent with the State Implementation Plan for air quality in the region. Because the project is not considered a noise-generating project, a formal noise study was not required; therefore, the project would not result in any audible impacts to the resource. Lastly, project implementation is not anticipated to indirectly or cumulatively affect the resource. There is no evidence to definitively suggest that the proposed project would significantly modify the future land use patterns in the area of the resource. In addition, any proposed redevelopment or adaptive reuse of the resource is speculative. As a result, there is no certainty regarding whether or not any activities associated with redevelopment or reuse would result in any adverse indirect or cumulative effects to the resource.

PLANNING TO MINIMIZE HARM

Planning to minimize harm was taken into consideration to the extent possible during project development. These planning efforts include ensuring that all construction and ground-disturbing activity associated with the exclusive bus lanes along Cobb Parkway take place solely within existing right-of-way and beyond the boundaries of the eligible historic properties, when possible. As a result, Resource 27 (Dairy Queen) is the only resource from which right-of-way will be necessary for project implementation. However, project designers have ensured that the amount of required right-of-way is minimized as much as possible and will not result in the substantial diminishing of any of those characteristics that qualify the resource for National Register eligibility. In addition, considerations were given to eligible historic properties in the assessment and determination of all station locations along the project corridor.

APPENDICES

APPENDIX A
NOTIFICATION
AND
CONSULTATION CORRESPONDENCE



NOTIFICATION

Initiation of Section 106 Process for

Federal Transit Administration / Cobb County DOT, Connect Cobb Transit Study

Cobb County, Georgia

October 17, 2013

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

The Project corridor is approximately 25 miles long and runs from the northern terminus in the City of Acworth (Cobb County) to its southern terminus in Midtown Atlanta (Fulton County). The Project would include arterial rapid transit service in exclusive bus lanes along US 41/Cobb Parkway starting in Kennesaw and then running in I-75 HOV lanes south of Akers Mill Road. The Project would also include express bus service in the I-75 managed lanes and HOV lanes from Acworth to the Arts Center Station in Midtown Atlanta. Approximately 20 stations will be located along the corridor. It is anticipated that some additional right-of-way beyond the existing right-of-way limits of US 41 will be required for implementation of the proposed project; however, the amounts and locations of this additional right-of-way have yet to be determined.

The recommended transit station locations include Kennesaw State, Town Center, Barrett Lakes Boulevard, McCollum Airport, Chastain Road, Roberts Road, Barrett Parkway, Battlefield, Belles Ferry, Wellstar Kennestone, Allgood Road, North Loop/White Water, Big Chicken/Roswell Road, University, Dobbins Air Reserve Base, Windy Hill Road, Cumberland North, Cumberland South, Northside Parkway/Paces Ferry, Howell Mill Road, Beltline, Millennium Gate, Atlantic Station, and MARTA Arts Center Station (see attached location map).

Because of the nature and scope of the undertaking, the APE is limited to a 150' buffer on either side of the proposed alignment and a 500' buffer around each proposed station location. Because this project could involve the creation of lane and grade separations, a number of intersections would be modified, and the potential for indirect effects outside the project corridor exists. This potential for indirect effects will be further evaluated as projected data becomes available and a clearer picture of possible changes in traffic patterns and development pressures emerge.

Section 106 of the National Historic Preservation Act requires the Federal Transportation Administration and the Department, in consultation with the Georgia State Historic Preservation Officer (SHPO), to identify potential consulting parties and to invite them to participate in the Section 106 process. This Notification letter is one of several methods the Department uses to

encourage public participation in this process and it serves as your invitation to participate as a consulting party in the Section 106 process for this project.

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

Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway, Suite 200
Smyrna, GA 30080

Attn: Jennifer Corcoran

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the "Connect Cobb" project in your response. The potential consulting parties identified and invited to participate in the Section 106 process for this project are: City of Acworth, City of Atlanta, Atlanta Regional Commission, Cobb County Board of Commissioners, Cobb County Historic Preservation Commission, Cobb Landmarks and Historical Society, Dobbins Air Reserve Base, Georgia SHPO, City of Kennesaw, Kennesaw Battlefield Park, Kennesaw Historic Preservation Commission, Kennesaw State University, Life University, City of Marietta, City of Smyrna, Smyrna Historical and Genealogical Society, Southern Polytechnic State University, and Vinings Historic Preservation Society. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the contact above.

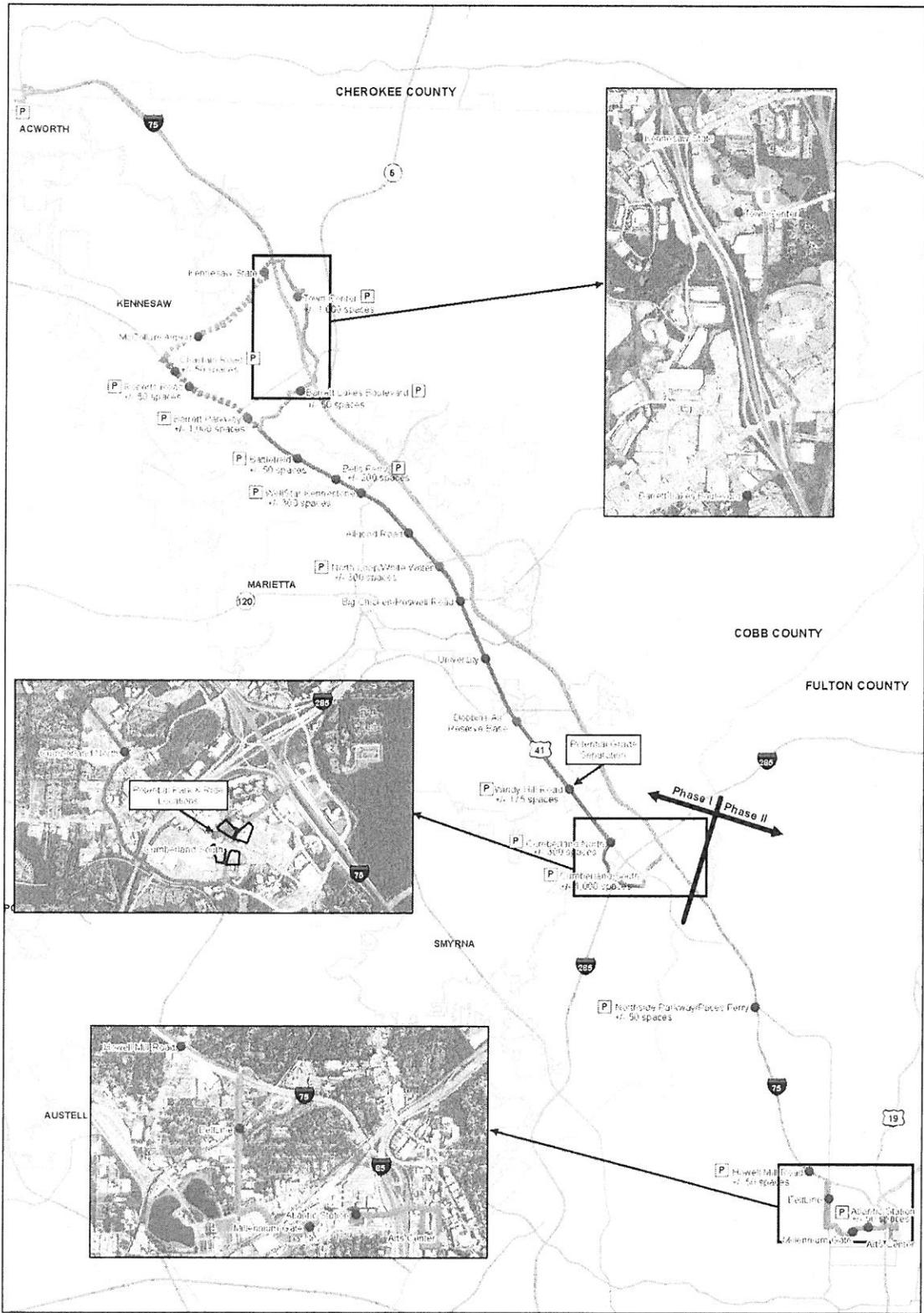
Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed that there is one property listed in the NRHP as well as two bridges that have been determined eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS). However, located within the proposed project's APE. According to the Georgia's Natural Archaeological and Historic Resources GIS database, there appear to be four previously identified historic resources within the proposed project's APE. These include one district and three buildings. These include resources from three DNR surveys: a 1994 Cobb County Historic Resources Survey, a 2005 Cobb County Historic Resources Survey, and a 2005 Fulton County Historic Resources Survey. The following table includes details for these previously identified resources.

ID number	Survey/Listing Date	Resource Name/Type	Address	City
81783	2005	Berkeley Park Historic District	Bellemeade Rd/Northside Dr/Atlanta Waterworks	Atlanta
205165	(Demolished)			
205166	(Demolished)			
205167	2005	Building	W side of Old Hwy 41 across from McCollum Field	Kennesaw
205168	2005	Building	W side of Old Hwy 41 across from McCollum Field	Kennesaw
206288	2005	Building	N side of Cobb Pkwy SE of Bells Ferry Rd	Marietta
206341	2005	Building	1701 Greer's Chapel Rd	Kennesaw
067-0019-0	-	Bridge (eligible)	Canton Rd. at US 41	Kennesaw
067-0175-0	2008	Bridge (eligible)	CSX RR at US 41	Kennesaw
121-0492-0	1996	Bridge (eligible)	CSX RR at Northside Dr	Atlanta
78000982	1977	Atlanta Waterworks Hemphill Avenue Station	1210 Hemphill Ave NW	Atlanta
03000536	2003	Berkeley Park Historic District	Howell Mill, Bellemeade, Antone, Forrest (approx.)	Atlanta

Field surveys for both historic properties and archaeological sites will be conducted and the Criteria of Eligibility will be applied in consultation with the Georgia SHPO and other consulting parties to determine if any of these sites are eligible for inclusion in the NRHP.

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

Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed project will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Jennifer Corcoran (jcorcoran@edwards-pitman.com); archaeological resource concerns, including cemetery and other human burials, can be addressed to Lynn Pietak (lpietak@edwards-pitman.com). Questions concerning general design or location issues may be addressed to Kevin Ergle (678-533-3930) or (kevin.ergle@kimley-horn.com).



- Legend**
- Express Service
 - BRT - Mixed Traffic
 - Moderate segment - Mixed Traffic
 - Dedicated BRT - Center Running
 - Alternate Alignment - Dedicated BRT
 - Local Link
- Station Type**
- Park & Ride
 - Transit Center
 - Village
 - Transit-Oriented Development
 - Connector

Locally Preferred Alternative



Connect Cobb Project Location Map

 **GEORGIA**
DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

MEMORANDUM

TO: Jennifer Corcoran
Project Manager
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway, Suite 200
Smyrna, Georgia 30080

FROM: *ECS*
Elizabeth Shirk
Environmental Review Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

**Project Title: Connect Cobb Transit Study, 25 Miles Along US 41/Cobb
Parkway and I-75**

Project Number: HP-131021-003

County: Cobb

DATE: November 8, 2012

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act and the Georgia Environmental Policy Act (GEPA). Thank you for submitting this information, and we look forward to working with you in the future as this project progresses.

ECS:jad

cc: Mandy Elliot, Historic Preservation Planner, Cobb County
Allison Duncan, Atlanta Regional Commission
Stan Mitchell, FTA



COBB COUNTY
COMMUNITY DEVELOPMENT AGENCY

P.O. Box 649
Marietta, Georgia 30061-0649
770-528 2018 • fax: 770-528-2161

Dana Johnson, AICP
Planning Division Manager

RECEIVED
OCT 29 2013

BY:
EDWARDS-PITMAN ENV.

October 24, 2013

Ms. Jennifer Corcoran
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway, Suite 200
Smyrna, GA 30080

Re: Federal Transit Administration / Cobb County DOT, Connect Cobb Transit Study

Dear Ms. Corcoran:

Thank you for contacting me for Cobb County Planning Division's input regarding the above proposed road widening.

After reviewing the Cobb County Historic Resources Survey, it appears there are several historic properties and that are possibly within the APE. The properties are as follows:

Resource ID: 205165	206341
205166	206342
206167	206338
205168	206288

You have already noted in your initial letter that Resource ID's 205165 and 205166 have been demolished. None of these properties are listed in the National Register of Historic Places and/or the Cobb County Register of Historic Places.

Your letter requested that any archaeological concerns be addressed to Ms. Lynn Pietak. I hope that it is okay that I included everything in the same letter. I have reviewed Civil War trench location maps and note that there is the potential for Civil War earthworks in the northern part of the APE. I want to specifically note the well-defined trench line that exists near the northern intersection of Cobb Parkway (US 41) and White Circle. This line of trenches was part of the Brushy Mountain Line.

If you have any questions, please feel free to contact me at 770.528.2010 or mandy.elliott@cobbcounty.org.

Best regards,

Mandy Elliott
Historic Preservation Planner

cc: Jennifer Dixon, Historic Preservation Division

Equal Opportunity Employer

Cobb County...Expect the Best!
www.cobbcounty.org

Jennifer Corcoran

From: FLOYD, MARK D GS-11 USAF AFRC 94 MSG/CEV <mark.floyd@us.af.mil>
Sent: Wednesday, October 23, 2013 1:24 PM
To: Jennifer Corcoran
Cc: CRIM, RICHARD D CTR USAF AFRC 94 MSG/CEV; WILLIAMS, KENNETH W GS-13 USAF AFRC 94 MSG/CE
Subject: Initiation of Section 106 Process for Federal Transit Administration - Cobb County DOT, Connect Cobb Transit Study
Attachments: Notification Letter 10-17-13.pdf

Ms. Jennifer Corcoran,

Dobbins Air Reserve Base received the attached letter regarding the Initiation of Section 106 Process for the Connect Cobb Transit Study. Thank you for the notification letter.

After reviewing the notification letter, DARB agrees with the data presented, that no historic properties managed by DARB are located in the Area of Potential Effects (APE).

At this time, DARB does not wish to become a consulting party. We do request, DARB be included on any future Section 106 correspondence related to the proposed project.

Please continue to send all correspondence related to this project to Mr. Richard Crim.

Regards,

//SIGNED//
Mark D. Floyd, GS-11, DAF
Dobbins ARB Conservation Program Manager
DSN 625.3549 Comm 678.655.3549
mark.floyd@us.af.mil

APPENDIX B
PROPERTY INFORMATION FORMS

Multiple Property Evaluation: Motels

This multiple property evaluation includes all newly recorded motel resources encountered during the Connect Cobb survey effort. See the table (below) for basic information on each of these resources. All of these resources are considered eligible for inclusion in the National Register, with the exception of Resource 4. This evaluation is organized as follows: First, the introduction discusses motel resources in general; second is a discussion of the National Register eligibility and the integrity of this group of motel resources. The last section in this multiple property evaluation is individual resource information including location, description, and photographs.

Table 2: Motel resources included in multiple property evaluation

Resource #	Historic Name	Current Name	Construction Date	NRHP Recommendation
1	Marietta Motel	Marietta Motel	ca. 1954	Eligible
2	Mayflower Motor Hotel	Regency Inn & Suites	1957	Eligible
3	Lamar Motel	Crown Inn	1952	Eligible
4	Traveler's Haven	White Columns Inn	ca. 1960	Not Eligible
5	Blue Top Motor Court	Traveler's Motel	1945	Eligible
6	Holcomb Motel	Sun Inn	1947	Eligible

While none of the individual motel resources would be eligible for the National Register as a singular example of motel development, design, or construction, taken together, they illustrate an important aspect of the history of Cobb Parkway and the surrounding communities. These types of roadside motels were built in response to the needs of a growing number of tourists traveling by car. Roadside accommodations represent a departure from the more formal hotels found closer to city centers before and during this period. These establishments tended to be located close to the roadway, just outside of town. Mom-and-pop enterprises, rather than large chains typically built these establishments, so the design and standard of accommodation often varied. In the days before online reservations, these places needed to be highly visible and attractive to consumers. They often had large signs as well as central courtyards with pools or landscaping that would draw the attention of motorists.

Because these motels were often privately owned, they have usually been sold multiple times over their lifespan. Each new owner can bring a different aesthetic, updated business objectives, and new money to the motel. Often, each new owner leaves their mark on the building with guest room remodels, façade updates, building additions, and creation or elimination of amenities. Sometimes these alterations are money-saving steps (such as infill of pools) and sometimes they are revenue generating (such as addition of new guest rooms). Another very common alteration is an expansion of an original office building or area to include living space for the motel owner and/or staff. Either way, these changes represent important measures that keep these roadside establishments in business. Although these types of alterations may affect the integrity of these resources slightly, when examined as a group, only one of the examples (Resource 4, White Columns Inn) has had such extensive alterations that it can no longer be considered eligible for the National Register.

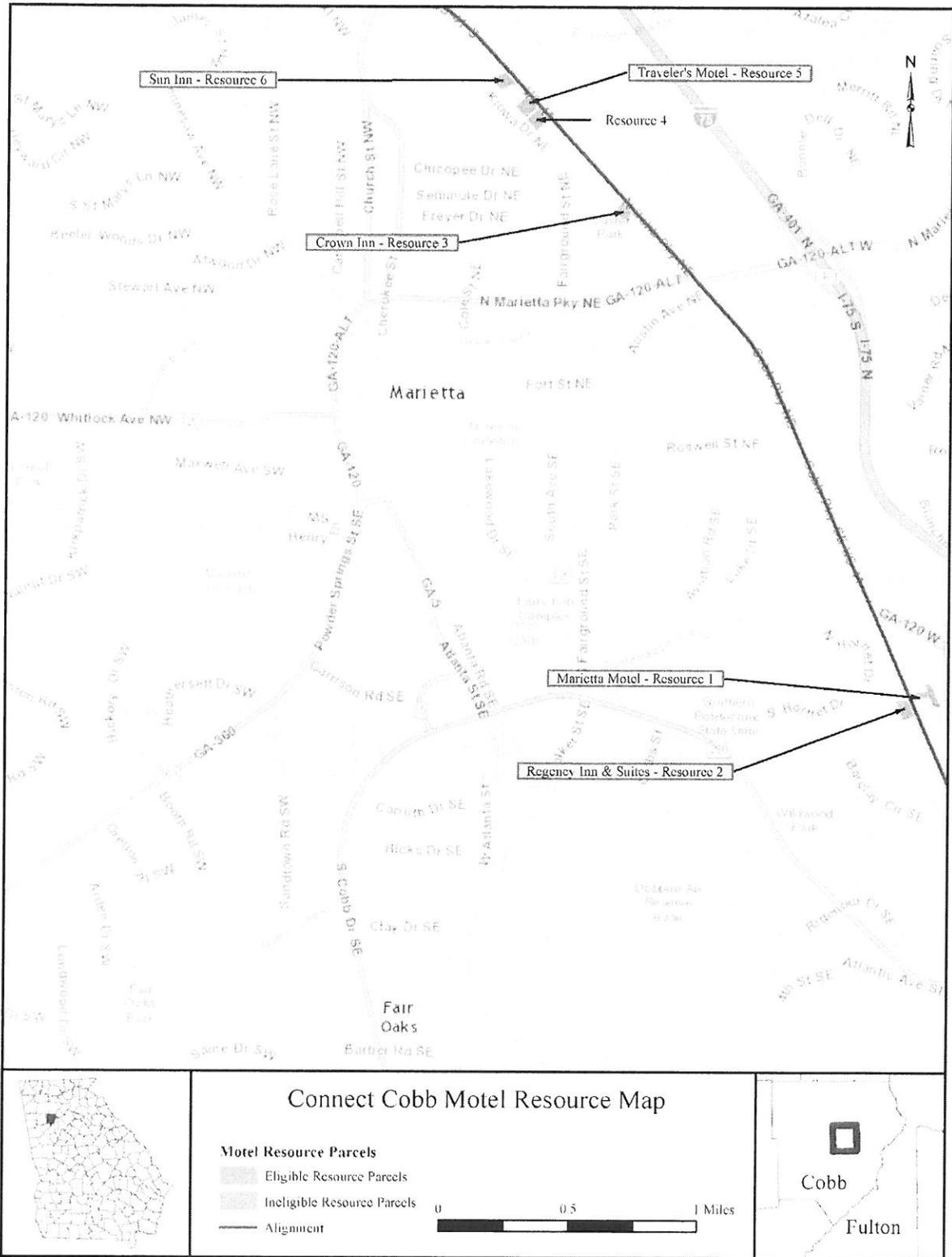


Figure 18: Location map of all motel resources included in multiple property evaluation

National Register Criteria and Level of Significance

These resources were evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with individuals whose specific contributions to history can be identified and documented with these properties. No associations were indicated or suggested as a result of background research on the project area and deed research on the properties, in any response to the Department's early consultation correspondence received from consulting parties or in an interview with the current occupants. Therefore, there was no basis for evaluating the properties under Criterion B. In addition, there are no indications that the properties are likely to yield information on important research questions in history or prehistory. These properties do not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating them under Criterion D.

Resources 1, 2, 3, 4, 5, and 6 were evaluated under Criteria A and C for eligibility for listing in the National Register. Resources 1, 2, 3, 5, and 6 are all significant under Criterion A at a local, state, and regional level in the areas of commerce, recreation, social history, and transportation. They illustrate the new ways that the growing post-WWII population was choosing to travel by car. They were taking advantage of a national system of roadways that was under continuous improvement and expansion between the 1930s and 1970s. First with the creation of a national highway system, and later, with the establishment of the national system of interstates. These motels are all emblematic of mom-and-pop roadside establishments that were built to take advantage of this increased tourism. They share the characteristics of location along a highway only a few miles from busy cities (Atlanta and Marietta) as well as a military base. They are arranged to maximize visibility along the roadway by being long, low (one-to-two story), and in some cases (Resource 3), angled toward the incoming travel direction rather than perpendicular to the roadway.

