

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

*Copy file
to HP-150506-001*

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #0012660 **OFFICE** Environmental Services
DATE July 16, 2015
FROM Amber Rhea
TO Files
SUBJECT GDOT Widening Project, DeKalb County;
P.I. # 0012600 and HP-150506-001;
Finding of No Historic Properties Affected.

Attached is the Finding of No Historic Properties Affected document for the subject project. This finding fulfills the Department's responsibilities under Section 106 of the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. A report which fulfills the Department's responsibilities under Section 106 for archaeological sites will be submitted separately.

ALR/

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

CONCUR: _____ **DATE:** _____
David Crass, Deputy SHPO

cc: Shana Miles, GDOT NEPA
Carleton Fisher, GDOT Project Manager, Office of Program Delivery

FINDING OF NO HISTORIC PROPERTIES AFFECTED

GDOT WIDENING PROJECT, DEKALB COUNTY

P.I. #0012600

HP-150506-001

Description of the Undertaking

GDOT P.I. # 0012600 is federally funded. Therefore, Section 106 compliance is being processed through the Federal Highway Administration (FHWA).

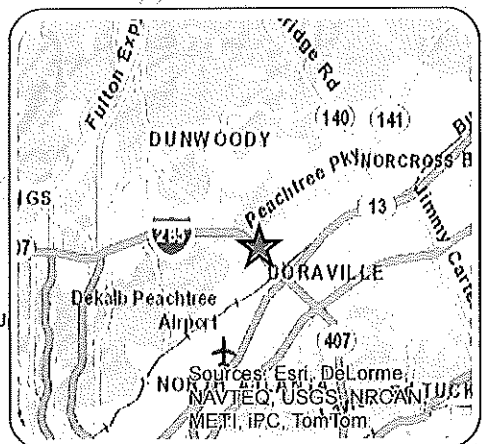
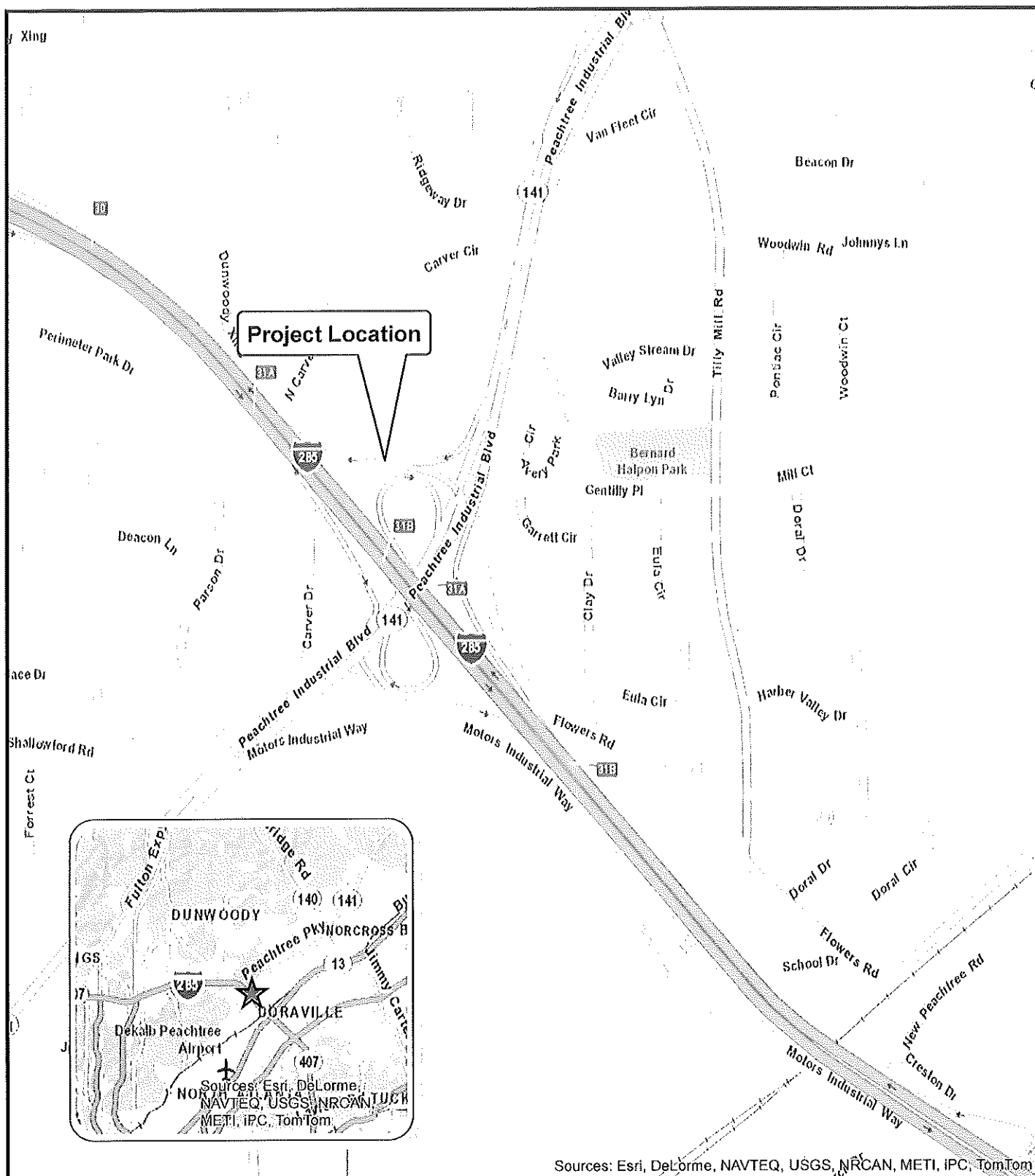
The proposed project would widen the westbound ramp from State Route (SR) 141/Peachtree Industrial Boulevard southbound to I-285 from a single 16-foot lane to two 12-foot lanes. The project would take place within the existing right-of-way (ROW), which varies between 64 and 235 feet.