The exception is Resource 4. Resource 4 has been so heavily modified that it can no longer convey significance under Criteria A or C. Additionally; it was constructed piecemeal between 1950 and 2000 and is not a good illustration of any motel building type. Therefore, it is recommended not eligible for the National Register within the context of this multiple property evaluation.

The motel resources (1, 2, 3, 5, and 6) are also significant under Criterion C as examples of mid-century motel architecture. These properties represent a building type (the motel) not previously defined by the Georgia SHPO, but which has been thoroughly studied in architectural literature and which was defined in this report. Taken together, these motel resources create an interesting collection of the various subtypes of the motel form. While they have all been modified to some extent, most retain enough integrity to illustrate their significance.

Integrity

When evaluating the integrity of these resources, it is important to consider their age, changes in industry trends, and their basic revenue-generating purpose. In order to retain the viability of these establishments, they were often altered. This has happened to some extent in every case. Essentially, the position of this report is that, despite changes such as exterior material changes, window and door replacements, swimming pool removal, and office building additions and changes, collectively, these buildings retain enough integrity to illustrate their significance. If the

original motel building arrangement was typical of its subtype (cottage court, motor court, etc.) is intact and operating under its original purpose, it is considered eligible. The only resource that had alterations so egregious that its integrity was completely lost was Resource 4. Examples of these alterations include a three-story building addition at the center of the property, a shed addition atop the original office, as well as other alterations to individual buildings. The following is a discussion of the seven aspects of integrity and how the motel resources have been affected in each category.

- Location: All of these motel resources retain integrity of location, because none has been moved.
- Design: Most of these motels have lost some of the design integrity of the office area/building. A very common alteration to these structures was the addition of living space to the original building. Some of these alterations were more aesthetically pleasing than others, but do not destroy the overall design and layout of the resource as a whole. Resources 1 and 4 in particular, have had significant alterations and additions. Resource 1 has lost the original southern half of its cottage court arrangement, but because it still includes good examples of the cottage court, motor court, and motor inn types (all at least partially visible from the roadway) this loss is not completely detrimental to its contribution to the overall theme. Resource 4, on the other hand, has a very large multi-story motel building constructed within the courtyard area as well as numerous alterations and additions to the other buildings. In this case, the integrity of design of the resource has been significantly diminished.
- Setting: All of the resources retain their general integrity of setting, as they are all still located along a busy roadside outside a major city. However, in most cases, the immediate setting has been altered. The removal of original swimming pools is the most common example.
- Materials: The integrity of materials of most of these resources has been diminished. The most common alteration to materials is the application of stucco over original brick exteriors (Resources 1, 2, 3, and 5). This type of material alteration is not entirely detrimental to the integrity of the resource because it does not disguise the form of the building, and, in theory, is a reversible alteration.
- Workmanship: In the case of these resources, the buildings were not great architectural creations when constructed. They were built to meet a need and to make money and could do so with few architectural embellishments. Therefore, workmanship is a less important aspect of the integrity of these buildings than the six others in this section. However, the fact that the buildings have lasted under heavy and constant use, is a testament to the quality of their original construction.
- Feeling: In most cases, the integrity of feeling is intact because the motel buildings are used for their original purpose. One exception is Resource 4, which now functions as an extended stay/apartment facility.
- Association: The motels were designed to be on a busy commercial roadway, and although the nature of the traffic has changed with the majority of traffic now being local, rather than long-distance, the basic commercial nature of the area remains.

Resource 1 (Marietta Motel)

This resource has been called the Marietta Motel since the 1950s, and this is likely the original name. It was not previously identified in any GADNR surveys.

Location: The property is on the east side of the road at 637 S Cobb Parkway in Marietta, Georgia, just north of New Hope Road.

Date(s) of Development: Resource 1 (Marietta Motel) is a study in the development of the motel form. This location has added rooms periodically throughout its history using whatever configuration was most popular at the time. Because of this, it is a combination of cottage court, motor court, and motor inn. According to the tax assessor's record, Resource 1 was constructed in 1957, however, the actual date is somewhat earlier. A V-shaped arrangement of eight cottage courts appears on aerial maps dated 1955 and a listing for the Marietta Motel appears in a 1950 City Directory. The cottage court arrangement was common from the 1930s into the 1940s, so it is possible that these units were built as early as the late 1930s or early 1940s. By 1960, a linear set of motor court buildings are located east of the cottage courts, running parallel to Cobb Parkway. By the early 1970s, the two-story motor inn building was constructed. Originally, a small office building was located close to the road, but this was demolished circa 1990, and a new larger office was built a bit further back from the road. Around this time, the southern row of cottage courts was demolished, this portion of the property was sold, and a McDonalds was constructed on this land. Other alterations include roof enclosures of parking areas between cottage courts and covering the original brick exteriors with stucco and stacked stone veneer.

Description: Marietta Motel is a combination of the cottage court, motor court, and motor inn building types. Now the property contains four primary buildings: a front office, a two-story motor inn, a row of cottage courts, and a series of motor court buildings at the rear. The office building is a narrow rectangular structure that is perpendicular to the roadway. It has a shed roof and a stucco and stacked stone veneer exterior. A small office is at the front of this building and a series of motel rooms is to the rear.

The two-story motor inn building has approximately ten guest rooms with exterior entrances. The main part of this building has a flat roof, but a metal-clad pyramidal roof accent is on the southwest corner over the exterior stairs. The remaining row of cottage courts is immediately behind the motor inn building. There are four cottages, each containing two guest rooms with side entrances. The original brick exteriors are covered on the front and sides with stucco. Each of the cottages has a hipped roof covered with asphalt shingles. There are parking areas between each of the cottages. The cottages would have originally been separate, possibly with a small shed over the parking areas. Although the roofs over the parking areas have been merged with the cottage roofs, the individual hipped roofs of the cottages are still easily discernable. A small, brick boiler building with a chimney is just north of (behind) the cottages.

The motor court portion of the motel originally consisted of three separate linear buildings with hipped roofs. Laundry and utility rooms have been constructed in between the individual motor courts creating one continuous structure. The utility areas have flat roofs while the separate guest room buildings are still defined by their individual rooflines. At the center of each roof, there is a small cupola with a pyramidal top. The motor court guest rooms have exterior entrances that open onto a breezeway. The exterior of the motor court building is covered with stucco.

The property is separated from the roadway by a wide grassy strip. There are small trees, hedges and flowers at the front of the property and around the office, motor inn, and cottage court sections of the property. There are no plantings around the motor court buildings.

Proposed Boundary (Justification and Description): The proposed National Register boundary of Marietta Motel corresponds to the legal property boundary, and contains 2.4 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and the immediate surrounds. The right-of-way line along Cobb Parkway has been proposed as the western border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 729895.91 Northing 3757921.90.



Figure 1.1: Postcard view of Resource 1 ca. 1965, note the original brick exteriors (Image from www.cardcow.com)

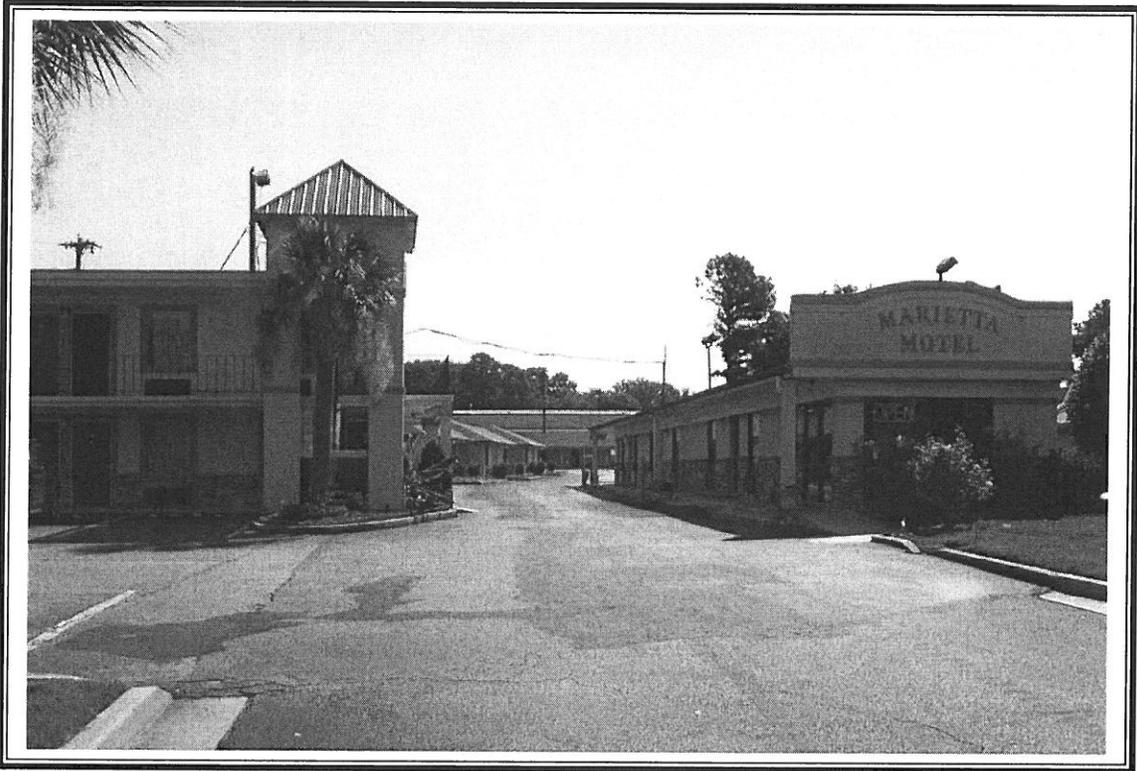


Figure 1.2: View of Resource 1, facing northeast from Cobb Parkway, office building and motor inn building in foreground, cottage courts and motor courts to rear



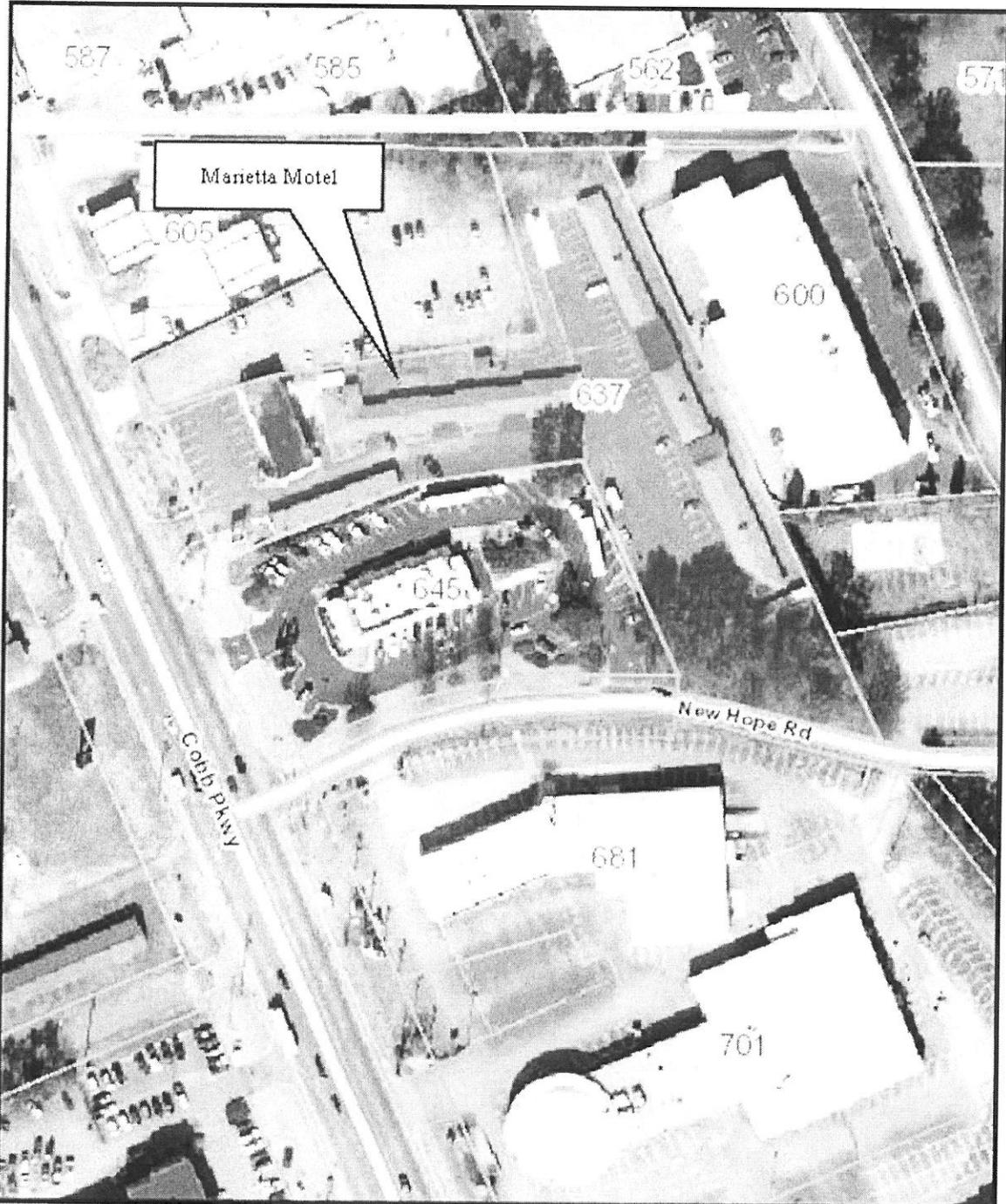
Figure 1.3: South oblique of Resource 1, motor inn, facing north



Figure 1.4: South elevation of Resource 1, cottage courts, facing northeast

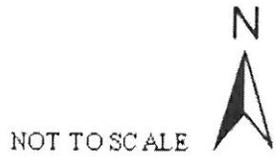
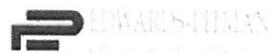


Figure 1.5: West elevation of Resource 1, motor courts, facing southeast



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
MARIETTA MOTEL (RESOURCE 1)**

CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003



Resource 2 (Regency Inn and Suites)

This property is the location of the Regency Inn and Suites. It was not previously identified in any GADNR surveys.

Location: The property is on the west side of the road at 642 S Cobb Parkway in Marietta, Georgia, across from New Hope Road.

Date(s) of Development: This motel was built in 1957, according to Cobb County tax records. It was originally called the Mayflower Motor Hotel, and this name was used through the 1970s. A row of eight additional units was added to the north side of the motel circa 1965. A pool house structure in the courtyard was likely built at this time too. The swimming pool in the courtyard was filled in circa 1990. A postcard image of the motel, dated 1960, shows the buildings with brick exteriors, but this has been covered with stucco. The brick is still visible on the rear elevations of the guest room buildings.

Description: Resource 2 (Regency Inn and Suites) is a motor court-type motel in a U-shaped arrangement. It contains approximately 40 guest rooms. Most of the rooms face onto a central courtyard and have a row of parking directly in front of the rooms. An additional row of rooms is on the north side of the motel, and parking is provided in front of these rooms. A small office is at the front (northeast corner) of the building and a drive-through canopy provides shelter for cars in front of the office. The building is one-story with an asphalt shingle-covered gable roof. The roofline extends beyond the guest room doors to create a breezeway in front of the rooms. Rectangular, stuccoed columns with geometric accents support the roofline. A single, fixed light window and a steel door delineate each guest room.

A small rectangular building is on the northwest corner of the courtyard. It was the pool house and now serves as a laundry room and vending area. It has a side-gabled roof and stucco exterior. A shed roof extension on the north side shelters vending machines. The property has little landscaping other than small plantings near the office and a lawn across the courtyard. Two drives admit cars to the property: an entry drive near the office and an exit on the south side.

Proposed Boundary (Justification and Description): The proposed National Register boundary of the Regency Inn and Suites corresponds to the legal property boundary, and contains 2.1 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and the immediate surrounds. The right-of-way line along Cobb Parkway has been proposed as the eastern border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 729869.25 Northing 3757868.98.



Figure 2.1: Postcard view of Resource 2, ca. 1960, note the courtyard with pool and original brick exterior (Image from www.cardcow.com)



Figure 2.2: View of Resource 2, facing southwest from across Cobb Parkway

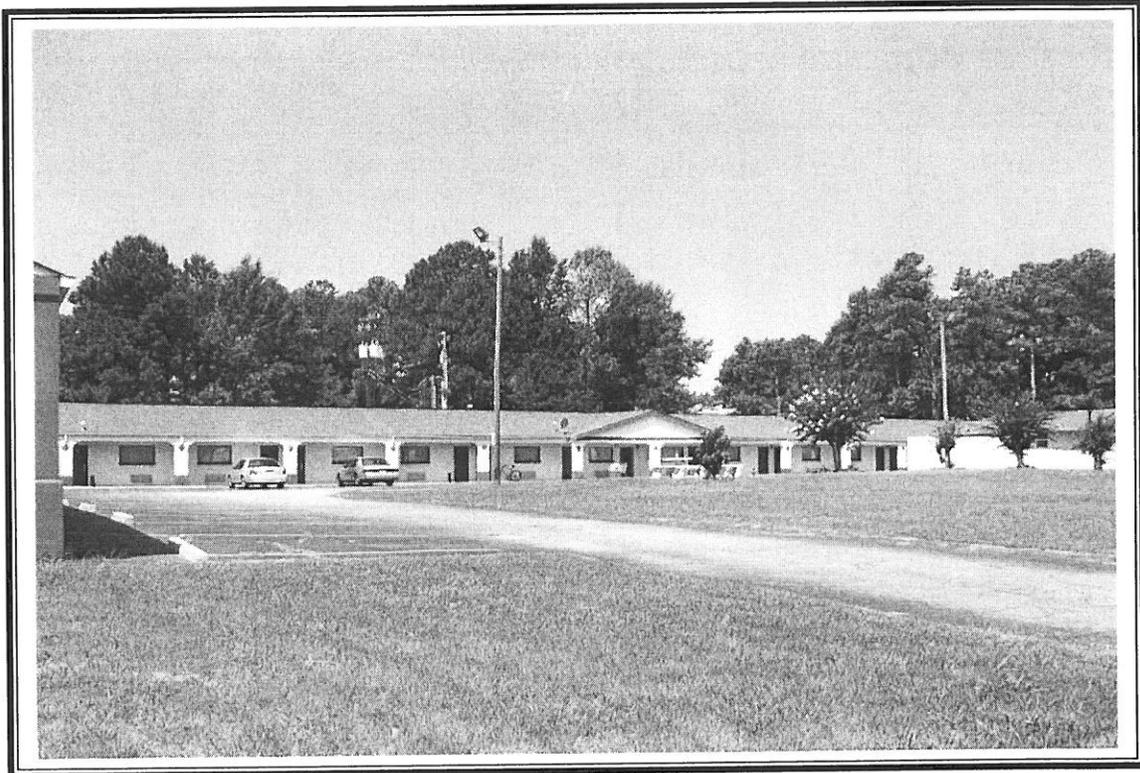
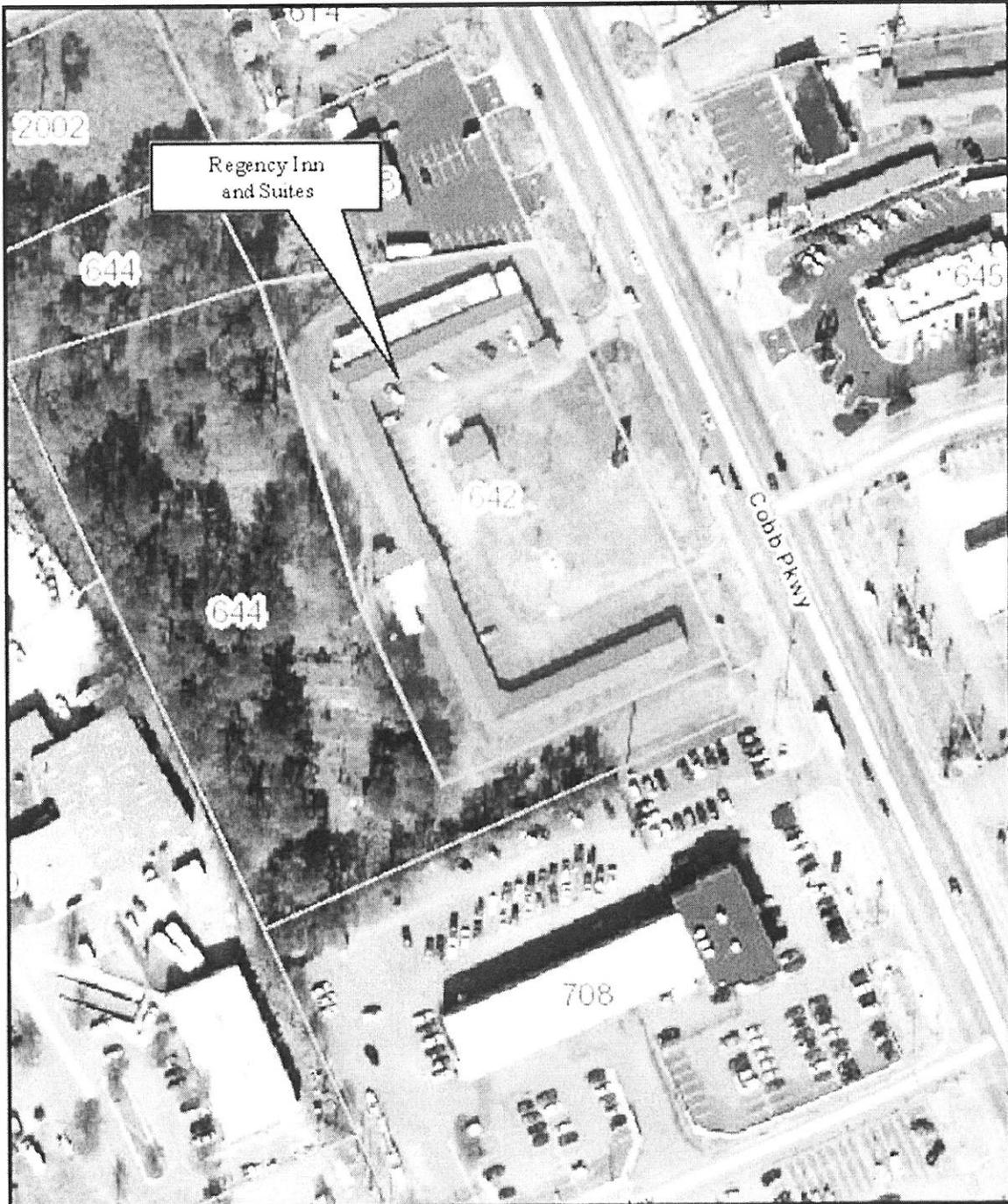


Figure 2.3: View of center section of building, facing west from Cobb Parkway



Figure 2.4: View of southern section of building, facing south from driveway

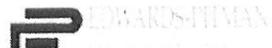


**PROPOSED NATIONAL REGISTER BOUNDARY FOR
REGENCY INN AND SUITES (RESOURCE 2)**

CONNECT COBB PROJECT

Cobb and Fulton Counties

HP No. 131021-003



NOT TO SCALE



Resource 3 (Crown Inn)

This property is the location of the Crown Inn. It was not previously identified in any GADNR surveys.