The area of potential effects (APE), as defined in 36 CFR 800.16(d), is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if any such properties exist. Based on this definition, the nature and the scope of the undertaking, the guidance in the GDOT/FHWA Cultural Resources Survey Guidelines and past experience with similar projects, the Department has evaluated and defined the APE for this proposed project. Because of the nature and scope of the undertaking, the area of potential direct effects consists of the project view shed and the existing ROW of the proposed project, within which all construction and ground disturbing activity would be confined (refer to attached graphic). No potential for indirect effects is anticipated by implementation of the proposed project.

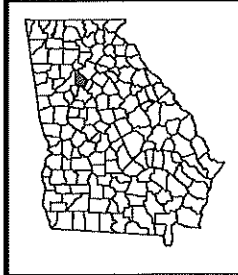
Identification of Historic Properties

Existing information on previously identified historic properties was checked to determine if any are located within the APE of this undertaking. This review included National Register listed properties, pending National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). No properties listed in or nominated for listing in the National Register, National Historic Landmarks or bridges determined eligible for inclusion in the National Register were identified within the proposed project's APE. The Department of Natural Resources (DNR) DeKalb County survey dated 1976 was also consulted, and no historic resources were identified within the proposed project's APE.

In addition to the Georgia SHPO, other potential consulting parties were identified based on the nature of the undertaking and the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines. The other potential consulting parties invited to participate in the Section 106 process were the Atlanta Regional Commission, DeKalb History Center, and the DeKalb County Board of Commissioners. The consulting parties were informed of our efforts to identify historic properties by consulting existing information and the results of those efforts and asked to provide information on any unidentified National Register listed or eligible properties within the project's APE by a Notification dated May 6, 2015 (see

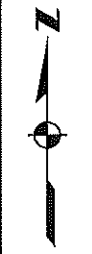


Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom



Project Location Map
P.I. #0012660
DeKalb County
SR 141/Peachtree Industrial Boulevard at I-285
Widen westbound ramp

0 0.1 0.2 0.4 0.6 0.8
 Miles



Notification in Appendix A). A response was received from the SHPO by a letter dated May 11, 2015.

Because of the age of the DNR DeKalb County survey, the proposed project was field surveyed for historic properties. As a result of these efforts, one property considered eligible for listing in the National Register was identified within the proposed project's APE.

The Carver Hills/Happy Valley/Parsons Village Historic District is a post-World War II development located both north and south of the I-285/Peachtree Industrial Boulevard interchange (refer to attached map). The district comprises the residences and churches that were constructed as part of three planned mid-20th century subdivisions for African Americans (see photographs in Appendix B). This district was evaluated for eligibility for listing in the National Register under Criteria A and C. The Carver Hills/Happy Valley/Parsons Village Historic District is considered eligible for listing in the National Register. The district possesses a local level of significance in the areas of landscape architecture, community planning and development, and African American history as a post-World War II subdivision developed to provide housing for displaced African Americans following the construction of the General Motors Assembly Plant in Doraville.

The eligible National Register boundary of the Carver Hills/Happy Valley/Parsons Village Historic District is a visual boundary. The eligible boundary, comprising approximately 40 acres, contains all National Register qualifying characteristics and features of the district, including the extant mid-20th century residences, the 1959 Greater Mt. Carmel AME Church, the 1957 Mt. Calvary Baptist Church, and the open, tree-lined curvilinear streets in the Happy Valley and Parsons Village Subdivisions (refer to Appendix B).