Location: The property is on the west side of the road at 525 N Cobb Parkway in Marietta, Georgia, just south of Seminole Drive.

Date(s) of Development: According to the Cobb County tax assessor, this building was constructed in 1952. It was called the Lamar Motel from the 1950s through the 1980s, and is now called the Crown Inn. Each of the three guest room buildings and the office building were built in 1952. The rear addition to the office building was added ca. 1975. The original brick exteriors were covered with stucco (date unknown). The historic postcard image (see below) appears to show white asphalt shingle roofing; the roofs are now covered with metal. Aerial photos indicate this change was made since 2007. The buildings originally had square cupolas at the ridgelines; it is likely these were removed when the roof material was altered.

Description: The siting of this property is interesting, because it is not perpendicular to the roadway, as is typical for commercial buildings. This motel is placed at approximately a 30-degree angle to the road. In this way, it was best positioned to attract motorists driving south. Two drives lead from the roadway into the property. Grassy areas surround the front and rear of the property and a creek runs along the rear of the lot. A large power line easement runs along the northwest side of the property.

The office building sits at the center of the lot. The original part of this building has a hipped roof and a breezeway at the front. The gabled roofline of the rear addition is slightly higher than the original building. The guest rooms are in three buildings arranged in a U-shape around the office. All of the guest rooms open onto a breezeway that separates them from the parking area. The rear building is constructed on two levels and steps down near the center of the structure. This building has a side-gabled roof. The two side buildings have gabled roofs at the rear and hipped roofs at the front.

Proposed Boundary (Justification and Description): The proposed National Register boundary of the Crown Inn corresponds to the legal property boundary, and contains 1.5 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and the immediate surrounds. The right-of-way line along Cobb Parkway has been proposed as the western border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16
Easting 727975.12 Northing 3760914.12.



Figure 3.1: Postcard view of Resource 3, ca. 1960, note the original brick exteriors (Image from www.atlantatimemachine.com)



Figure 3.2: Oblique view of Resource 3, office facing west from Cobb Parkway



Figure 3.3: View of southern section of Resource 3, facing southwest from Cobb Parkway

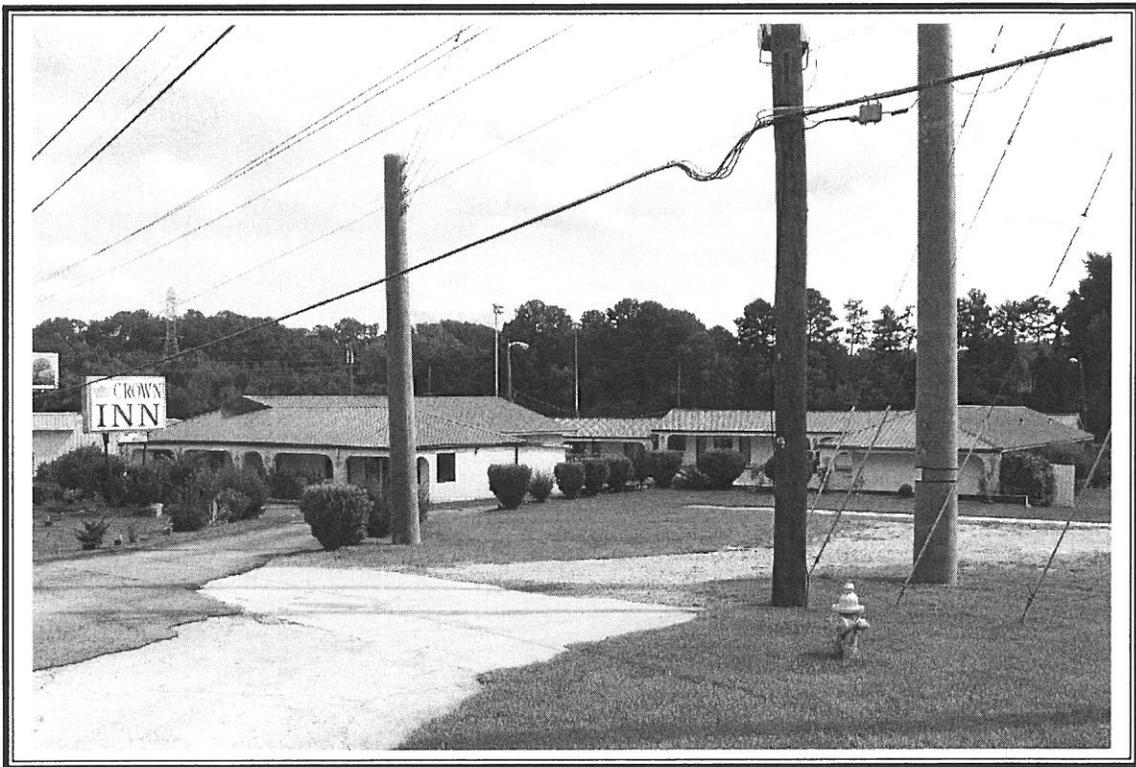
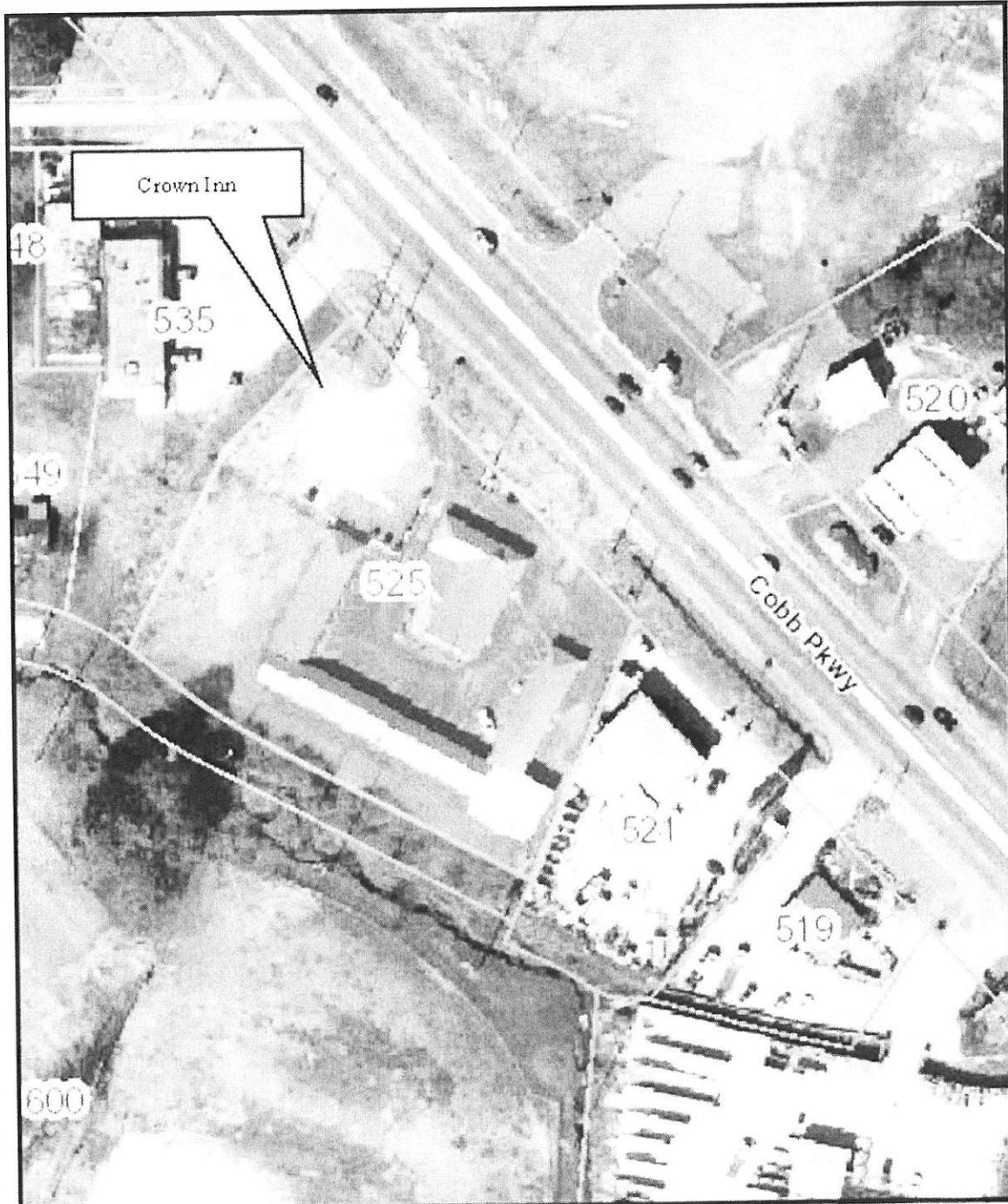


Figure 3.4: View of Resource 3, facing south from Cobb Parkway



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
CROWN INN (RESOURCE 3)
CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003**

SOURCE: Cobb County Tax Assessor



NOT TO SCALE



Resource 5 (Traveler's Motel)

This property is the location of the Traveler's Motel. It was not previously identified in any GADNR surveys.

Location: The property is on the west side of the road at 807 N Cobb Parkway in Marietta, Georgia, just north of Allgood Road.

Date(s) of Development: According to the Cobb County tax assessor, this motel was constructed in 1945. This motel was originally called the Blue Top Motor Court. There have been several changes to these buildings. The guest room exteriors have been covered with stucco and the blue roofs have been replaced. It is unclear if the original roofs were metal or some other material; however, in either case, they are no longer blue. The small, side-gabled office building has been expanded into a two-story structure.

Description: This resource is adjacent to the Resource 4 to the south and a car dealership to the north. The buildings are arranged perpendicular to the roadway in a U-shape. The office building is at the center of the U. A series of islands and drives separates the motel from the roadway. Parking covers all of the lot between the buildings.

The office, guest rooms, and adjacent restaurant all have stucco exteriors that were originally brick. The restaurant has a faux mansard roofline at the façade that is covered with asphalt shingles, as are the roofs of the motel structures. The guest room buildings are unusually narrow, with steeply pitched, gabled roofs. A shed extension along the front of the roofline creates a breezeway that runs along the front of the guestrooms. The office building is two-story with a side-gabled roof. A front-gabled portico creates a covered, check-in parking area.

Proposed Boundary (Justification and Description): The proposed National Register boundary of Traveler's Motel corresponds to the legal property boundary, and contains 2 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and the immediate surrounds. The right-of-way line along Cobb Parkway has been proposed as the eastern border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 727349.78 Northing 3761569.56.



Figure 5.1: Postcard view of Resource 5, ca. 1950, note the original brick exteriors, blue roofs, and adjacent restaurant, still extant (Image from www.atlantatimemachine.com)



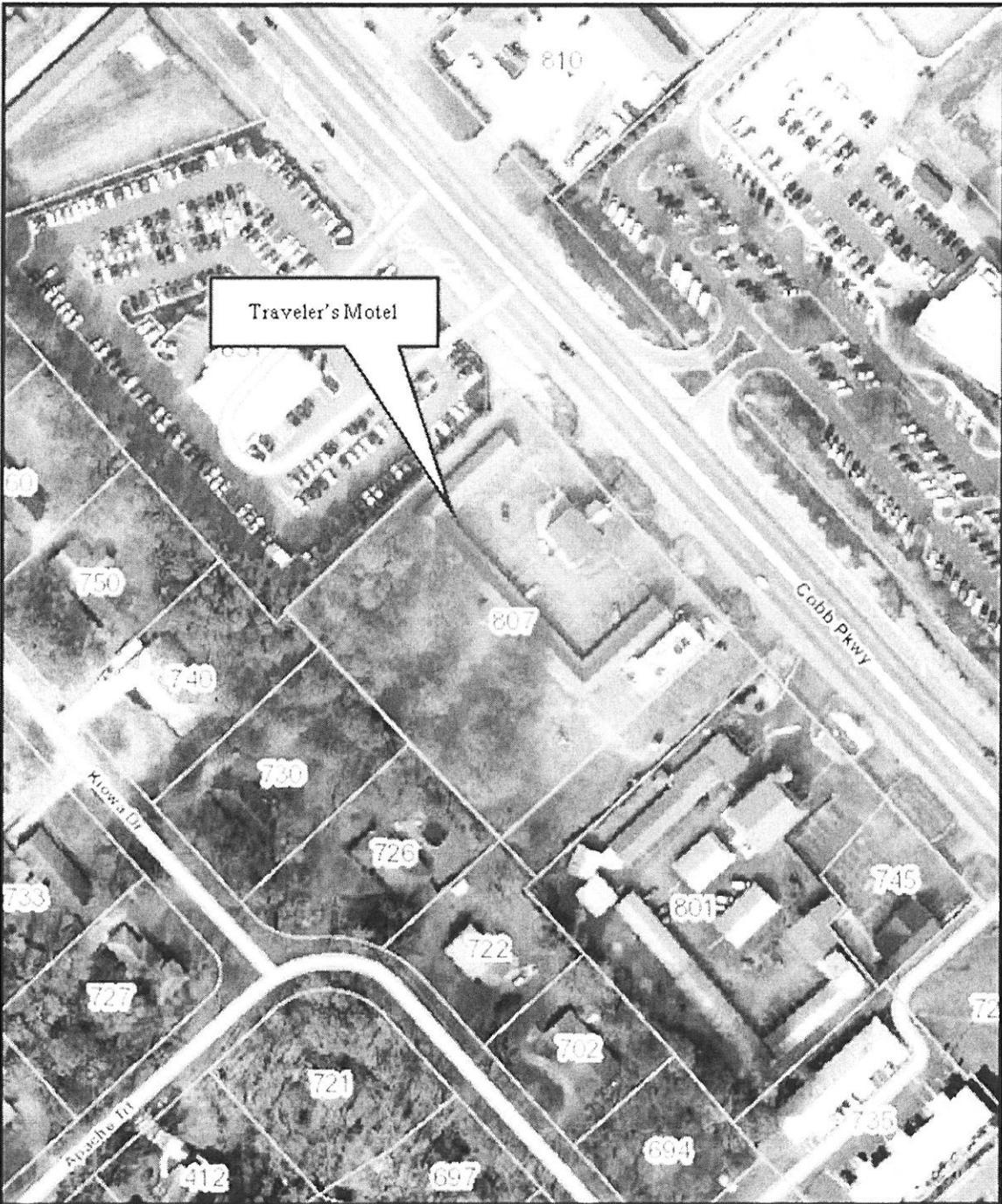
Figure 5.2: Oblique view of Resource 5 office, facing west from Cobb Parkway



Figure 5.3: View of southern section of Resource 5, facing south from parking lot

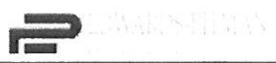


Figure 5.4: View of Resource 5, restaurant facing west from Cobb Parkway



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
TRAVELER'S MOTEL (RESOURCE 5)**

CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003



Resource 6 (Sun Inn)

This property is the location of the Sun Inn. It was not previously identified in any GADNR surveys.

Location: The property is on the west side of the road at 871 N Cobb Parkway in Marietta, Georgia, across from Industrial Park Drive.

Date(s) of Development: According to the Cobb County tax assessor, this building was constructed in 1947. This resource is an example of the cottage court motel subtype, however, the rooflines have been altered to disguise the fact that these are actually individual structures, rather than a series of guest rooms within a single building. The historic postcard image (see below) only shows the office building and row of cottages at the side and one in the rear. By 1955, however, there was a full U-shaped arrangement of cottages. Originally, these would have been individual buildings, each containing two guest rooms. Car shelters were between each cottage.

Description: This property is in an area with several auto-related businesses nearby. The buildings sit perpendicular to the roadway in a narrow, U-shaped arrangement. A grassy courtyard is at the center of the property behind the office building. A driveway with parking encircles this courtyard. The office building is at the front center of the property, with three guest room buildings surrounding it. Small cabins are also at the western and southern corners of the property.

The guest room buildings have side-gabled roofs covered with asphalt shingles. The exterior walls are a combination of brick and board-and-batten siding. The southern row of cottages has been combined under a single roofline. The original division of the building is still visible because of the car shelters between the buildings. The roofline of the individual cottages is more visible on the northern row of guest rooms. The original office building is still in place, although a vinyl-sided shed addition has been constructed over the façade.

Proposed Boundary (Justification and Description): The proposed National Register boundary of Sun Inn corresponds to the legal property boundary, and contains 2 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and the immediate surrounds. The right-of-way line along Cobb Parkway has been proposed as the eastern border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 727200.68 Northing 3761725.18.

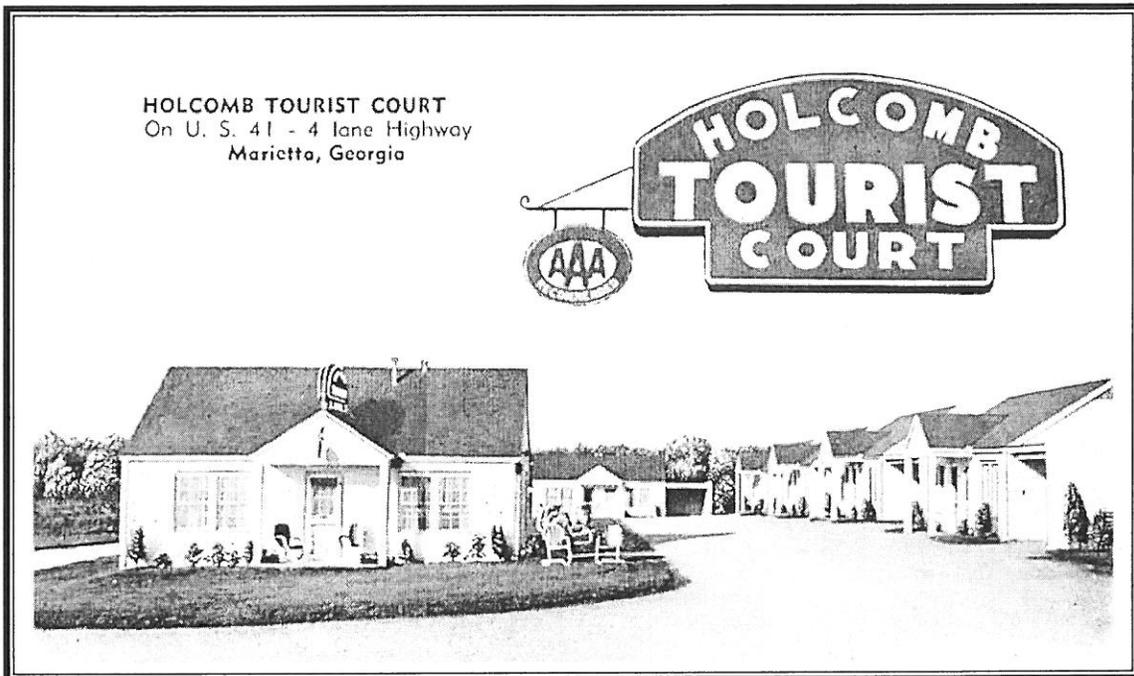


Figure 6.1: Postcard view of Resource 6, ca. 1950 (Image from www.ebay.com)



Figure 6.2: View of Resource 6, facing west from Cobb Parkway



Figure 6.3: View of Resource 6, office facing south from driveway



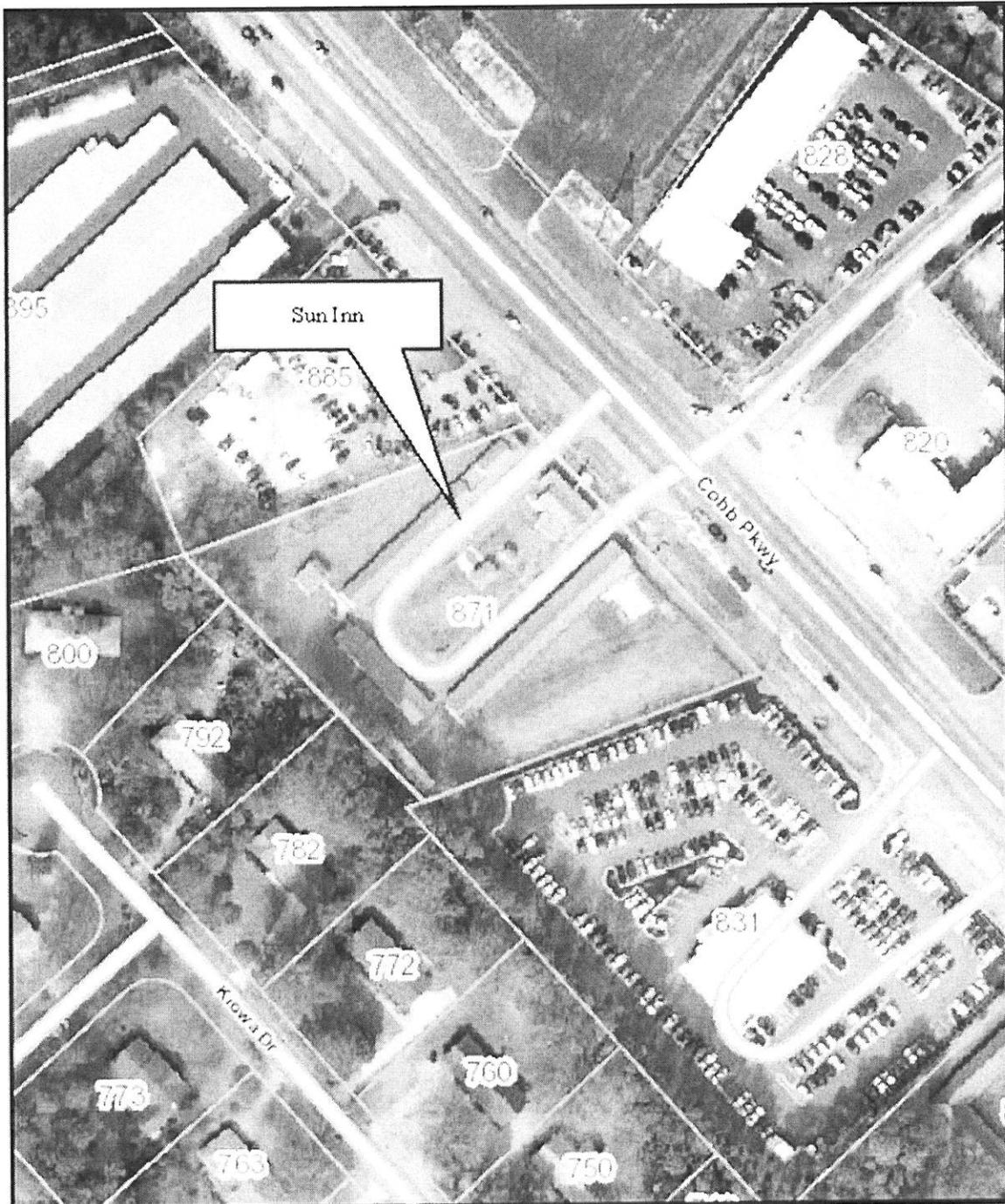
Figure 6.4: View of Resource 6, southern section, facing southwest from driveway



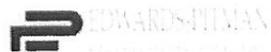
Figure 6.5: View of Resource 6 (original cottage courts) facing west from driveway



Figure 6.6: View of Resource 6 (rear view of original cottage courts) facing southwest from adjacent property



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
SUN INN (RESOURCE 6)
CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003**



NOT TO SCALE



Resource 7 (Atlanta Office Machines)

This property is the location of Atlanta Office Machines. It was not identified in any previous GADNR surveys.

Location: The property is on the west side of the road at 552 S Cobb Parkway (originally #431) in Marietta, Georgia, across from Church Road SE.

Date(s) of Development: According to the Cobb County tax assessor, this building was constructed in 1955. The Carson Tool and Machine Company occupied it that same year. Carson manufactured plastic and aluminum molds, dies, and other equipment and machinery for companies such as Scripto, Westinghouse, and Lockheed.¹³ Carson operated at this location until 1988, when the company was dissolved. Changes to the building are minimal but include replacement of the front door and removal of window panes for ventilation. The interior is now arranged as offices, and this is likely different from its original appearance. The date of these changes is unknown. A modern, prefabricated warehouse is at the rear of the property.

Description: Resource 7 (Atlanta Office Machines) is sandwiched between two restaurants, and several other retail, recreation, and auto-related businesses are in the vicinity. The building sits close to the road and is separated from the roadway by a parking lot and a small curbed grassy area. A row of parking and a paved drive lead to the rear of the property and the warehouse building.

The building is a long, narrow, rectangular structure that contains offices, but was originally a manufacturing facility. The building has a CMU exterior and a flat roof with a slightly raised square portion at the northeast corner. The façade entryway and two windows are within this square. The entryway has a glass door with aluminum frame and glass blocks within an opening that was originally a sidelight. Façade windows are four-and-nine-light with metal frames. Undetailed wood trim surrounds the windows, but does not appear to be original. Large, industrial 21-light windows line the north side. Several sections of these windows have been removed and the glass replaced with vents.

Proposed Boundary (Justification and Description): The proposed National Register boundary of Atlanta Office Machines corresponds to the legal property boundary, and contains 1.5 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the historic building and the immediate surrounds. The non-historic warehouse building on the west side of the property is not a contributing feature. The right-of-way line along Cobb Parkway has been proposed as the eastern border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 729729.44 Northing 3758151.74.

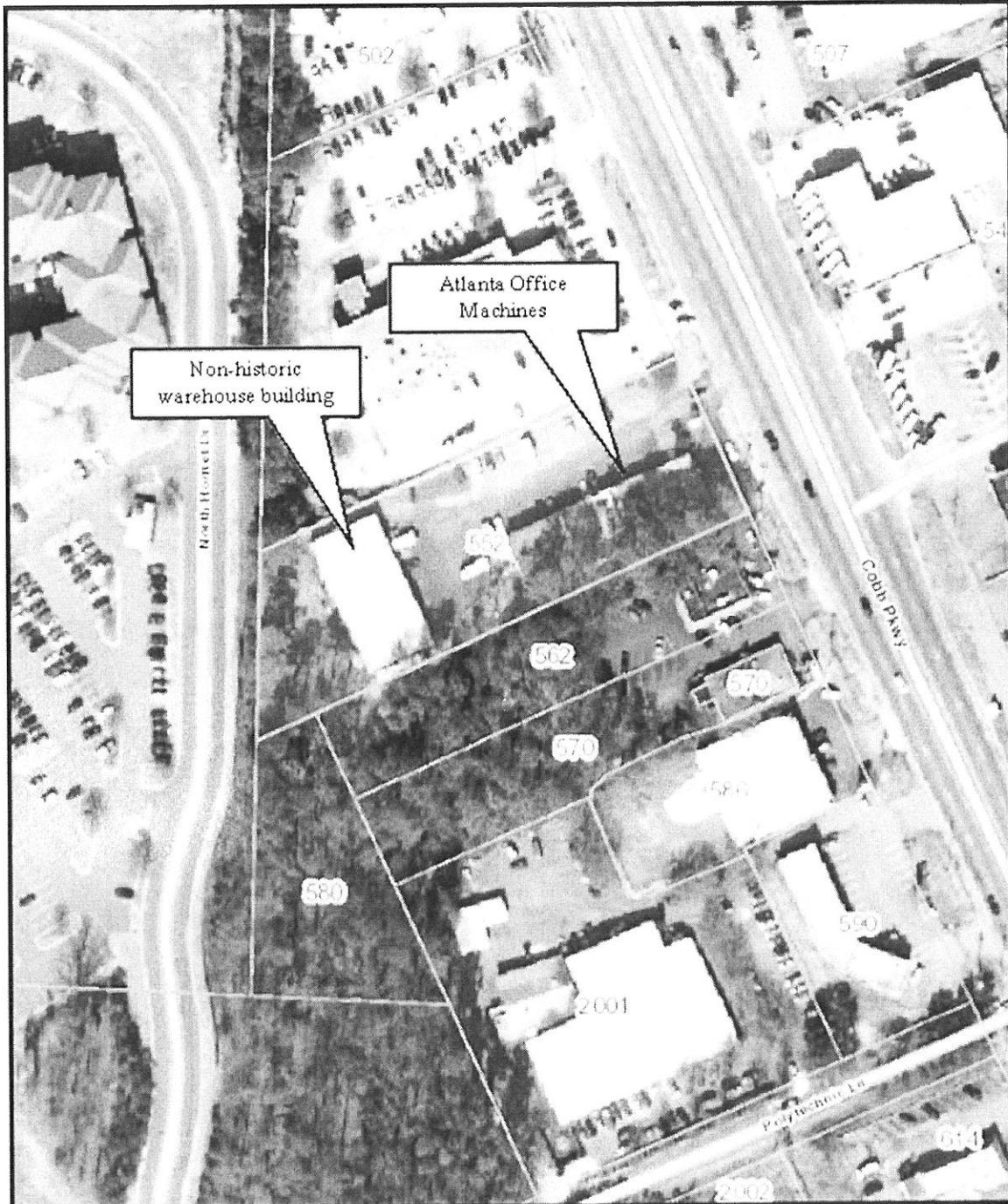
¹³ __, "For Public Sale 6% Debentures," *Marietta Daily Journal*, November 18, 1956.



Figure 7.1: View of façade of Resource 7, facing west from Cobb Parkway



Figure 7.2: Oblique view of Resource 7, facing southwest from Cobb Parkway



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
ATLANTA OFFICE MACHINES (RESOURCE 7)**

CONNECT COBB PROJECT

Cobb and Fulton Counties

HP No. 131021-003

SOURCE: Cobb County Tax Assessor



NOT TO SCALE



Resource 8 (Bisma Cars)

This property is the location of Bisma Cars auto repair shop. It was not previously identified in any GADNR surveys.

Location: The property is on the east side of the road at 456 N Cobb Parkway in Marietta, Georgia, just north of North Marietta Parkway.

Date(s) of Development: According to the Cobb County tax assessor, this building was constructed in 1953. It was the new location of the Harris Machine and Tool Works, previously located at 104 Dobbs Street. Two prefabricated metal buildings were constructed at the rear of this property. The southern building was built ca. 1975, and the northern was ca. 1985. The window openings on the south end of the façade have been altered. One window has been removed and replaced with a double glass and aluminum doors with lit transom. The windows on either side of the door have been enlarged.

Description: This property is in a heavily traveled section of Cobb Parkway. Other properties along Cobb Parkway nearby include a motorcycle dealership, a landscape supply, and a church. A residential neighborhood is northeast of this property along Wilshire Avenue. The lot is separated from Cobb Parkway by a small grassy median and parking area. Parking is also at the sides and rear of the building, and two prefabricated structures are at the rear of the property. A fence surrounds a parking lot to the rear (northeast side) of the building.

This building is a barrel vault prefab building as described earlier in this report. It has a rectangular footprint. The exterior walls are painted concrete blocks. The roof is covered with corrugated metal. This building runs parallel to the roadway. A projecting rectangular section with concrete block walls and a flat roof is at the center of the façade. The façade has a single entry door with concrete steps in front. Three-and-twelve-light windows with concrete sills and metal frames are on either side of this door. The remaining windows on the main block of the warehouse are 16-light metal framed with concrete sills. Large bay doors with concrete loading docks are at either end of the building.

Proposed Boundary (Justification and Description): The proposed National Register boundary of Bisma Cars corresponds to the legal property boundary, and contains 2.2 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the historic building and the immediate surrounds. The two non-historic warehouse buildings on the east side of the property are not contributing features. The right-of-way line along Cobb Parkway has been proposed as the western border of the proposed boundary because the area within the right-of-way does not contain any landscape or other features that contribute to the National Register eligibility of this property.

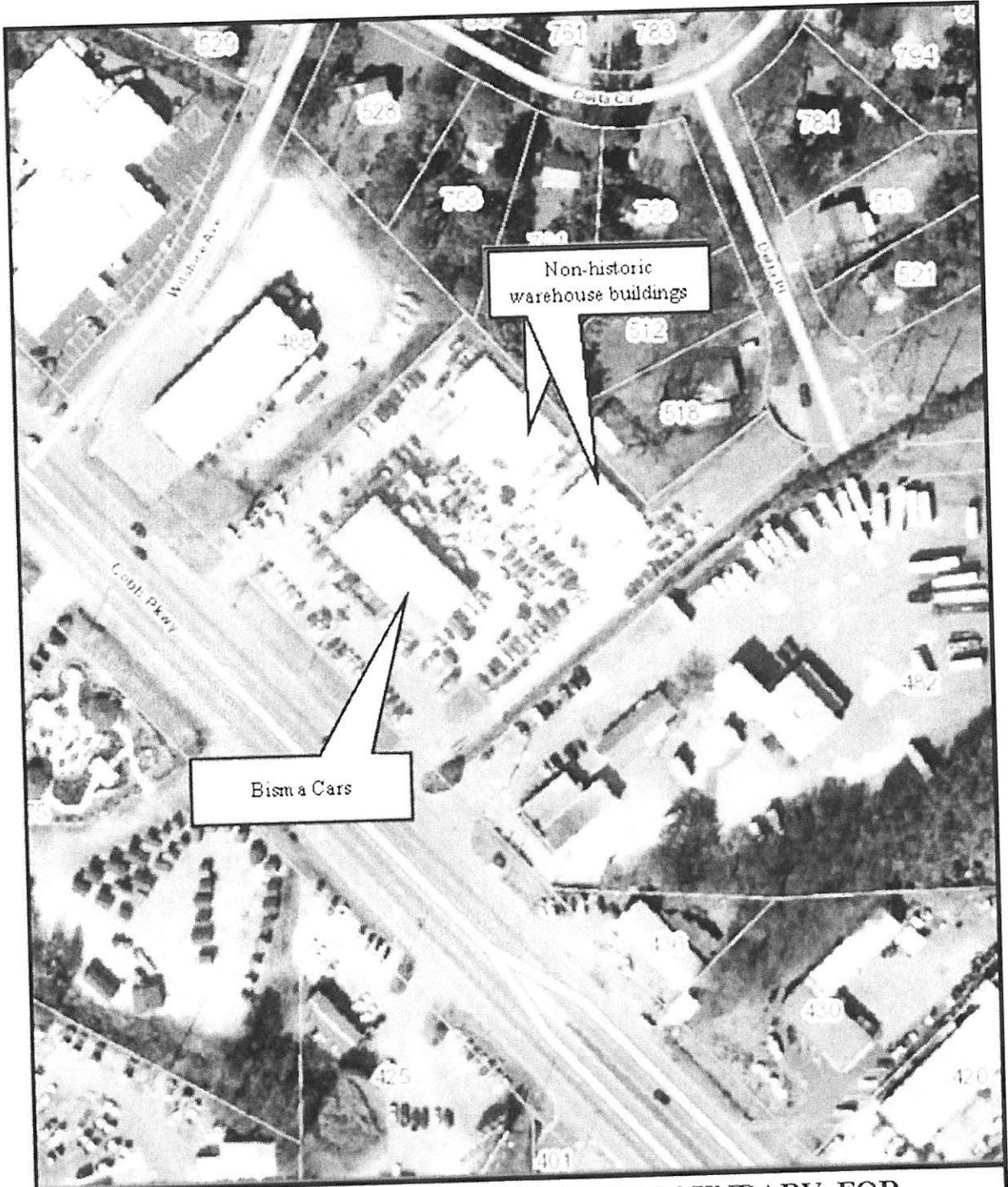
UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 728227.40 Northing 3760761.17.



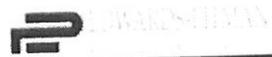
Figure 8.1: Oblique view of Resource 8, facing north from parking lot



Figure 8.2: Façade view of Resource 8, facing northeast from parking lot



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
BISMA CARS (RESOURCE 8)**
CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003



NOT TO SCALE



Resource 33 (IHOP)

This property is the location of an IHOP restaurant. It was not previously identified in any GADNR surveys.

Location: The property is on the east side of the road at 179 S Cobb Parkway in Marietta, Georgia, just north of Frey's Gin Road SE.

Date(s) of Development: According to the Cobb County tax assessor, this building was constructed in 1969. Originally constructed as an International House of Pancakes restaurant (the company has since changed to the IHOP name), this building does not appear to have had any significant alterations. This building is an example of the iconic IHOP A-frame building that was the company's form of architectural branding until 1979. The most significant change to the property is the incorporation of updated signage in front of and attached to the building. This new signage uses the "IHOP" name, whereas the historic signage would have used the older "International House of Pancakes" name. It is unclear when this signage was changed, however, it was likely mandated by the parent company, and implemented across the brand.

Description: This property is in a heavily traveled section of Cobb Parkway near a heavy concentration of retail and restaurants. Two drives and a curbed grassy island separates the building from Cobb Parkway. Parking is at the sides and rear of the building and the rear of the property is lined with small trees and brush.

The building has a steeply pitched, cross-gabled roof covered with bright blue metal shingles. This is an example of the typical A-frame IHOP building. A large brick chimney is on the north side of the building. Copper colored vertical metal paneling covers the gable ends. Brick and stucco covers the lower part of the exterior, and fixed windows and entry doors are across the façade and north and south elevations.

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

National Register Criteria and Level of Significance: The IHOP was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with events that have made a significant contribution to the broad patterns of our history. There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. No associations were indicated or suggested as a result of background research on the project area and deed research on the property, in any response to early consultation correspondence received from consulting parties or in an interview with the current occupants of the property. Therefore, there was no basis for evaluating the property under Criteria A or B. Also, there are no indications that the property is likely to yield information on important research questions in history or prehistory. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

The IHOP was evaluated under Criterion C. The property represents a building type that has not been previously defined by the Georgia SHPO, but which was defined in this report. This is a good example of a casual restaurant as defined in this report as well as a good example of the A-

frame IHOP restaurant building. The last A-frame IHOP (nationwide) was constructed in 1979, so this building (built in 1969) was likely constructed during a high point for this design. Without comparative information or inventories of other similar establishments in Georgia or in the region, it is difficult to speculate about the significance of this resource on those levels. However, this resource appears to be a locally significant example of this type of building, as it appears to be the only remaining A-frame IHOP in Cobb County. This resource is significant at a local level as an example of architectural branding and because it appears to be a relatively rare example for this type of building in this area. Therefore, this resource is considered eligible for inclusion in the National Register of Historic Places under Criterion C.

Integrity: This resource retains integrity of location and setting because it remains on its original site along a busy commercial corridor. It still exists in its historic form and retains the iconic A-frame, illustrating the integrity of its design. Though some of its exterior materials may have been replaced in kind, no exterior alterations are apparent and the original workmanship is still evident. Also, it is still associated with the IHOP brand and used as an IHOP restaurant (its original purpose) thus retaining its integrity of feeling and association.

Proposed Boundary (Justification and Description): The proposed National Register boundary of the IHOP corresponds to the legal property boundary, and contains .52 acre. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the restaurant and the immediate surrounds. The right-of-way line along Cobb Parkway has been proposed as the western border of the proposed boundary because the area within the right-of-way consists of a grass island and does not contain any landscape or other features that contribute to the National Register eligibility of this property (see attached boundary graphic).

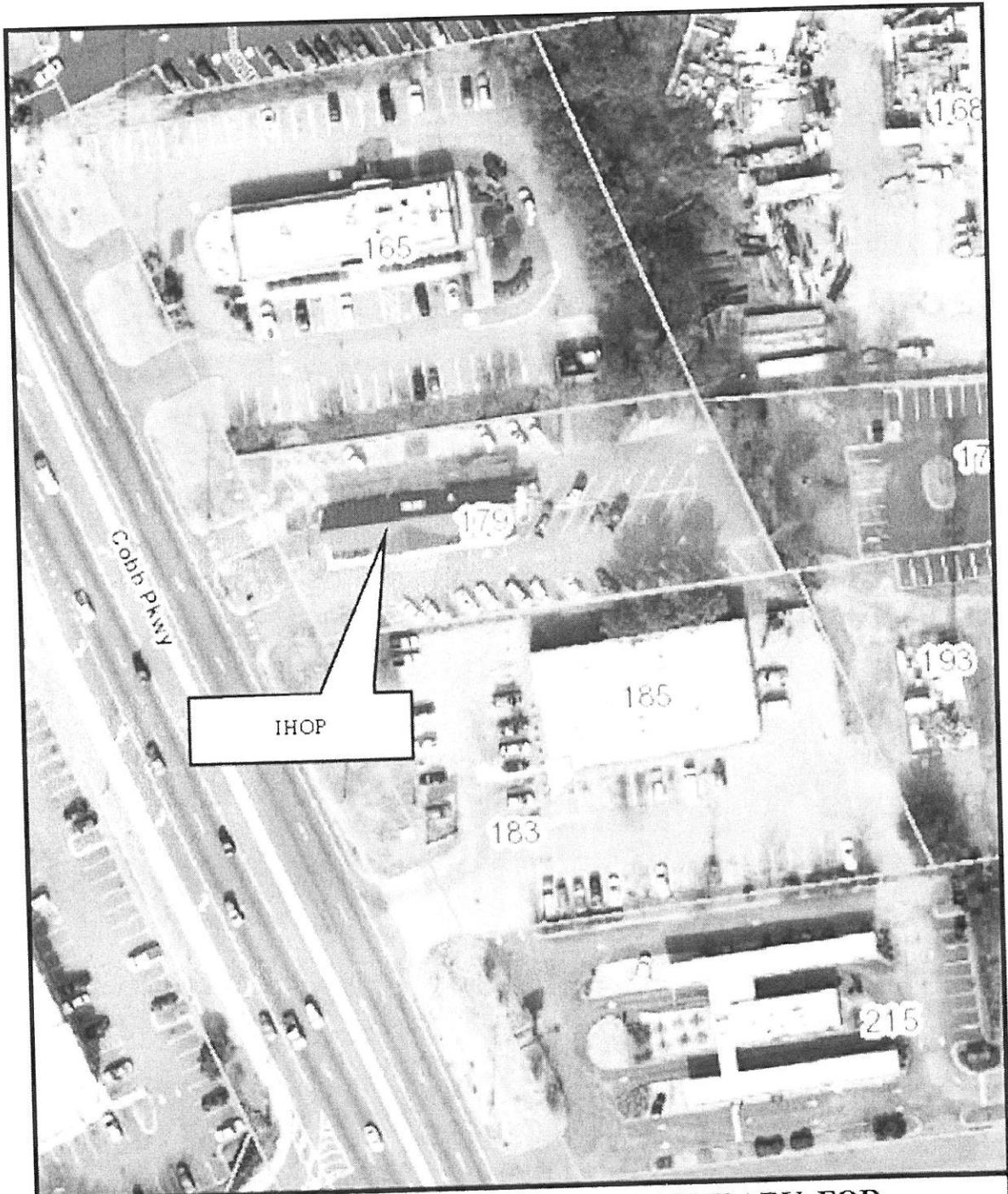
UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 729331.43 Northing 3759105.44.