Determination

Because the characteristics of the historic property that qualify it for inclusion in or eligibility for the National Register would not be altered, there is a finding of No Historic Properties Affected for this project in accordance with 36 CFR 800.4(d)(1).

There would be no acquisition of ROW from within the boundary of the eligible National Register property in order to implement the proposed project. Therefore, there would be no physical destruction of or damage to all or part of the property (refer to Appendix C).

Project implementation would not result in a change in the character of the property's use. There are no direct or indirect effects anticipated to the Carver Hills/Happy Valley/Parsons Village Historic District that would alter the character of the continued residential and intuitional use of the district.

Project implementation would not result in a change in the character of the property's physical features within the district's setting that contribute to its historic significance. There would be no ROW acquisition, and the district would remain visually shielded from I-285 by the existing vegetation that acts as a buffer.

The property would not be visually affected by project implementation. The southernmost boundary of the part of the district that is north of I-285 is located approximately 200 feet

from the project location. Following project implementation, this distance would remain the same. The district is shielded from the existing facility by vegetation and would continue to be shielded by this same vegetation. The distance from the property to the transportation facility would not change. The visual perception from the district would not change.

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

Project implementation would not audibly affect the Carver Hills/Happy Valley/Parsons Village Historic District. Due to the minor nature of the project, a noise study has not been conducted.

Project implementation is not anticipated to indirectly affect the Carver Hills/Happy Valley/Parsons Village Historic District. No change in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided and no existing access to the facility would be removed. The proposed project would not increase the capacity of the existing roadway.

APPENDIX A
NOTIFICATION
AND
EARLY CONSULTATION CORRESPONDENCE



NOTIFICATION

Initiation of Section 106 Process for GDOT P.I. #0012660, DeKalb County

May 6, 2015

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

The proposed project would widen the westbound ramp from State Route (SR) 141/Peachtree Industrial Boulevard southbound to I-285 from a single 16-foot lane to two 12-foot lanes (see attached location map). The project would take place within the existing ROW, which varies between 64 and 235 feet.

Because of the nature and scope of the undertaking, the APE is limited to the existing ROW and viewshed of the proposed project, within which all construction and ground disturbing activity would be confined. No potential for indirect effects outside of the corridor is anticipated as a result of implementation of the proposed project.

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

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

Hiral Patel, P.E.
Department of Transportation
Office of Environmental Services
One Georgia Center
600 West Peachtree Street, NW, 16th Floor
Atlanta, Georgia 30308

Attn: Amber Rhea

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification number (P.I. #0012660) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for this project are the Atlanta Regional Commission, Georgia SHPO, DeKalb History Center, and the DeKalb County Board of Commissioners. If you are aware of other organizations or individuals interested in cultural resources in the project area not already identified, please forward their names to the Department.

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

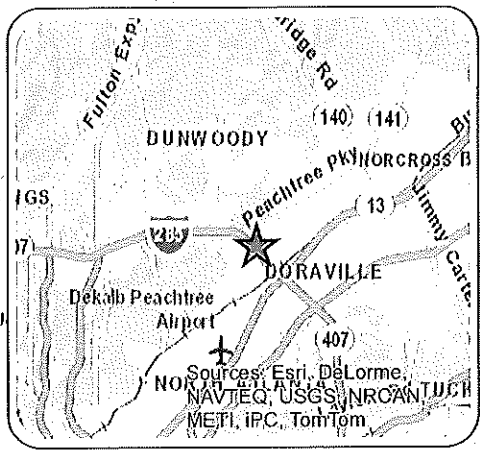
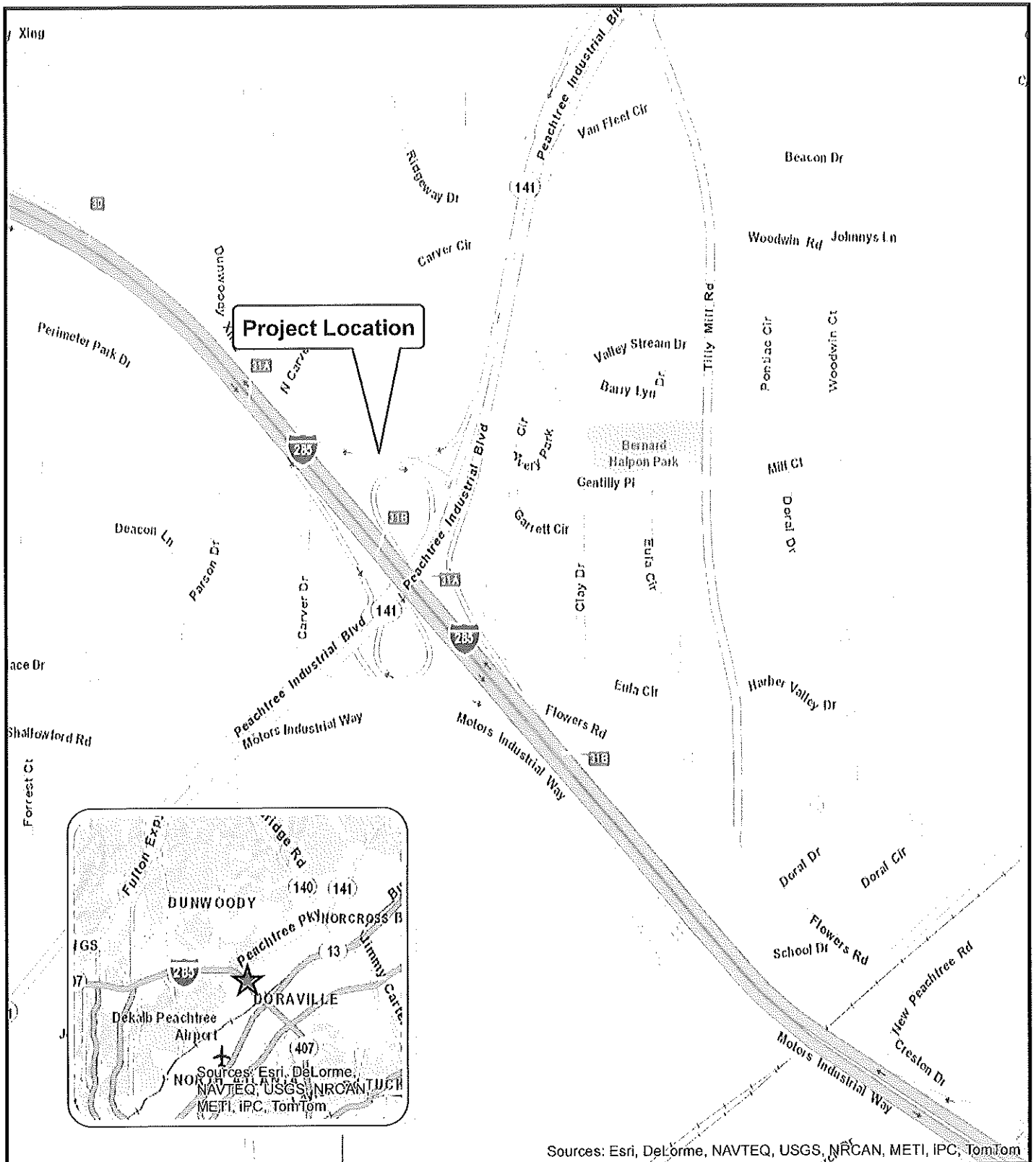
Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed that no properties listed in or nominated for listing in the NRHP, no National Historic Landmarks and no bridges determined eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS) are located within the proposed project's APE. No properties 50 years old or older were identified within the proposed project's APE in the 1976 Department of Natural Resources (DNR) DeKalb County Survey.

The proposed project will be field surveyed for both historic properties and archaeological sites and the Criteria of Eligibility will be applied to any identified properties in consultation with the Georgia SHPO and other consulting parties to determine if any of those properties are eligible for inclusion in the NRHP.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the NRHP or that could be eligible for listing in the NRHP that are not identified in this Notification letter. In accordance with Section 106 of the 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.

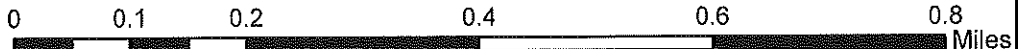
Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed project will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Amber Rhea (404-631-1084 or arhea@dot.ga.gov); archaeological resource concerns, including cemetery and other human burials, can be addressed to Jim Pomfret (404-631-1256 or jpomfret@dot.ga.gov) of this office. Questions concerning general design or location issues may be addressed to Mac Cranford (770-986-1260 or mcranford@dot.ga.gov) of the Department's Chamblee (District #7) Office.



Sources: Esri, DeLorme, NAVTEQ, USGS, NRCAN, METI, IPC, TomTom



Project Location Map
P.I. #0012660
DeKalb County
SR 141/Peachtree Industrial Boulevard at I-285
Widen westbound ramp






MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

MEMORANDUM

TO: Hiral Patel, P.E.
State Environmental Administrator
Office of Environmental Services
Georgia Department of Transportation
Attn: Amber Rhea

FROM: Christine Quinn 
Environmental Review Historian
Historic Preservation Division

RE: Receipt of Early Coordination Information

**Project Title: PI 0012660: Widen Westbound Ramp from SR
141/Peachtree Industrial Boulevard Southbound to I-285**

Project Number: HP-150506-001

County: DeKalb

DATE: May 11, 2015

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. Thank you for submitting this information. We look forward to working with you as this project progresses.