Figure 33.1: Façade view of the IHOP, facing east from Cobb Parkway



Figure 33.2: Southwest oblique view of the IHOP, facing northeast from Cobb Parkway



PROPOSED NATIONAL REGISTER BOUNDARY FOR

IHOP (RESOURCE 33)
CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003

SOURCE: Cobb County Tax Assessor



NOT TO SCALE



Resource 35

This property is the location of Marietta Muffler. It was not previously identified in any GADNR surveys. However, it was determined eligible for listing on the National Register of Historic Places in a previous Section 106 survey, PI #0008256. The property has had no apparent alterations and should still be considered an eligible property. See Appendix B for a copy of the property information form and concurrence letter for this property.

Location: The property is located on the north side of the road at 1109 Roswell Rd in Marietta, Georgia.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 729232.16 Northing 3759502.79.

Resource 42 (Marietta Auto Center)

This property is the location of the Marietta Auto Center. It was not previously identified in any GADNR surveys.

Location: The property is on the east side of the road at 436 N Cobb Parkway in Marietta, Georgia, just north of North Marietta Parkway.

Date(s) of Development: According to the Cobb County tax assessor, this building was constructed in 1968. It appears the property has been used as an auto repair garage since the beginning. In the 1977, Marietta city directory the property is listed as R&M Diesel Service; in 1987, it is listed as Fender Mender. At the time of this report it is the Marietta Auto Center. In aerial photographs it appears this building may have originally had a flat roof, though it is difficult to discern when it was altered to its current appearance. Several windows on the north elevation have been covered with boards and the door and window into the office appear to have been altered. A metal roofed shed has been attached to the rear of the building, but it is only visible from aerial photographs, as the rear of the property is fenced.

Description: This property faces Cobb Parkway and is separated from the roadway by a rounded, curbed island. Several auto and landscape related businesses are nearby. Asphalt paving covers nearly all of the lot in front of the building and a wooded area is to the rear of the property. A metal fence encloses the area behind the building.

This is a rectangular building with a side-gabled roof covered with asphalt shingles. This is an example of an auto garage type building, as described earlier in this report. The exterior of the building is a combination of brick, concrete block, and vertical wood siding. A significantly recessed area is at the northern half of the building. A bay opening and an office are in this portion of the structure. Four bay openings are at the façade on the southern end of the building.

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

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

The Marietta Auto Center was evaluated under Criterion A and appears to be significant in the areas of transportation and commerce for its association with the development of auto-related property uses along this highway corridor. This property was evaluated within the broader historical context of mid-twentieth-century development of the Highway 41 corridor in Cobb County. This type of auto service garage would have been a primary source for auto repairs prior

to the arrival of large auto repair chains. This property is considered significant within that context, as it is one of the few examples of an auto service garage within the study area of this project. It also appears to be the only example that was used as a service garage throughout its life, although there were several different occupants. These include the R&M Diesel Service (1970s), Fender Mender (1980s), and the Marietta Auto Center. Although this building has had some alterations, these have not obscured the essential function of the building. Therefore, the property is considered eligible for inclusion in the National register under Criterion A.

The Marietta Auto Center was also evaluated under Criterion C. The property represents a building type not previously defined by the Georgia SHPO, and which has not been thoroughly studied in architectural literature. This report has defined the auto garage as an architectural type; however this example does not appear to convey any notable architectural significance. Therefore, the property is not considered eligible for inclusion in the National Register under Criterion C in the area of architecture.

Integrity: This resource retains the integrity of its location, design, and setting because it is on its original site along this busy corridor and appears to retain its overall historic form and design with an enclosed office area and several auto bays. The resource has lost some integrity of materials and workmanship because of minor alterations to windows, doors, and the office area. The possibility that the roofline has been altered also presents a potential loss of integrity in these areas. The resource also retains its integrity of association and feeling as it is still used for its historic purpose, auto repair.

Proposed Boundary (Justification and Description): The proposed National Register boundary of the Marietta Auto Center corresponds to the legal property boundary, and contains .33 acre. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the house, associated outbuildings and the immediate surrounds. The right-of-way line along Cobb Parkway has been proposed as the western border of the proposed boundary because the area within the right-of-way consists of a grassy island and does not contain any landscape or other features that contribute to the National Register eligibility of this property (see attached boundary graphic).

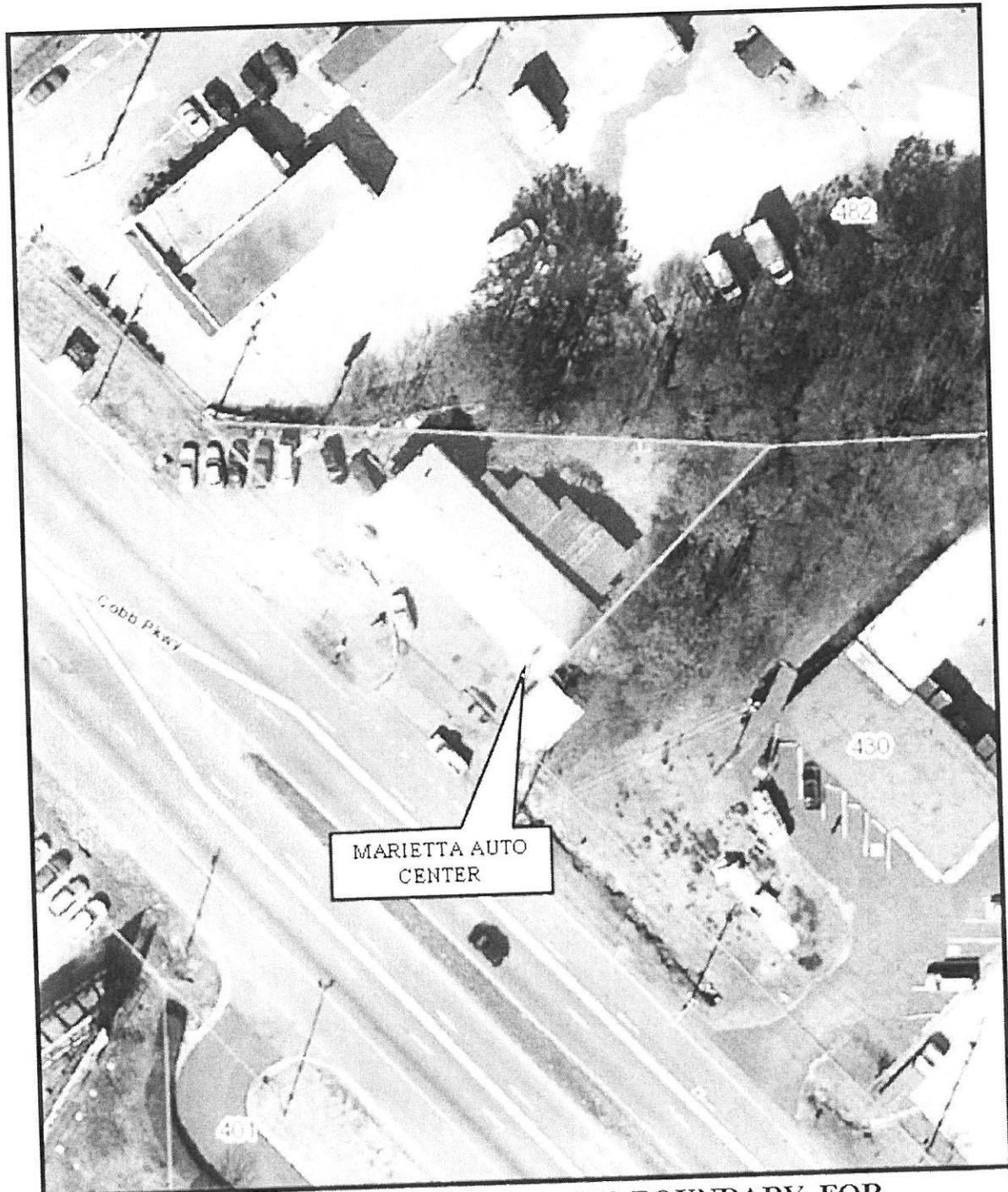
UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16 Easting 728292.33 Northing 3760652.98.



Figure 42.1: Oblique view of Resource 42, facing east from Cobb Parkway



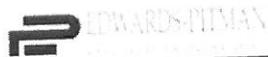
Figure 42.2: View of facade of Resource 42, facing north from parking lot



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
MARIETTA AUTO CENTER (RESOURCE 42)**

CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003

SOURCE: Cobb County Tax Assessor



NOT TO SCALE



Resource 52 (Hillcrest Apartments)

This property is the location of the Hillcrest Apartments. It was not previously identified in any GADNR surveys.

Location: The property is on the southeast corner of Fairground Street NE and Allgood Road at 642 Allgood Road.

Date(s) of Development: According to the Cobb County tax assessor, this building was constructed in 1959. It was originally called the Georgian Apartments. The owner was Arthur Crowe and construction, to be completed by contractor Sidney Clotfelter, was estimated at \$300,000.⁴¹ In 1959, only one building at the corner of Allgood Road and Fairground Street had been built. It had 38, one, two, and three bedroom units. The building was designed by I.E. Saporta of Atlanta and had patios, air conditioning, and an "Olympic" swimming pool.⁴² At the time, there were plans to construct 24-30 more units on an adjacent parcel.⁴³ An additional six apartment buildings were built in the complex by 1968. A pool was near the center of these building as well. Both pools within the complex have been filled in. A roundabout was constructed ca. 2012, in front of the complex, at the intersection of Fairground Street and Allgood Road.

Description: This apartment complex is in a transitional area between the commercial buildings along Cobb Parkway and residential structures that are more common in the areas south and west of this development. The 1959 building is a long structure that mostly fronts Fairground Street but curves to the northeast at the intersection. This building is designed in an International style; it is two stories in height with an additional lower story on the south end. It has a flat roof and brick and vertical wood paneled exterior. Windows have 1/1 double hung sashes and doors are flat wood panels. A parking lot runs behind the building to the northeast.

Exact construction dates of the six additional apartment buildings are unknown, but all were in place by 1968, according to historic aerial photos. These six buildings are built with two different exterior treatments and arrangements. There is one building, oriented east-west, that is directly south of the 1959 building. It is a long, rectangular, two-story structure with a side-gabled roof. It has brick on the lower story and vertical wood paneling on the upper. It has 6/6 double hung sash windows and flat wood doors. Parking is adjacent to this building.

A different exterior treatment was given to a group of buildings is at the south end of the property. This group consists of two buildings oriented east-west and three oriented north-south. These buildings are all rectangular with side-gabled roofs, but they are all slightly different sizes. The exteriors are gray Roman brick with vertical wood paneling at the gable ends and between first and second story windows. The windows are sliding rather than double hung and doors are flat wood panels. Parking is adjacent to this building. The two southeastern buildings in this grouping have parking and entryways accessible from Custer Street.

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

⁴¹ _ "Apartments Being Built For \$300,000," *Marietta Daily Journal*, May 7, 1959.

⁴² It is unlikely there was ever an Olympic sized pool because one is not visible in aerial photos from 1960. There is, however, a round pool between the building and the adjacent parking lot.

⁴³ _ "Georgian Apartments Ready For Occupants," *Marietta Daily Journal*, November 1, 1959.

National Register Criteria and Level of Significance: Hillcrest Apartments was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no indications that the property is likely to yield information on important research questions in history or prehistory. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D. Hillcrest Apartments was therefore evaluated under Criteria A, B, and C.

Hillcrest Apartments was evaluated under Criterion A and appears to possess significance in the area of community development. The property was evaluated within the broader historical context of mid-twentieth-century residential development in Cobb County. Hillcrest Apartments was evaluated within this context because it represents the efforts of county officials, developers, and the local architect, Isaac Saporta, to increase the amount of affordable housing in this area during a period of pronounced growth for the county. This property is considered significant within this context because it appears to be one of the larger apartment complexes built during this period, additionally, it is one of the few (if only) examples in the International style. Although this resource has lost some integrity, particularly of its setting, it still conveys its original purpose, design, and overall appearance. The Hillcrest Apartments possess the character-defining features necessary to convey its significance and association within this historical context. These features include the striking curved building shape, flat roof, and lack of ornamentation. Therefore, the Hillcrest Apartments are considered eligible for inclusion in the National Register under Criterion A.

This property was also examined under Criterion B for its associations with the Atlanta architect Isaac E. Saporta. He was a Georgia Tech professor, artist, and proponent of thoughtful urban development. He helped to found the Atlanta Planning Department and the Atlanta Metropolitan Planning Commission.⁴⁴ Although Saporta was certainly the designer of the original building in this apartment complex, it is not clear how extensive his architectural career was. He did found an architectural firm in Atlanta in the 1950s.⁴⁵ However this study uncovered no other buildings designed by Saporta. It is unknown how many buildings he may have designed over his career and how many of these buildings were ultimately constructed. Despite a connection with an architect, this resource does not appear to be significant under Criterion B as “[a] property is not eligible under Criterion B if it is associated with an individual about whom no scholarly judgment can be made because either research has not revealed specific information about the person’s activities and their impact, or there is insufficient perspective to determine whether those activities or contributions were historically important.”⁴⁶ There is not enough information about Isaac Saporta to determine if this building is a good representative example of his work or if his work is, in fact, significant.

Resource 52 was further evaluated under Criterion C. This apartment complex was not included in but does reflect some of the trends discussed in the “Georgia’s Modern Apartment Complexes” National Register Multiple Property Submission. The six buildings constructed

⁴⁴ Richard Thornton, “Ike Saporta: Greek freedom-fighter, American architect,” <http://www.examiner.com/article/ike-saporta-greek-freedom-fighter-american-architect> (accessed November 15, 2013).

⁴⁵ Ibid.

⁴⁶ U.S. Department of the Interior National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, (1997) 15.

within this complex post-1959, are not significant under Criterion C as they do not “embody the distinctive characteristics of a type, period, or method of construction, or...represent the work of a master, or...possess high artistic values...” No information about designers, architects, or developers for these six buildings was revealed during background research. However, the original 1959 apartment building is significant at the local level as an example of a mid-century apartment building designed in the International style. The property represents a building type and style that is significant in Georgia's architectural history. It has lost some integrity due to alterations to the landscaping and setting of the property; however, it retains its historic function and still reflects its original form and style. Because the International style was not as common as more vernacular style apartments, this is a relatively rare example of this style. Therefore, the property is considered eligible for inclusion in the National Register under Criterion C in the area of architecture.

Integrity: The following discussion of integrity applies to the original, 1959, apartment building on this property. Resource 52 has been determined to possess integrity of location and design because it has not been moved and retains its overall form. The integrity of its setting, feeling, and association has been damaged because of alterations to the overall apartment property and roadways that line the property. The architect-designed portion of the property included the curved, corner 1959 apartment building and an interior courtyard area with a pool, lawn, and parking along the eastern border. The expansion of the property to the south and later (1960s) construction of six additional buildings damaged the original intent of the architect regarding the setting and the building's association with its surroundings. The feeling of a single apartment building with a semi-private interior courtyard was completely altered by the construction of the additional buildings. Alterations to the roadway along the western and northern borders of the property have also affected the setting. This area was originally a simple intersection but the recent construction of a roundabout at the intersection has widened the roadway and increased the traffic flow in front of the 1959 building. The integrity of materials may have been diminished because of possible window and door replacements; however, the general integrity of workmanship is intact concerning the detailing of the exterior.

Proposed Boundary (Justification and Description): Because there are no other features within the legal boundary that contribute to the architectural significance of the property, the proposed National Register boundary of the Hillcrest Apartments is a visual boundary, and contains approximately 2 acres. The boundary corresponds to the legal property boundary along the east side of the property; however, it does not include the ca. 1968 buildings on the south end of the property. The edge of pavement along Allgood Road to the north and Fairground Street to the west has been proposed as the north and west borders of the proposed boundary because the area within the existing right-of-way contains a portion of the property' grassed lawn, a metal fence, and a sidewalk. These landscape features are considered contributing elements of the setting of the proposed eligible property. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the 1959 apartment building, the enclosed lawn to the north and west, and the open area (including the location of the infilled pool) directly behind the 1959 building, and the parking immediately southeast of this building. None of the ca. 1968 buildings, parking lots, or outbuildings contribute to the property's National Register eligibility and are thus not included in the boundary. These structures are non-contributing because they were built later, are not in the International style, and were not designed by Isaac Saporta. The right-of-way line along Fairground Street and Allgood Road has been proposed as the western and northern borders of the proposed boundary because the area

within the right-of-way consists a sidewalk and does not contain any landscape or other features that contribute to the National Register eligibility of this property.

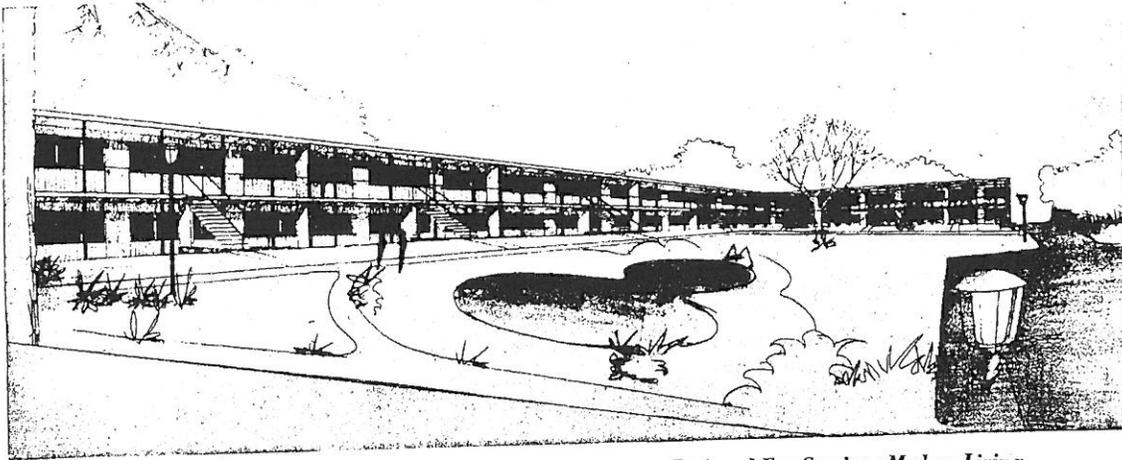
UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16
Easting 727598.29 Northing 3761119.61.

Opening

SUNDAY, NOVEMBER 15

MARIETTA'S NEWEST MOST MODERN APARTMENT BUILDING

LOCATED AT FAIRGROUND STREET AND ALLGOOD ROAD, ONE BLOCK OFF THE FOURLANE



Featuring

- Contemporary Styling
- Front And Rear Patios
- Central Television Antenna
- Olympic Swimming Pool
- Off Street Parking
- Air Conditioning
- Telephone Outlets In Each Room
- Filter Hoods Over Stoves
- Decorator Interiors
- Venetian Blinds
- Children's Pool and Play Area
- Modern Laundromat

Designed For Gracious Modern Living

Available For Immediate Occupancy

UNFURNISHED 1-2-3-BEDROOM APARTMENTS

\$85.00 \$130.00 \$150.00 (Gas and Electricity Not Included)

YOU ARE INVITED TO VISIT OUR SAMPLE APARTMENT OPEN SUNDAY AFTERNOON AND EVERY DAY DURING THE WEEK
Furnished by The Pacer

Agents

C. & S. REALTY COMPANY, Realtors

TOWN & COUNTRY SHOPPING CENTER ARCADE TELEPHONE 7-5326 604 MORTGAGE GUARANTEE BUILDING, ATLANTA TELEPHONE JA 4-2052

Recognition Is Given To The Following Firms And Individuals Who Participated In And Contributed To The Development of Marietta's Newest Landmark

The Georgian Apartments
are PROTECTED

by



ORKIN EXTERMINATING COMPANY, INC.
114 Roswell Street
Phone 7-2444

GENERAL CONTRACTOR SIDNEY CLOTFELTER INC.

MARIETTA PHONE 8-2371

ELECTRICAL BY
B. L. COSEY
MARIETTA PHONE 9-4788

ACOUSTICAL CEILING BY
LOVELACE & CO.
ATLANTA PHONE TR 2-1033

PLUMBING & HEATING BY
WARREN W. MORGAN
MARIETTA PHONE 8-7092

ARCHITECT
I. E. SAPORTA, A.I.A.
ATLANTA

Figure 52.1: Advertisement for the opening of the Georgian Apartments, (Marietta Daily Journal, November 15, 1959)



Figure 52.2: Original, 1959, building of the Hillcrest Apartments, facing east from across traffic circle



Figure 52.3: Curved units of the Hillcrest Apartments, 1959, building, at corner, facing southwest from Allgood Road



Figure 52.4: Hillcrest Apartments, 1959 building, facing northeast from Fairground Street west from Allgood Road



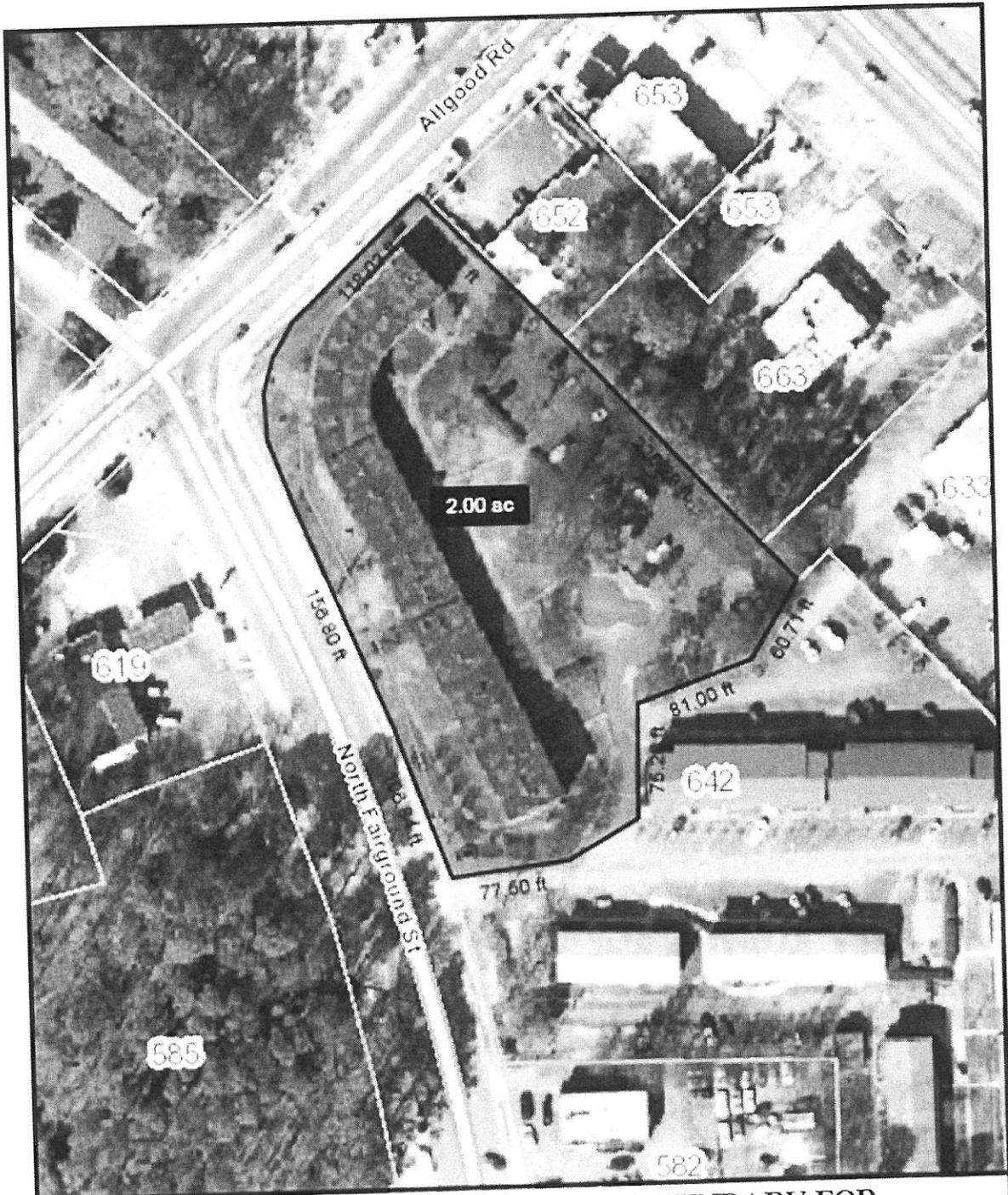
Figure 52.5: Hillcrest Apartments, infilled pool behind 1959 building, facing northeast



Figure 52.6: Oblique view of center buildings of the Hillcrest Apartments, facing southeast from parking lot



Figure 52.7: Oblique view of southern buildings of the Hillcrest Apartments, facing southeast from driveway



**PROPOSED NATIONAL REGISTER BOUNDARY FOR
HILLCREST APARTMENTS (RESOURCE 52)**

CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003

SOURCE: Cobb County Tax Assessor



NOT TO SCALE



Resource 65

This property is the former Marietta and North Georgia Railroad. It was not previously identified in any GADNR surveys. However, it was determined eligible for listing on the National Register of Historic Places in a previous Section 106 survey, GDOT P.I. No. 752630. Based on the current investigation, this determination still stands. See Appendix B for a copy of the property information form and concurrence letter for this property.

Location: The property crosses the project area just south of the Canton Road Bridge over US 41 in Marietta, Georgia.

UTM Coordinates: 7.5 Minute Series Topographic Map. Marietta Quadrangle Zone 16
Easting 726585.95 Northing 3762247.33.

Resource 74 (Woodruff Arts Center)

This property is the location of the Robert W. Woodruff Arts Center. It was not previously identified in any GADNR surveys.

Location: The property is on the northwest corner of Peachtree and 15th Streets at 1280 Peachtree Street in Atlanta, Georgia.

Date(s) of Development: The Woodruff Arts Center was originally called the Atlanta Memorial Cultural Center, until the anonymous donor toward the center was revealed. The Woodruff Arts Center houses several arts organizations including the Atlanta Symphony Orchestra, the High Museum of Art, and the Alliance Theatre Company. Originally, the Atlanta College of Art was located at the center, but it was absorbed into the Savannah College of Art and Design when that school opened its Atlanta campus. The primary structures of the center are the Memorial Arts building and the High Museum building.

The Atlanta Art Association was chartered in 1905, and this organization is where the Woodruff Arts Center has its origins. In 1962, a group of Atlanta Art Association patrons went on a tour of art museums throughout Europe. The return flight crashed upon takeoff killing all 106 Association members onboard. Although this was a blow to the arts community in Atlanta, it also served as a catalyst for the fundraising responsible for the initial construction of the Woodruff Arts Center. In the beginning an anonymous donor, Robert W. Woodruff, pledged 4 million dollars toward the construction of the center.⁵³

The two oldest buildings on the property are the 1968 Memorial Arts building and the 1983 Museum building. The Woodruff Arts Center (Memorial Arts building) opened in 1968, and was the first facility of its kind in the US, combining performing and visual arts under one roof.⁵⁴ The firms Toombs, Amisiano and Wells and Stevens and Wilkinson jointly designed the building.⁵⁵

In preparation for the 1996 Olympic Games in Atlanta, the Memorial Arts Building underwent a renovation. The architects for this endeavor were Thompson, Ventulett, Stainback and Associates. The primary exterior element of the renovation included the addition of glass to the previously “bunkerlike” façade (see Figure 74.2).⁵⁶

In 1979 Robert Woodruff sparked fundraising for another arts building in Atlanta. He proposed a \$7.5 million challenge grant for the construction of a new facility to house the High collection.⁵⁷ The High Museum building was dedicated in 1983. The building was designed by Richard Meier and was described by the (then) museum director Gudmund Vigtel as, “a work of art as

⁵³ Dr. Charles E. Glassick, *The Story of the Robert W. Woodruff Arts Center*, (New York: The Newcomen Society of the United States, 1994), 7-12.

⁵⁴ Nancy Neill, *The Woodruff Arts Center: A World of the Arts in Atlanta*, (The Atlanta Arts Alliance, Inc., 1984) 3.

⁵⁵ Isabelle Gournay, *AIA Guide to the Architecture of Atlanta*, (Athens: The University of Georgia Press, 1993) 127.

⁵⁶ Dan Hulbert, “Woodruff unveils new look at two opens this week,” *The Atlanta Journal/The Atlanta Constitution*, September 6, 1995.

⁵⁷ Molly Thompson, “High Museum of Art,” *New Georgia Encyclopedia*, <http://www.georgiaencyclopedia.org/articles/arts-culture/high-museum-art> (accessed November 26, 2013).

important as anything inside of it.”⁵⁸ When constructed, the museum building had 46,000 square feet of exhibition space. The new museum building replaced the previous home of the museum’s collection, a 1955 brick build adjacent to the Memorial Arts building. The collection’s original home, was the Peachtree Street residence of Mrs. Joseph M. High. Both buildings were demolished for the High Museum construction.

The High Museum building underwent a major addition that opened in 2005. Architect Renzo Piano designed this series of three buildings. The Wieland Pavilion is just west of the original museum building, the Anne Cox Chambers building is to the southwest, and a building of offices is southernmost of the three. They are clad in white aluminum panels that reflect the original design of the High.

Description: The Woodruff Arts Center covers an entire block in Midtown Atlanta. Peachtree Street and Arts Center Way on the east and west and 15th and 16th Streets to the south and north border the property. The Memorial Arts Center building is to the south, and the High Museum building is to the north. A courtyard separates the two. The new Wieland Pavilion and Anne Cox Chambers wings of the High Museum are west of the original museum building and additional offices and meeting rooms are near the southwest corner of the property. The Memorial Arts Building has a circular driveway to the south. A parking deck is accessible from the rear of the complex.

The Memorial Arts Center building is a 230 by 300 foot rectangular structure of white concrete. “[A] nonstructural peristyle of precast members...defines and uncovered promenade” that surrounds the building.⁵⁹ This building is topped with a flat roof. It faces east onto Peachtree Street and along the entire façade there is a series of steps leading from sidewalk to building level. A curved section of white panels and storefront glass accents the lower part of the façade while a series of small windows marks the top floor.

The High Museum of Art building is a multi-story, L-shaped exhibition space with a wedge-shaped atrium in between. It is a modernist architectural creation with an exterior covering of white porcelain-enameled steel panels. The exhibit space is topped with a flat roof, while the atrium has skylights. The museum building is connected to the new wings by ground-level entry spaces as well as upper-level bridges.

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

National Register Criteria and Level of Significance: Resource 74 was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no indications that the property is likely to yield information on important research questions in history or prehistory. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

⁵⁸ Nancy Neill, *The Woodruff Arts Center: A World of the Arts in Atlanta*, 25.

⁵⁹ Isabelle Gournay, *AIA Guide to the Architecture of Atlanta*, 128.

Resource 74 was evaluated under Criteria A, B, and C. The Woodruff Arts Center, Memorial Arts building, is significant under Criterion A at a local and state level for its impact on the performing and visual arts. It was the first facility of its kind in the US to combine all manner of artistic pursuits into one location. It is also significant as a physical manifestation of the aspirations and goals of the Atlanta Arts Association members killed in the Orly, France plane crash. That event sparked an outpouring of donations from not only wealthy donors and corporations, but also the general citizenry of Atlanta who wanted memorialize that event and create a monument to the arts in Atlanta. It is also significant at a local level for its impact on development in Midtown Atlanta. The construction of the Arts Center marked a turning point for development in Midtown. In the 1960s, Midtown had become a hotspot for the hippie culture. Property values declined and buildings in the area became run-down. When the Arts Center was built there, it sent a message to owners and developers that this was a potentially desirable area and one ripe for redevelopment. The construction of nearby Colony Square in 1970 and 1975 furthered renewal in the neighborhood, and subsequent construction has transformed Midtown into a densely populated urban community with office, residential, and other commercial space.

It is significant under Criterion B at a local level for its connection with numerous arts patrons of Atlanta including Anne Cox Chambers (of Cox Enterprises); Mrs. Joseph M. High, and most importantly, Robert W. Woodruff (of the Coca-Cola Company and the Robert W. Woodruff Foundation). These individuals, particularly Robert Woodruff, made significant contributions to the initial and ongoing work of the Woodruff Arts Center that have allowed it to expand its facilities, collections, and programs throughout its history. The Woodruff Arts Center is not only named for Robert W. Woodruff, it is also the embodiment of his desire “to do something big for Atlanta.” He had expressed this goal since the 1950s.⁶⁰

The Woodruff Arts Center, Memorial Arts building, is also significant under Criterion C at a local and state level as a significant modernist architectural building in Midtown Atlanta. The additional buildings of the Arts Center (High Museum and additions) have furthered this modernist message. Its concrete exterior, punctuated by strong vertical and horizontal elements is unlike any other building in Midtown. Although it is not a building type that has been previously defined by the Georgia SHPO, it is a landmark building in Atlanta that “possesses high artistic values.” Although it has lost some integrity of design, materials, and workmanship due to the 1984, renovation, it retains enough integrity to convey its significance as a modern architectural statement piece in Midtown Atlanta.

Although this building is only 45 years old at the time of this report, five years shy of the 50-year threshold for eligibility, it should be considered eligible for listing on the National Register for the purposes of this report. The boundary of the property will included the High Museum and associated buildings.

Integrity: The Woodruff Arts Center, Memorial Arts building, retains integrity of location, setting, feeling, and association because it has not been moved. It has integrity of association and feeling because it has always been the anchor building of a property devoted to the arts, although the other buildings on the property have changed. It also has integrity of setting because it remains part of an urban community. It has lost some integrity of design, materials, and

⁶⁰ Dr. Charles E. Glassick, *The Story of the Robert W. Woodruff Arts Center*, 10-12.

workmanship because of the 1990s addition of large sections of storefront glass. However, it retains its overall form and its exterior materials and detailing are intact over most of the structure.

Proposed Boundary (Justification and Description): The proposed National Register boundary of the Woodruff Arts Center corresponds to the legal property boundary, and contains approximately 9.2 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the Arts Center Building, High Museum, other associated buildings, and the immediate surrounds.

UTM Coordinates: 7.5 Minute Series Topographic Map. Northwest Atlanta Quadrangle Zone 16 Easting 742134.27 Northing 3741928.15.

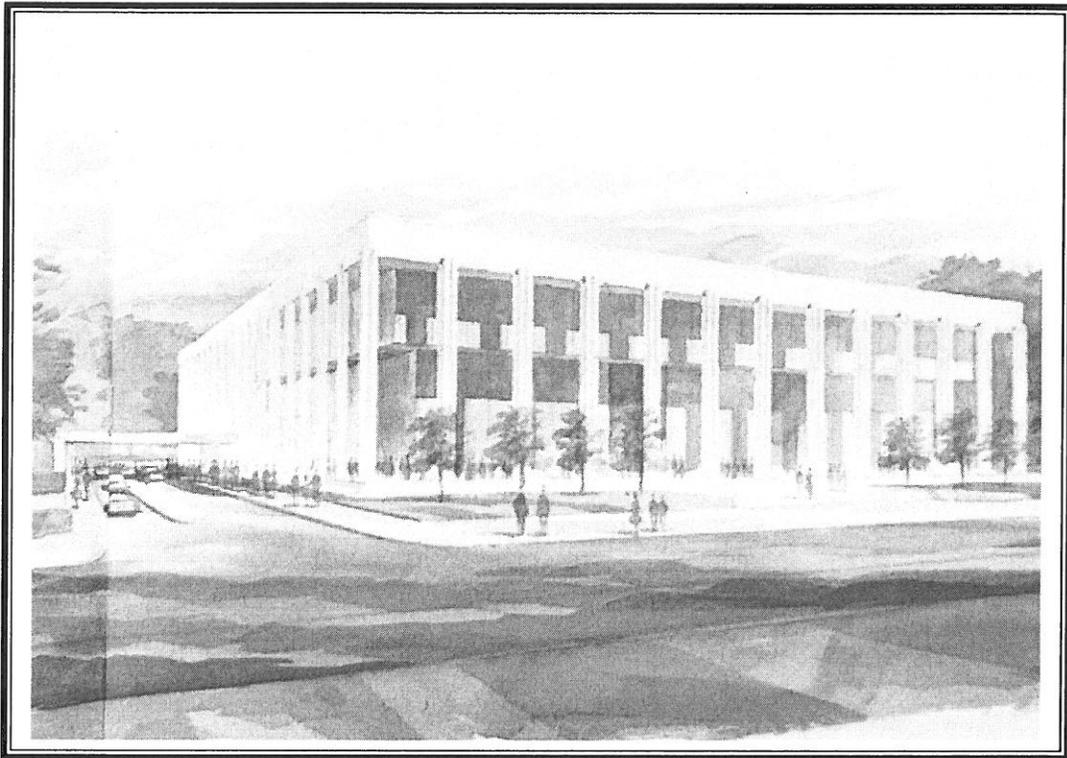


Figure 74.1: Original rendering of the Memorial Arts building, ca. 1964. (from *The Atlanta Memorial Cultural Center*)

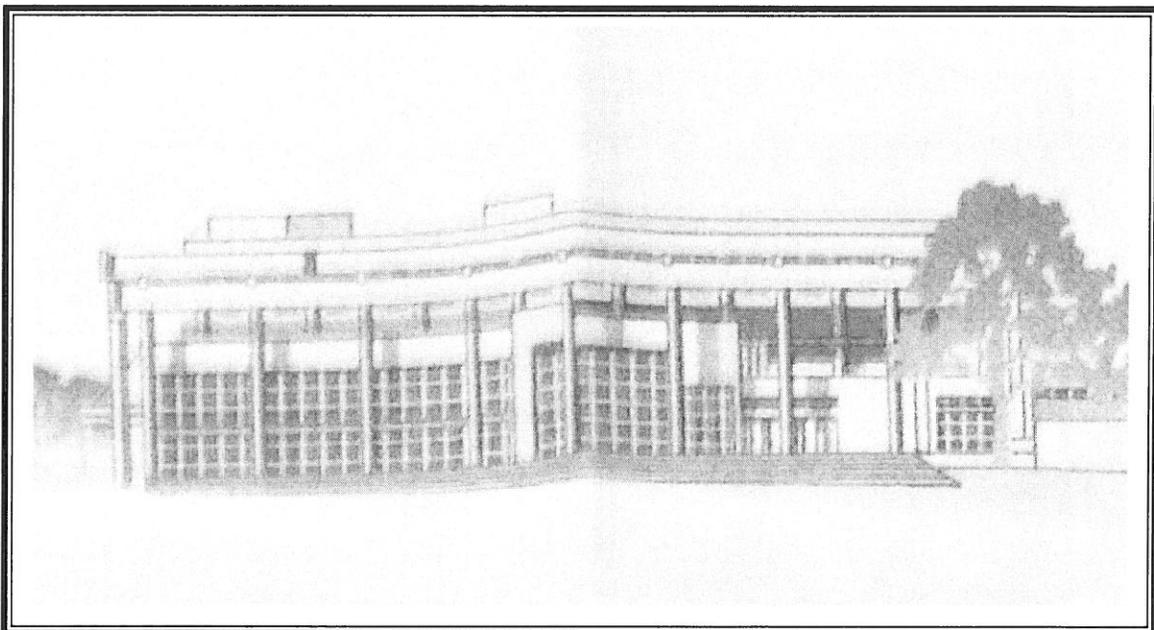


Figure 74.2: Rendering of the Memorial Arts building, 1994, note large sections of glazing on facade (Catherine Fox, "Opening Up the Woodruff," *The Atlanta Journal/The Atlanta Constitution*, April 20, 1994)

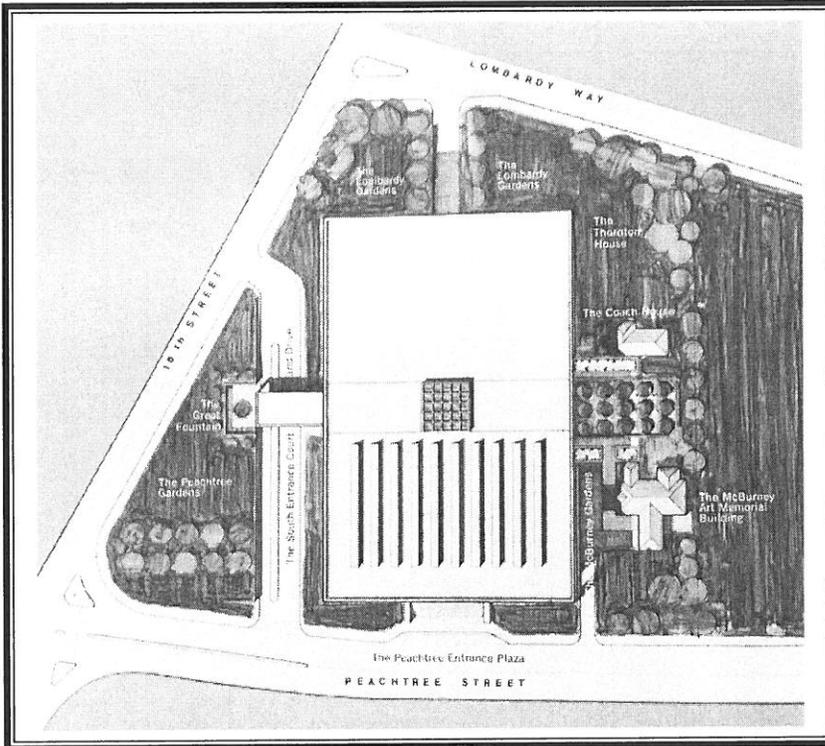


Figure 74.3: Original site plan of the Woodruff Arts Center, ca. 1968. (from *The Atlanta Memorial Cultural Center*)