Cc: Jim Pomfret, GDOT
Dennis Cheek, GDOT
Jennifer Giersch, FHWA
Allison Duncan, Atlanta Regional Commission

APPENDIX B
PROPERTY INFORMATION FORM
AND SHPO CONCURRENCE LETTER

DEPARTMENT OF TRANSPORTATION

2010 DEC 27 AM 10: 58

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. #s 0000247, 0000784, 0001758,
0003041, 0003534, 712806, 713230,
713260, 713600, and 714000 **OFFICE** Environmental Services
DATE December 20, 2010

FROM Madeline L. White


TO Files

SUBJECT GDOT Projects NHS00-0000-00(247), NHS00-0000-00(784), NHS-0001-00(758),
MSL00-0003-00(041), MSL00-0003-00(534), IM000-0075-03(212), IM000-0285-
01(351), IM000-0075-03(213), NHIM0-0075-03(230), and IMNH0-0285-01(388);
Cobb, Fulton and DeKalb Counties; P.I. #s 0000247, 0000784, 0001758, 0003041,
0003534, 712806, 713230, 713260, 713600, and 714000; and HP #090723-001:
Revised Combined Property Information Form for Resources 32, 33, and 34

Attached is the revised Combined Property Information Form for Resources 32, 33, and 34,
prepared by Edwards-Pitman Environmental, Inc. of Smyrna, Georgia for the subject projects.
These resources were reevaluated based upon comments received from the Georgia SHPO in a
letter dated October 13, 2010. A site plan sketch with photo key and a proposed boundary are
included with the revised Combined Property Information Form.

MLW/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Jennifer Giersch)
David Crass, Deputy SHPO, w/attachment
Atlanta Regional Commission, w/attachment
Willard Steele, Seminole Tribe of Florida, w/attachment
Cobb County Historic Preservation Commission, w/attachment
Melissa Forgey, DeKalb History Center, w/attachment

CONCUR:  DATE: 1/16/11
David Crass, Deputy SHPO

cc: Mike Murdoch, GDOT NEPA
Laurie Cotton-Smith, Edwards Pitman Environmental, Inc.



HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

October 13, 2010

Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
16th Floor
Atlanta, Georgia 30308

Attn: Madeline White

RE: **GDOT Projects NHS00-0000-00(247), et al.; PI#s 0000247/0000784 et al.
I-285 North Managed Lanes & BRT, Revive 285 Top End
Cobb County, et al., Georgia
HP-090723-001**

Dear Mr. Bowman:

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

HPD has reviewed the Historic Resources Survey Report of June 8, 2010 prepared by Edwards-Pitman Environmental for the proposed project. We have several comments on this report.

For Resource 32, the Carver Hills neighborhood, a significant story is presented. This neighborhood was created to mitigate the displacement of African-Americans by the construction of the General Motors plant. The neighborhood was later bisected and disrupted by the construction of I-285. It appears that this neighborhood should be considered eligible for the National Register of Historic Places under Criterion A as the remnant of a post-war African-American subdivision with a significant history of displacement. There is another, eligible neighborhood nearby, the Happy Valley-Parsons Village Historic District (Resource 33) as well as the eligible Mt. Carmel AME Church (Resource 34). We would like to know if Resource 33 is also an African-American neighborhood. If so, perhaps all the above-mentioned resources should be combined into one large district. If not, it appears that the African-American Carver Hills and the Mt. Carmel AME Church should be considered an eligible district.

HPD concurs with the findings in the report that the Doraville General Motors Assembly Plant should be considered eligible under Criterion A. In addition, we believe that the Administration Building should be considered eligible under Criterion C. This building is

Letter to Bowman
Page 2
October 13, 2010

a good example of modern architecture. It appears that the metal screen on the façade is original to the structure.

Furthermore, we would like to note that the presence of the General Motors Plant is the result of DeKalb County's aggressive post-war effort to attract industry to the area. The county constructed a waterworks, sewer plant, and roads in order to support the industry it was attempting to attract. The General Motors Plant and other industry along Peachtree Industrial Boulevard spurred the extensive residential development that is shown in this report. We believe that this information provides a context with which to strengthen evaluation of the area's resources, including the Plant itself, under Criterion A. The residential development is typical of what is seen in Georgia: a small-scale, piecemeal development of subdivisions in response to industry rather than large, mega-developments that are seen in other states.

HPD concurs with all other determinations on eligibility and boundaries.

If we may be of further assistance, please contact Amanda Schraner, Transportation Projects Coordinator, at (404) 463-6687 or Amanda.Schraner@dnr.state.ga.us.