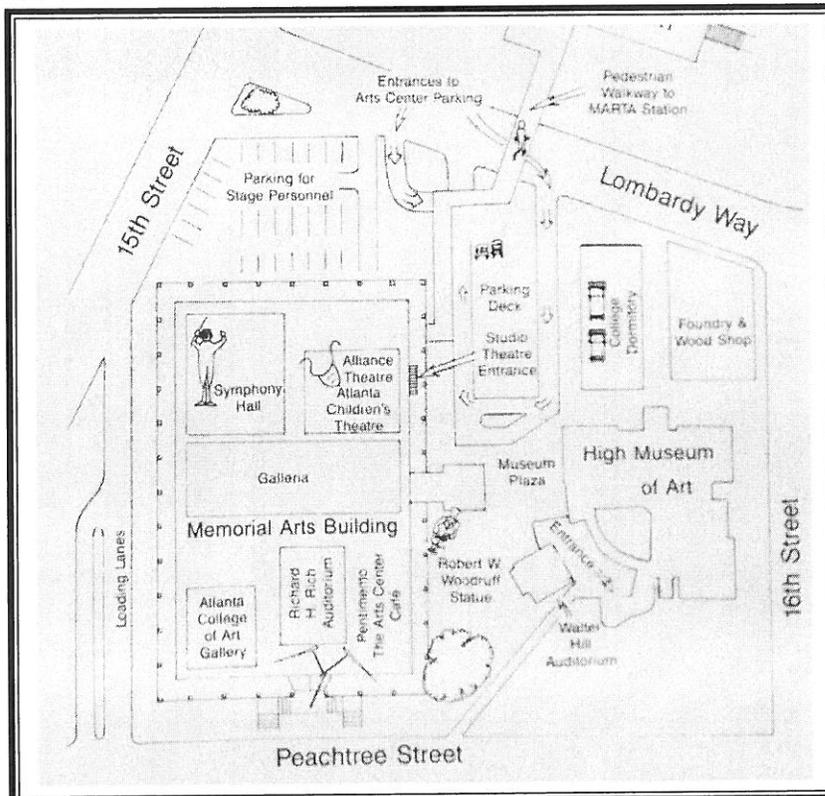


Figure 74.4: Site plan of the Woodruff Arts Center, 1984. (from *A World of the Arts in Atlanta*)



Figure 74.5: View of the Woodruff Arts Center complex, facing southwest from across Peachtree Street



Figure 74.6: Oblique view of the Memorial Arts Center building, facing southwest from across Peachtree Street

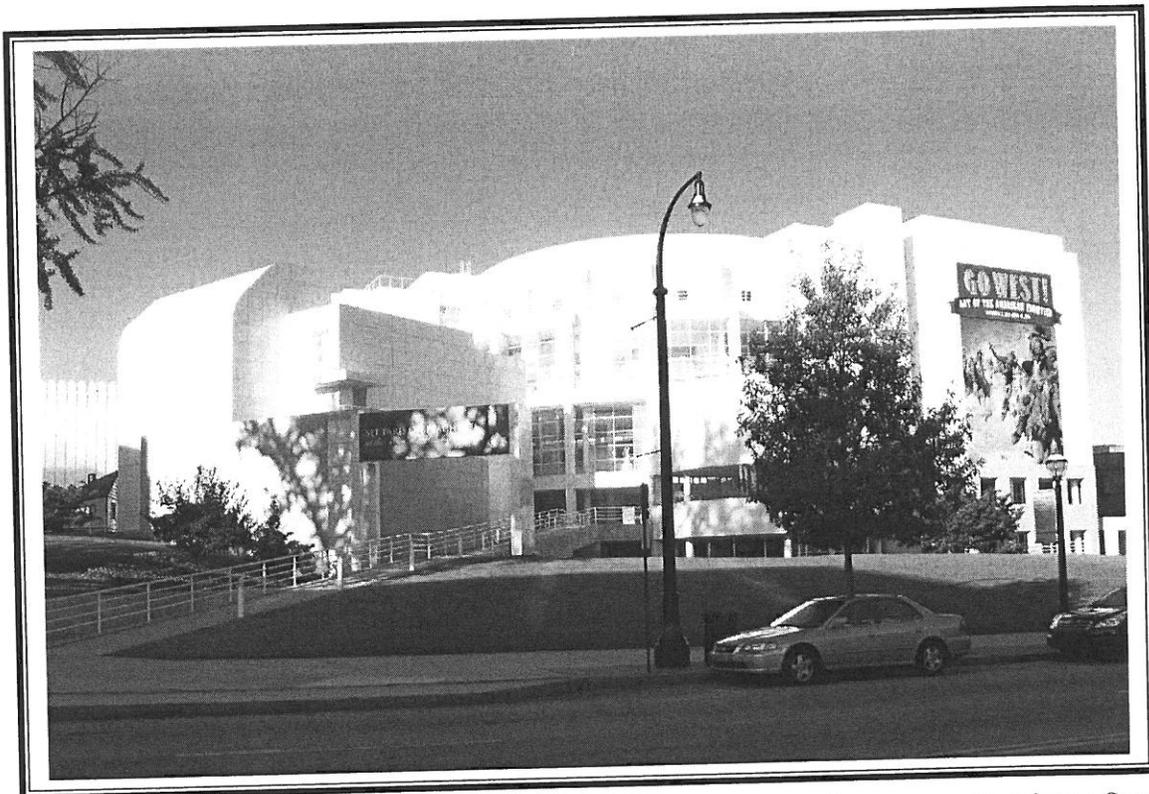


Figure 74.7: View of the High Museum building, facing northwest from across Peachtree Street

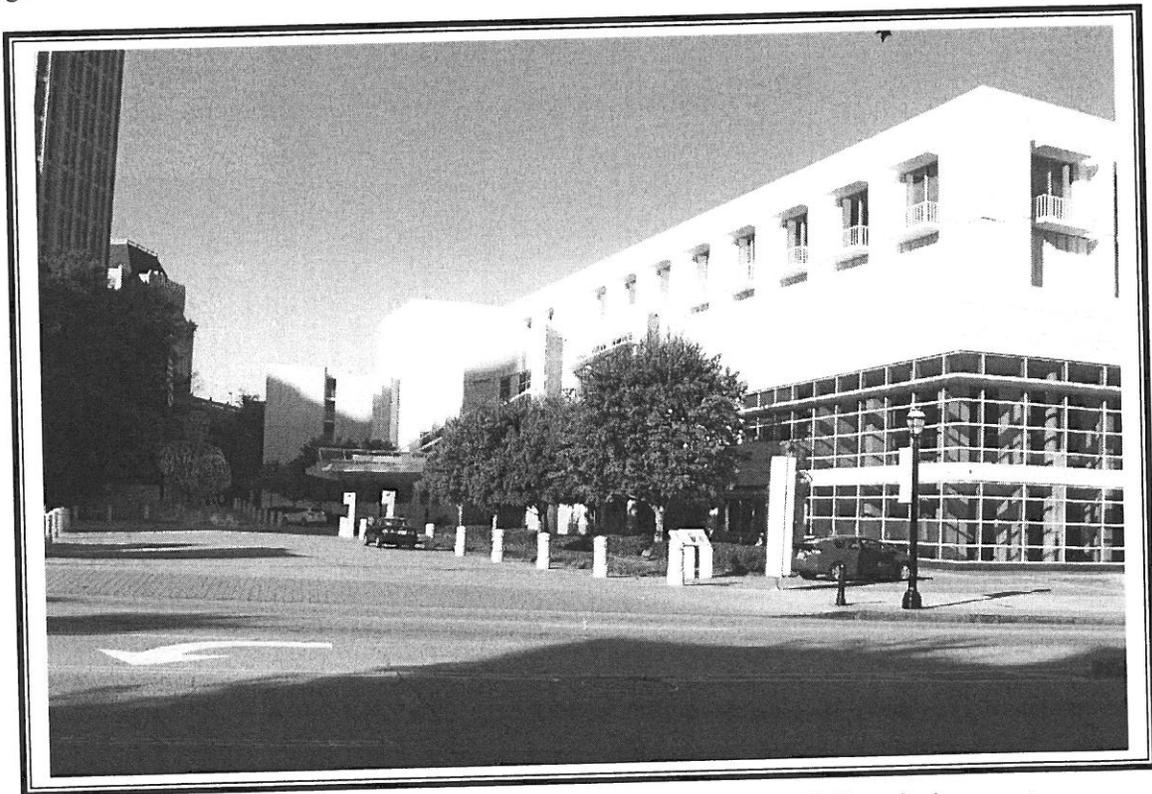


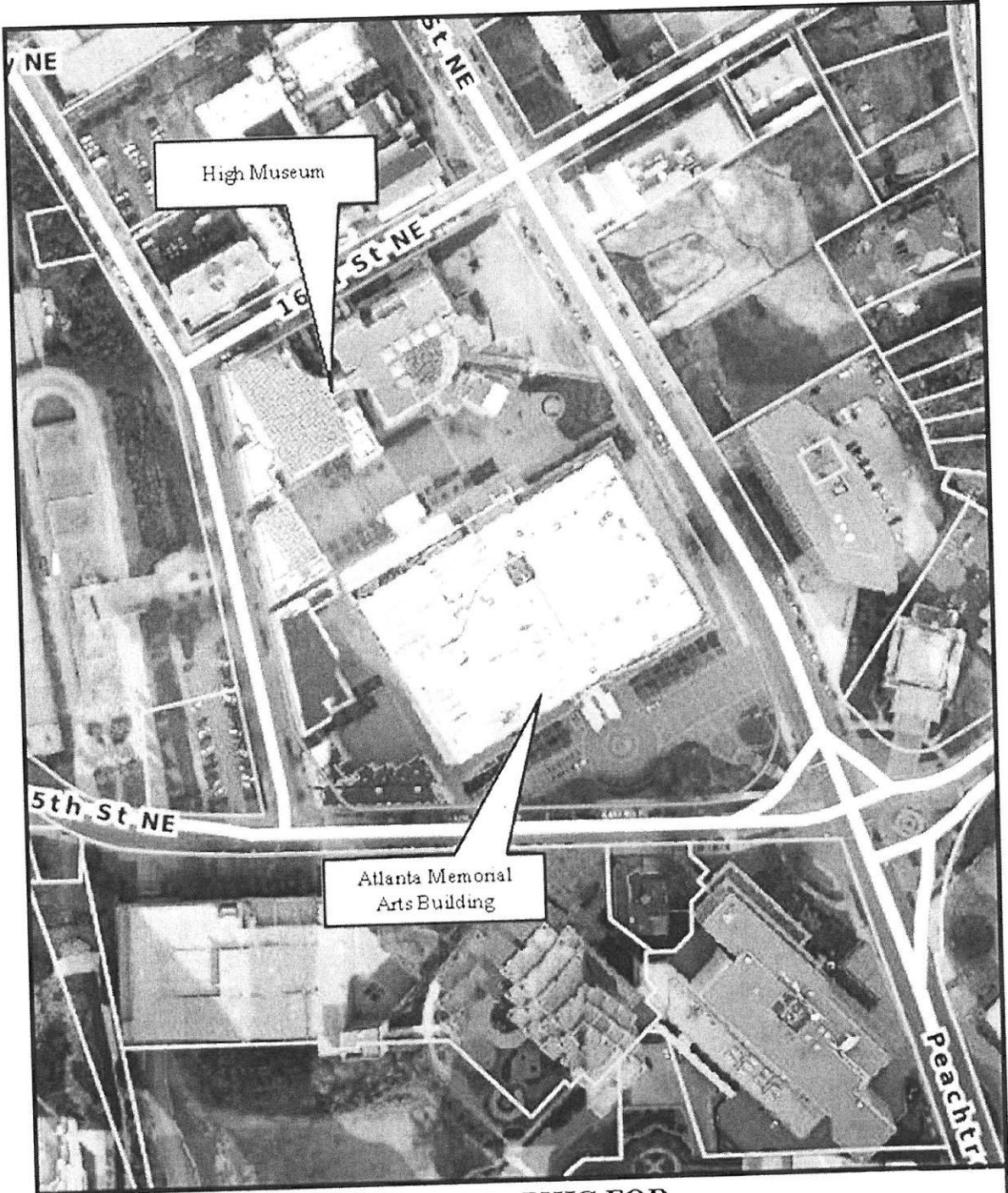
Figure 74.8: View of the south elevation of the Memorial Arts Building, facing west



Figure 74.9: View of the High building, facing northeast from courtyard

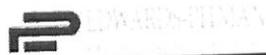


Figure 74.10: Former Atlanta College of Art building, facing southwest from courtyard



**SITE GRAPHIC FOR
WOODRUFF ARTS CENTER (RESOURCE 74)**
CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003

SOURCE: Fulton County Tax Assessor



NOT TO SCALE



Resource 75 (First Presbyterian Church)

This property is the location of the First Presbyterian Church. It was not previously identified in any GADNR surveys.

Location: The property is on the west side of the road at 1328 Peachtree Street in Atlanta, Georgia, on the northwest corner of this, and 16th Street.

Date(s) of Development: The First Presbyterian congregation was organized in 1848, and had previously met at a church building on Marietta Street. The cornerstone of the First Presbyterian Church was laid in 1917, and the church sanctuary was dedicated April 6, 1919.⁶¹ A 1928, "Enlargement Program" resulted in completion of the church's tower as originally planned, as well as the construction of education buildings to the north and west of the sanctuary building. These changes were completed in 1929. Floor plan drawings from the Enlargement Program list Hobart Upjohn of New York as architect and consultant. They also list A. Ten Eyck Brown as architect.⁶²

The sanctuary features a number of elaborately designed stained glass windows. The original architect's plans called for windows "for light and ventilation". Dr. Sprole Lyons, founding pastor, developed a plan for windows that would depict various scenes from the Bible. There are ten "history" windows in addition to ten (mostly) smaller windows. There are five history windows on each of the north and south walls of the sanctuary. Of the history windows, six were created by Tiffany and four were by D'Ascenzo. The majority of the other windows was by Willet.⁶³

Two sections of building were added to the north side of the property ca. 1968 based on aerial images. These likely contain educational facilities and recreation areas, as these were some of the goals of the church around that time. A building at the southeast corner of 16th Street and Arts Center Way was built ca. 1999, based on aerial images. See "Boundary Depiction" graphic at the end of the section for further building date reference.

Description: Resource 75 is a corner-tower church building executed in a Neo-Gothic style. It is a front gabled building with an un-coursed stone exterior. The façade features an elaborate central stained glass window atop a double entry door with arched surround. A pair of masonry pilasters is on either side of the entry. The tower has a double wood entry door at street level and is crenelated at the top. A flat-roof wing extends from the south side of the sanctuary building. It has five large stained glass windows with masonry buttresses in between. A slightly projecting, two-story, three bay section is visible to the west of the sanctuary. This, and the three-story, five bay section just beyond, were added in 1928. These sections have paired, rectangular windows and street level entrances. These sections have brick exteriors and corner and foundation accents of the same stone as the sanctuary building. These additions were actually symmetrical and have a matching section on the north side. Circa 1968 educational buildings are constructed in a more

⁶¹ Beth Dawkins, *A Church on Peachtree: First Presbyterian Church of Atlanta A Sesquicentennial Story 1848-1998* (Atlanta: 1998) .

⁶² First Presbyterian Church, *Enlargement Program: Religious Education*, (Atlanta: 1928) _.

⁶³ Sermons in Stained Glass, First Presbyterian Church Atlanta, Georgia, <http://www.sermonsinstainedglass.com/> (accessed November 26, 2013).

generic, utilitarian style. There is a three story section to the south and a two story section to the north. These have flat roofs, rectangular windows, and brick exteriors. The 1999, community center building is a better accompaniment to the original church building. This four-story building has paired and arch window openings, red brick exterior with stone cornice and belt course. A 3-story bay projection on the south elevation is constructed of cream colored stone. All the buildings on the church property are connected in some way, either joined along an entire wall or connected by smaller hallway hyphens.

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

National Register Criteria and Level of Significance: Resource 75 was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with events that have made a significant contribution to the broad patterns of our history. There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. No associations were indicated or suggested as a result of background research on the project area and deed research on the property, in any response to early consultation correspondence received from consulting parties, or in an interview with the current occupants of the property. Therefore, there was no basis for evaluating the property under Criteria A or B. Also, there are no indications that the property is likely to yield information on important research questions in history or prehistory. This property does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

Resource 75 was evaluated under Criterion C and is significant at the local level as an excellent example of early twentieth century Neo-Gothic architecture. This resource represents a type identified in the Georgia SHPO document, *Church Types in Georgia*, which is significant in Georgia's architectural history. The front gabled church building has a corner tower, and was constructed during the period of significance (1890s-1930s) for its type. Because it is a religious property, Criteria Consideration A has been examined. Because the property's National Register eligibility is based solely on the architecture and design of the church, rather than on the merits of any religious doctrine, Criteria Consideration A does not apply. While the sanctuary building has developed over time, with the historic additions of the tower and windows, these were all part of the original design. Additionally, new buildings have been constructed, but these are generally to the rear of the original buildings and do not detract from the original architecture. Therefore, Resource 75 is eligible for the National Register under Criterion C.

Integrity: This resource has integrity of location because it has not been moved. It has integrity of design, as all of the original 1919 elements are intact. It has lost some integrity of setting because of the addition of new education buildings, however, these are to the rear of the property and do not significantly detract from the historic buildings. It has good integrity of materials and workmanship because the original church building and the historic additions retain their architectural elements such as brickwork, stonework, and windows. The integrity of feeling and association is also intact because this remains a prominent church on a major thoroughfare in Atlanta.

Proposed Boundary (Justification and Description): The proposed National Register boundary of the First Presbyterian Church corresponds to the legal property boundary, and contains approximately 3.2 acres. The proposed boundary contains all National Register qualifying characteristics and features of the property and includes the church, associated buildings, and the immediate surrounds.

UTM Coordinates: 7.5 Minute Series Topographic Map. Northwest Atlanta Quadrangle Zone 16 Easting 742055.84 Northing 3742063.66.

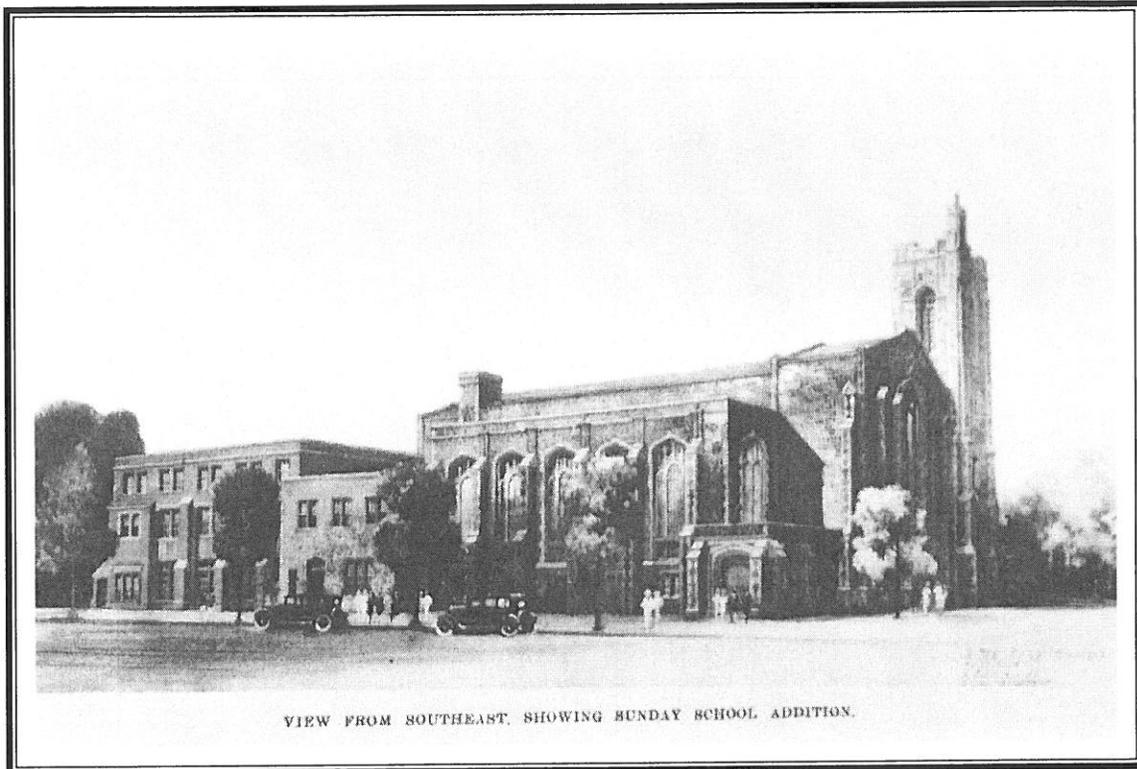


Figure 75.1: Rendering of the First Presbyterian Church, 1928 (from *Enlargement Program: Religious Education*)