Sincerely,



Richard Cloues
Deputy State Historic Preservation Officer

RC:als

cc: Rodney N. Barry, P.E., FHWA, (Attn: Jennifer Giersch)
Allison Duncan, ARC

PROPERTY INFORMATION FORM

Property Identification: Resources 32, 33 and 34 are identified as the Carver Hills/Happy Valley/Parsons Village Historic District in the field notes and on the project location map. None of the individual properties within the resource were identified in the 1976 Georgia DNR DeKalb County Survey.

Location: The resource is comprised of three residential subdivisions that were platted in 1945, 1953 and 1954. Two of the subdivisions, Happy Valley and Parsons Village, are contiguous. The southern portion of the Carver Hills Subdivision is sited adjacent to the Happy Valley Subdivision, but has a separate entrance. These three sections of the proposed Carver Hills/Happy Valley/Parsons Village Historic District are located south of the I-285/ Peachtree Industrial Boulevard interchange. Due to the construction of I-285 during the late 1950's and the subsequent reconstruction of the interchange at Peachtree Industrial Boulevard, a large portion of the Carver Hills Subdivision was destroyed, and the northernmost portion of the subdivision was isolated from the remaining portion to the south. As a result, a small section of the proposed Carver Hills/Happy Valley/Parsons Village Historic District is sited north of the I-285/Peachtree Industrial Boulevard interchange (see Figure 2H).

Date(s) of Development: The Carver Hills/Happy Valley/Parsons Village Historic District is comprised of the residences and churches that were constructed as part of three separate but contiguous subdivisions that were platted in 1945, 1953 and 1954 (refer to attached plats).

The first subdivision to be platted was the Carver Hills Subdivision. It contained 66 lots, each measuring approximately 0.90 acre in size. The residences in this subdivision were generally constructed in 1950. Based on restrictions governing the development of the Carver Hills Subdivision, lots were specifically designated for the construction of a school and two churches. The school and one of the churches are no longer extant; however, the 1959 Greater Mt. Carmel AME Church is sited along Carver Drive on the south side of I-285 (refer to Figure 2H).

According to The History of Doraville, Georgia by Laura and Ken Barre, the Carver Hills Subdivision was named for George Washington Carver. The subdivision was established by General Motors Corporation and was restricted to African-Americans. Much of the land General Motors purchased on which to construct their Doraville assembly plant was acquired from African-American landowners. To mitigate their displacement, General Motors acquired 150 acres in Doraville for the creation of the Carver Hills Subdivision and other neighborhoods to which these displaced landowners could be relocated. While General Motors did develop this subdivision, no documentation could be found to indicate that the company retained any relationship with the neighborhood once it was constructed. The neighborhood seems to have been developed for the express purpose of mitigating the displacement of an existing community, not for use as company housing.

The Greater Mt. Carmel AME Church is the only extant institutional building located in the Carver Hills Subdivision. According to The History of Doraville, Georgia by Laura and Ken Barre, the church was originally established in the late 1870's, and is the oldest African-American congregation in Doraville. It was founded by the Reverend George Washington

Gholston, who was also a local landowner and farmer. Church meetings were originally held in Reverend Gholston's home until the congregation grew too large to be accommodated. For several years, the congregation rented space in other local commercial or institutional buildings. In 1888, the congregation purchased land on New Peachtree Road on which to build their own building. The congregation also established a cemetery and the first school for African-American children in the community of Doraville.

The original church building was completed in 1912, and burned c. 1940. After relocating a few times in temporary quarters, the congregation constructed the existing building in 1959. The current pastor, Reverend Hardaway, has only been at the church a few months; however, he indicated that the rear portion of the building, which contains church offices and classrooms, is a later addition. An aerial photograph dated 1966 that was produced by the United States Department of Agriculture, Agricultural Stabilization and Conservation Service, shows the presence of the rear addition. Other non-historic alterations that were observed during the survey include the application of vinyl siding and other synthetic material on the steeple and the replacement of the front doors.

The Parsons Village Subdivision was platted in 1953. It was named Parsons Village, as it was developed on land owned by the Parsons family. Parsons Village consisted of 19 lots located along Parsons Drive that varied in size from approximately 0.30 acre to 0.50 acre. All of the residences in this subdivision were constructed in 1953.

The Happy Valley Subdivision was platted in 1954. The lots in this subdivision were sited directly north of the northernmost lots in Parsons Village, and continued along Parsons Drive to the north. Lots in this subdivision also were platted along Deacon Lane, which split off of Parsons Drive to the northwest. The Happy Valley Subdivision contained 37 lots that were generally 0.25 acre in size. All of the residences in this subdivision were constructed in 1955.

In addition to the 1959 Greater Mt. Carmel AME Church, the proposed district includes one other historic church: the Mt. Calvary Baptist Church. Constructed in 1957, the Mt. Calvary Baptist Church is sited on Deacon Lane directly north of the northernmost lots in the Happy Valley Subdivision. Although this church was not constructed as part of any of the three subdivisions that comprise the proposed historic district, it has been included in the boundary of the proposed district because of its age and proximity to the residential area. The church also has always served the African-American community.

Although the Carver Hills Subdivision was explicitly developed as an exclusively African-American community, no documentation could be found to support the contention that the original residents of the Happy Valley and the Parsons Village Subdivisions also were African-American. No covenants or restrictions regarding race were included on the plats of these two subdivisions, whereas the plat for the Carver Hills Subdivision stated "No lot shall be leased or occupied by any person not a member of the African race". City directories from the 1950's also discontinued the practice of including the race of Atlanta's residents along with other identifying information. However, during the survey of Happy Valley and Parsons Village Subdivisions, it was noted that the majority of the current residents are African-American. Based on this observation and the fact that the extant churches in the neighborhoods serve the African-American community, as well as the physical proximity of the three subdivisions, it is likely that all three subdivisions were historically African-

American neighborhoods. Interestingly, however, a more diverse ethnic population was observed during the survey of the extant portion of the Carver Hills Subdivision located north of I-285.

The three subdivisions have been combined into one proposed district because they historically bordered and connected with each other. All three subdivisions were developed within five years of each other, and they each contain similarly sized and designed houses. All of the lots in the three subdivisions were subject to restrictions which governed the size and setback of the residences. Only one single family residence per lot was allowed, and in the Happy Valley Subdivision, each residence was required to contain a minimum of 852 square feet. Homes in the Carver Hills Subdivision were restricted to a minimum of 900 square feet. The owner of the Happy Valley Subdivision also guaranteed connections to the DeKalb County water system, asphalt pavement on the streets and granite curbing.

While most of the original residences constructed as part of the Parsons Village and Happy Valley Subdivisions are extant, only approximately 25 of the residences that were constructed as part of the Carver Hills Subdivision remain, with 18 of them located on the north side of I-285. Although these 18 residences are equally dispersed along N. Carver Drive and Carver Circle, many are also separated from each other by vacant lots. The seven other extant original residences are located on the south side of I-285 on Carver Drive, and have no direct access to the properties on the north side of the interstate.

The majority of the extant residences in all of the subdivisions have undergone alterations. Among the alterations commonly noted include the application of vinyl siding, the replacement of original windows and doors, the enclosure of former porches and the construction of side and rear additions. Some of the residences are examples of the American Small House; however, many do not conform to any recognizable type or style of architecture.

Whereas the Happy Valley and Parson Village Subdivisions also retain much of their original landscape and streetscape designs and features, the construction of I-285 through the center of the Carver Hills Subdivision obliterated the original circular design and intersection of the streets in that neighborhood. As noted above, the Carver Hills Subdivision was bisected by the construction of I-285 in the late 1950's. As a result, more than half of the original residences were demolished, and the remaining portions of the neighborhood have no direct access between the two sides. Subsequent reconstruction of the interchange at Peachtree Industrial Boulevard further isolated what remained of the neighborhood as it was no longer possible to directly access the residences on the north side of I-285 from Peachtree Industrial Boulevard.

Description: The Carver Hills/Happy Valley/Parsons Village Historic District includes the residences and churches that were constructed as part of the Carver Hills, Happy Valley and Parsons Village Subdivisions. Also included in the proposed district is the 1957 Mt. Calvary Baptist Church, which was not constructed as part of any of the subdivisions, but is sited directly north of the Happy Valley Subdivision. The three subdivisions have been combined into one proposed district because they historically bordered and connected with each other. All three subdivisions were developed within five years of each other, and they each contain similarly sized and designed houses (see attached Photographs #1 - #16).

According to DeKalb County tax assessor's records, the Carver Hills Subdivision was platted in 1945. The original plan of the subdivision contained 66 contiguous lots, each measuring approximately 0.90 acre in size. The main roadway in the subdivision was Carver Drive, which was generally a linear roadway that curved slightly with the natural topography of the area. The other roadway, Carver Circle, had a circular design that intersected Carver Drive in two locations, adding to the flow and connectivity of the neighborhood. As previously noted, the original design of the subdivision has been obliterated by the construction of I-285, Peachtree Industrial Boulevard and the interchange.

The residences in this subdivision were generally built in 1950, and are of frame construction. Although only 25 of the original residences remain, most of these properties appear to have been constructed as American Small House types. A couple of Bungalow house types were also noted during the survey (refer to attached Photographs #1 - #4). Most of the extant residences have undergone alterations. They currently feature a variety of siding materials including asbestos shingle, clapboard, cedar and vinyl. Fenestration varies as well, and includes six-over-six, horizontal two-over-two, or replacement one-over-one double-hung sash type windows. Other common features include screened porches, enclosed porches, and both side and rear additions.