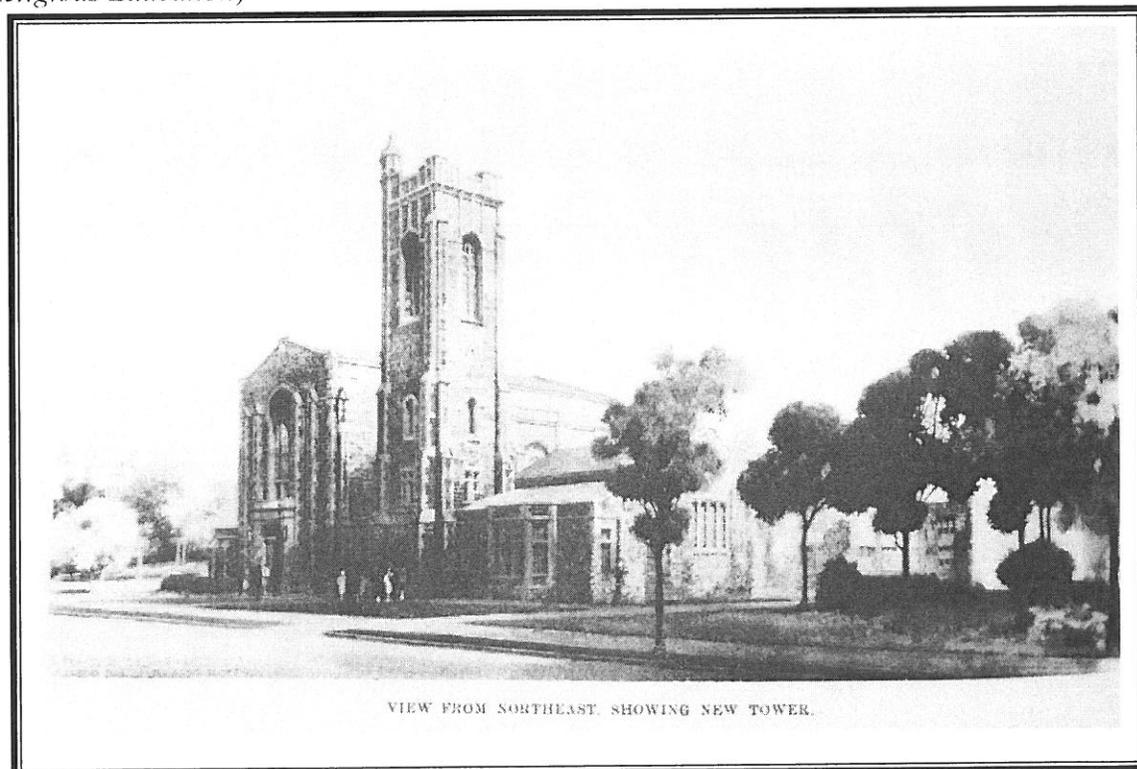


Figure 75.2: Rendering of the First Presbyterian Church, 1928 (from *Enlargement Program: Religious Education*)

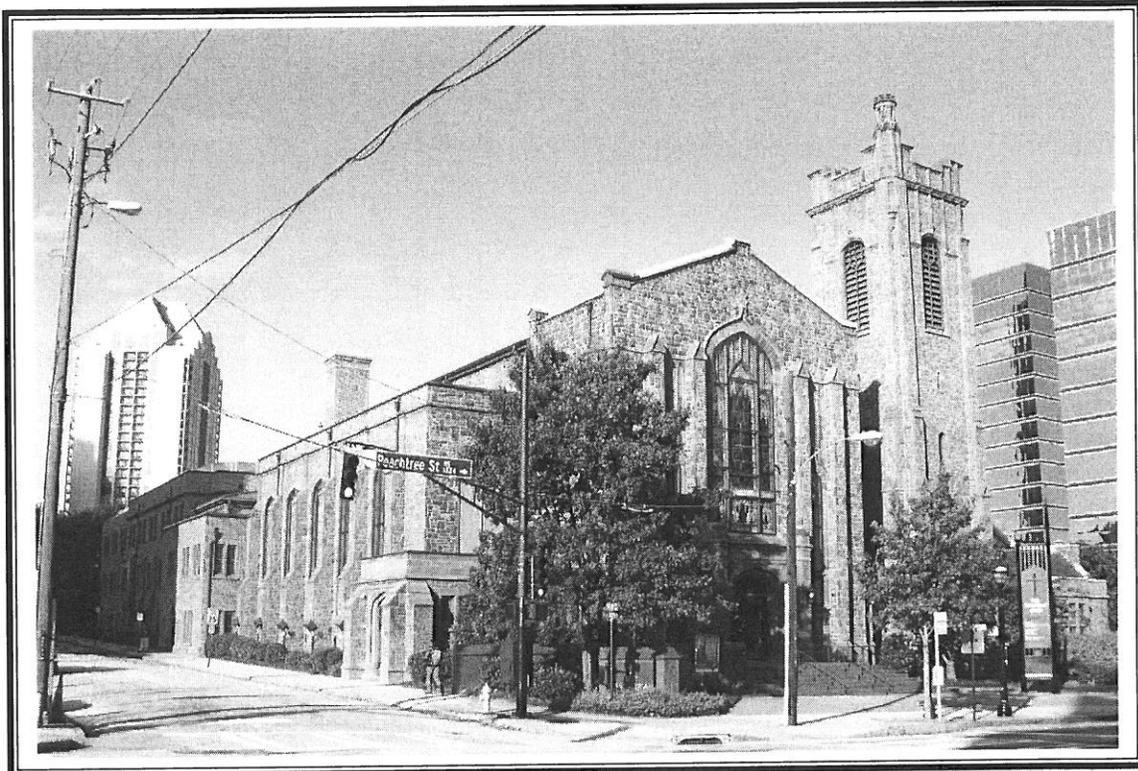


Figure 75.3: Southeast oblique of Resource 75, facing northwest

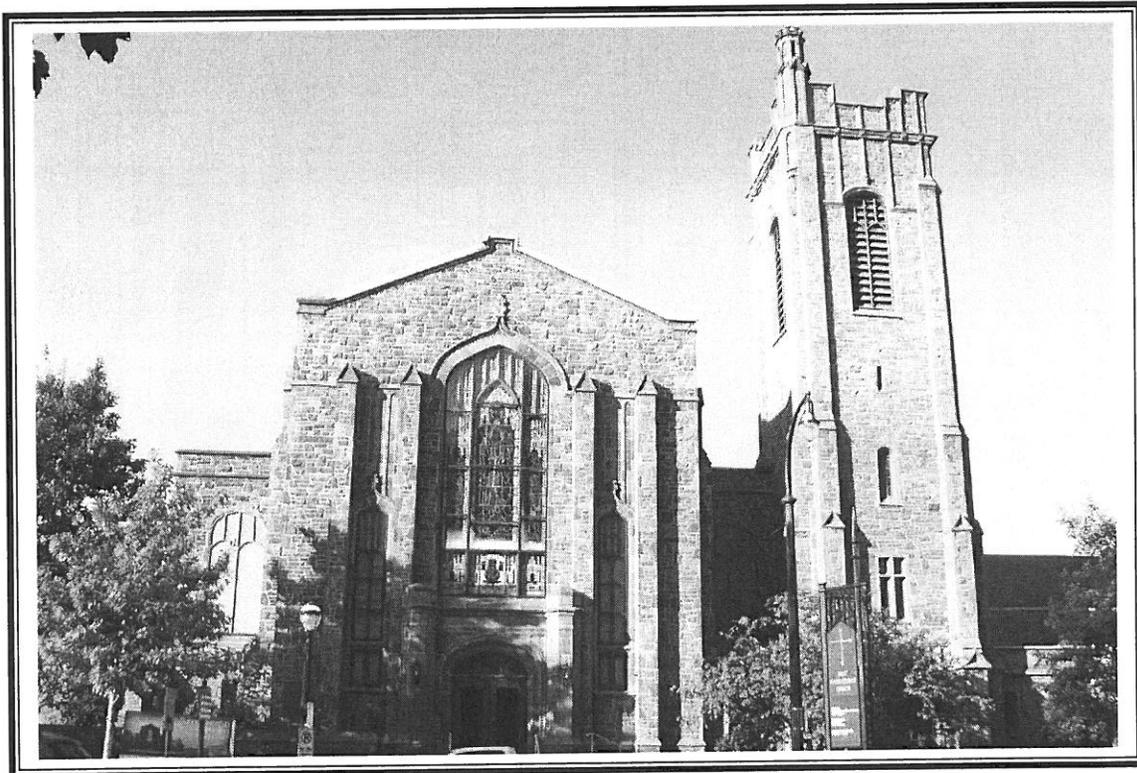


Figure 75.4: Façade of Resource 75, facing west



Figure 75.5: View of the northeast side of the church property, facing southwest



Figure 75.6: View of church property, facing northeast with ca. 1999 building in foreground

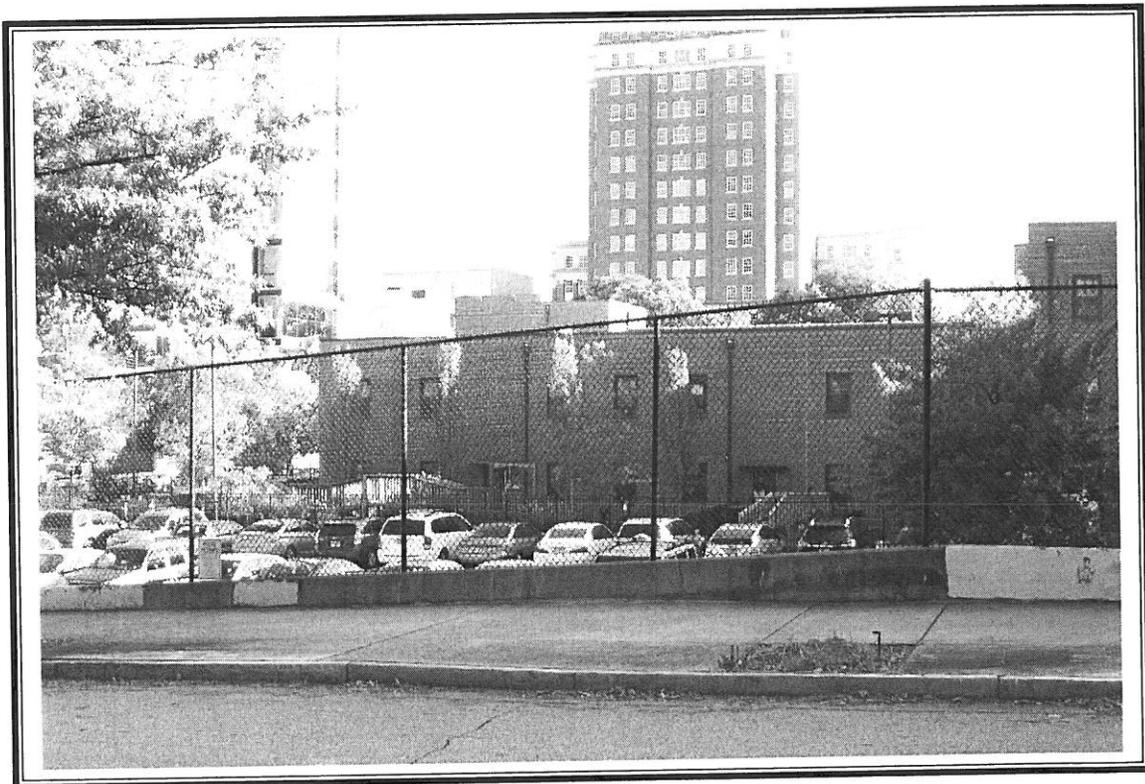


Figure 75.7: Parking area and modern education buildings north of the sanctuary building, facing east

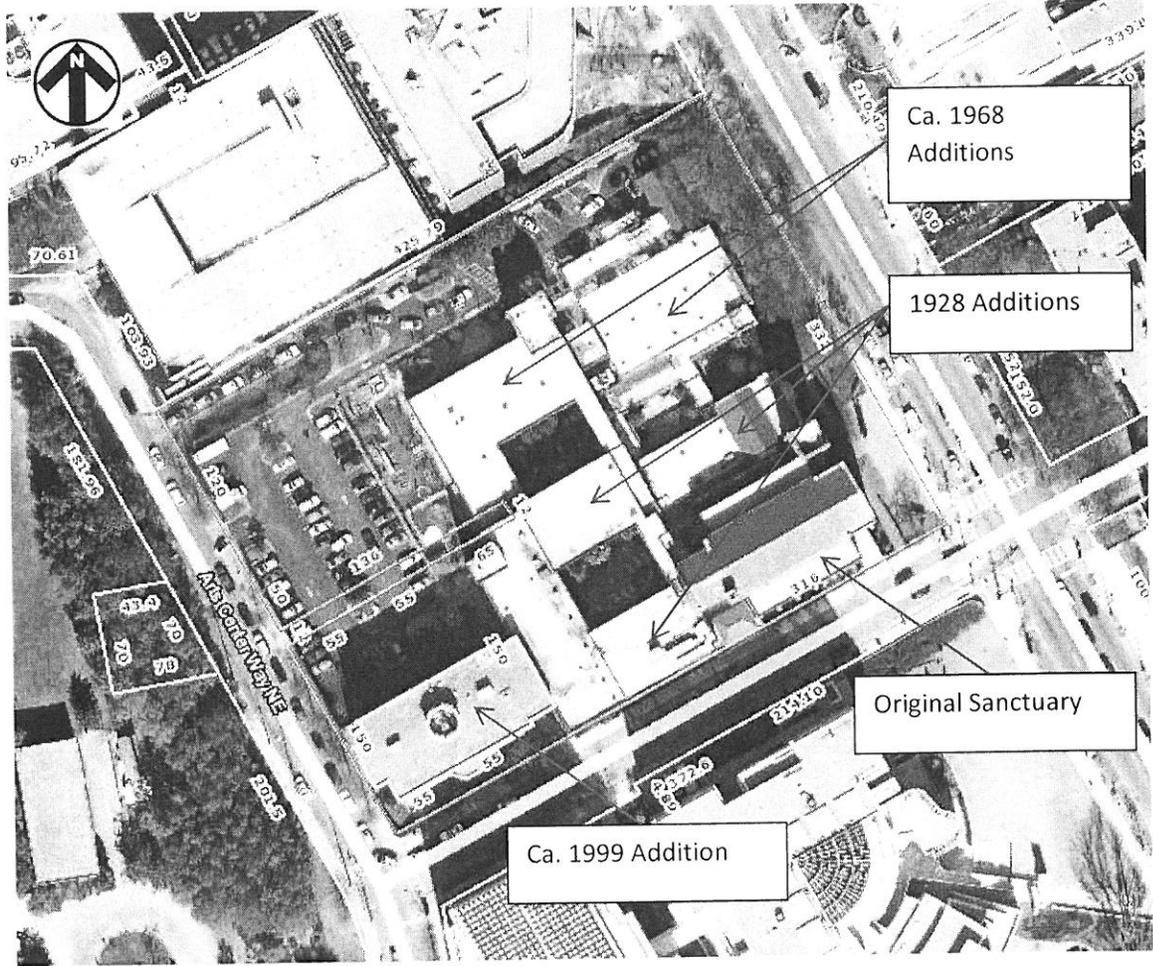
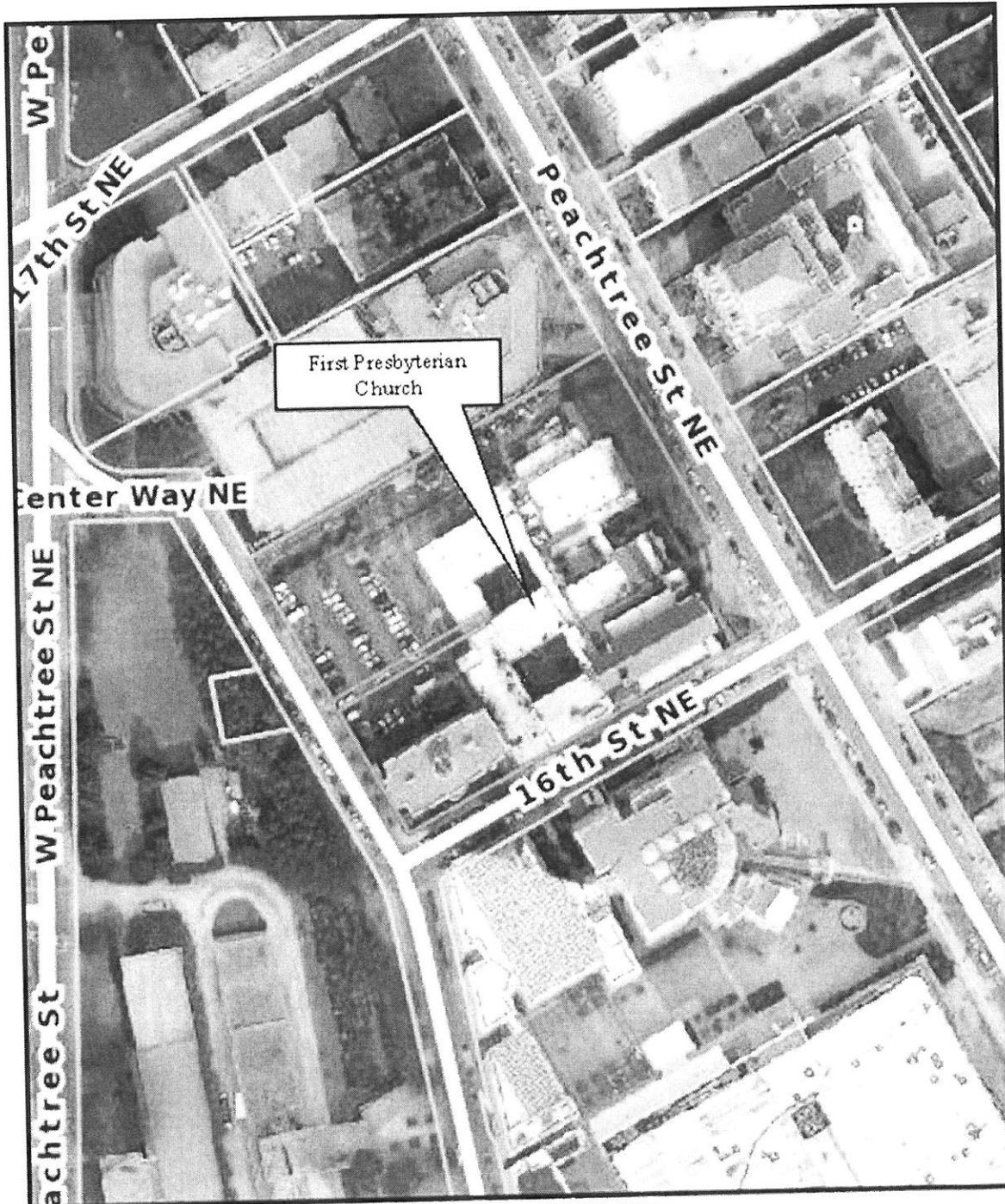
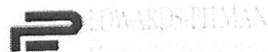


Figure 75.8: Map of additions to property



**SITE GRAPHIC FOR
FIRST PRESBYTERIAN CHURCH (RESOURCE 75)**
CONNECT COBB PROJECT
Cobb and Fulton Counties
HP No. 131021-003

SOURCE: Fulton County Tax Assessor



NOT TO SCALE



Resource 77 (Artmore Hotel)

This property is the location of the Artmore Hotel. It was not previously identified in any GADNR surveys. However, it was the subject of a tax credit renovation project in the 1980s. It was also determined eligible for listing on the National Register of Historic Places in a previous Section 106 survey, PI #0006980. It was identified as Resource 1 in that study. Based on the current investigation, this determination still stands. See Appendix B for a copy of the property information form and concurrence letter for this property.

Location: The property is on the northwest corner of the intersection of West Peachtree and 16th Street at 1302 West Peachtree Street in Atlanta, Georgia

Date(s) of Development: According to the Fulton County tax assessor, this building was constructed in 1923.

UTM Coordinates: 7.5 Minute Series Topographic Map. Northwest Atlanta Quadrangle Zone 16 Easting 741845.01 Northing 3741962.39.

APPENDIX C

RESUME OF REPORT PREPARER

MARK GRINDSTAFF

POSITION: History Group Manager

EDUCATION: M.A., History w/emphasis in Cultural Resource Management (2000); Middle Tennessee State University

B.A., History; Philosophy (1996)
Berry College

CONTINUING EDUCATION: Seminar: Section 4(f)
Federal Highway Administration/National Highway Institute

Section 106: Principles and Practice
SRI Foundation

Plan Development Process Training
Georgia Department of Transportation

EXPERIENCE:

Mr. Grindstaff serves as a Senior Historian/Historic Preservation Planner for Edwards-Pitman Environmental, Inc (EPEI). His area of expertise is in the area of cultural resource management as it relates to Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. DOT Act. His experience includes evaluating historic resources for National Register eligibility, assessing project impacts to eligible historic resources, preparing National Register nominations, preservation plans, and written context studies, and developing and implementing mitigation measures for adversely affected resources. Mr. Grindstaff has also prepared environmental feasibility studies and written numerous Categorical Exclusions (CE), Environmental Assessments (EA), and Section 4(f) evaluations as required by the National Environmental Policy Act (NEPA).

Prior to joining EPEI, Mr. Grindstaff served in a similar capacity with another firm and was also employed for five years with the Georgia Department of Transportation (GDOT) in Atlanta, Georgia, as a Transportation Planner/Historian. During that time, he served as project historian on more than 350 transportation projects and environmental project manager on more than 40 projects for GDOT. Mr. Grindstaff has also conducted architectural surveys and prepared cultural resource reports in North Carolina, South Carolina, Tennessee, Florida, and Maryland for a variety of agencies including the North Carolina DOT, South Carolina DOT, Norfolk Southern Railroad, the Miami-Dade Expressway Authority, the Maryland Historical Trust, the U.S. Army Corps of Engineers, the telecommunications industry, and various county governments.