According to DeKalb County tax assessor's records, the Parsons Village Subdivision and the Happy Valley Subdivision were platted in 1953 and 1954, respectively. The residences in the Parsons Village Subdivision were constructed in 1953, whereas, the residences in the Happy Valley Subdivision were constructed in 1955. The residences in both of these subdivisions are very similar in size, design and materials. Some of the residences in these subdivisions appear to have been constructed as American Small House types; although there are also many that do not conform to any recognizable type or style of architecture. While several of the American Small Houses appear to retain their original designs and materials, the vast majority of the residences in both subdivisions have undergone alterations. All of the residences are frame structures. They feature a variety of siding materials including asbestos shingle, clapboard and vinyl. Fenestration consists of six-over-six or replacement one-over-one double-hung sash type windows. Some of the properties feature former porches that have been enclosed. Others feature porch additions. Many residences also have both side and rear additions (refer to attached Photographs #8 - #13).

As noted previously, the proposed district also contains two extant churches. The 1959 Greater Mt. Carmel AME Church was originally constructed as part of the Carver Hills Subdivision and is located on the west side of Carver Drive south of I-285. It is a Central Tower type church that features a brick veneer exterior, arched stained-glass windows on both side elevations and over the front entrance, replacement panel and glass double doors at the entrance, a front-gabled portico with fluted columns and a central tower. The tower features a brick-faced base and an octagonal spire with both vinyl and another type of synthetic siding (refer to attached Photograph #7). As noted previously, there is a large addition at the rear that was added during the early-to-mid 1960's. It features a brick veneer exterior and flat-headed eight-over-eight double-hung sash type windows set in wood frames. The interior of the original portion of the church appeared to retain its original design.

The Mt. Calvary Baptist Church is located on the east side of Deacon Lane directly north of the northernmost lots in the Happy Valley Subdivision. Although not constructed as part of the Happy Valley Subdivision, this 1957 church post-dated the residences in the Happy

Valley Subdivision by only two years. The church is a front-gabled, frame and concrete block structure that features a front-gabled vestibule, and replacement windows and doors. Fenestration includes replacement stained glass on the main level and replacement one-over-one double-hung sash type windows on the basement level. The double doors at the front entrance also have been replaced. A former window opening in the vestibule has been enclosed (refer to attached Photograph #16).

Another important character defining feature of post World War II architecture is the suburban landscape. Although the majority of the residences in the Parsons Village and Happy Valley Subdivisions have undergone alterations, the original landscape appears intact. All of the individual residences within the two subdivisions are sited on lots measuring approximately 0.25 to 0.50-acre in size, and possess a uniform setback that incorporates the natural topography of the area. The lots all feature grassed front lawns with foundation plantings, paved driveways, and groupings of trees and other plantings. The back yards tend to be larger, although also more wooded. The layout of the streets also typified the mid-twentieth century suburban experience through the use of the open, tree-lined curvilinear design (refer to attached Photographs #14 - #15).

Although the original lots in the Carver Hills Subdivision were much larger than those in the Parsons Village and Happy Valley Subdivisions, averaging approximately 0.90-acre in size, the uniformity of setback and the use of grassed front lawns with foundation plantings, paved driveways, and groupings of trees and other plantings, also appear to be common features of this post World War II subdivision. However, the original curvilinear design and intersection of the streets noted in the 1945 plat of the Carver Hills Subdivision no longer exists, due to the construction of I-285. Furthermore, because seven of the original residences are currently located on the south side of I-285 on Carver Drive, and have no direct access to the 18 extant residences on the north side of the interstate, there is no longer a natural flow within this neighborhood (refer to attached Photographs #5 - #6).

The Carver Hills/Happy Valley/Parsons Village Historic District is sited in the City of Doraville, Georgia, directly north of the Atlanta city limits. The area surrounding the portion of the proposed district south of I-285 is densely developed with primarily late-20th century commercial and light industrial development. The area surrounding the portion of the proposed district on the north side of I-285 consists primarily of a mixture of late-20th century commercial and multi-family residential development.

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

National Register Criteria and Level of Significance: The Carver Hills/Happy Valley/Parsons Village Historic District was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation as outlined in 36 CFR Part 60.4. There are no known associations with individuals whose specific contributions to history can be identified and documented with this proposed district. No associations were indicated or suggested as a result of background research on the project area and deed research on the contributing properties, in any response to the Department's early consultation correspondence received from consulting parties or in interviews with the current occupants of the contributing properties. Therefore, there was no basis for evaluating the proposed district under Criterion B. Also, there are no indications that the proposed

district is likely to yield information on important research questions in history or prehistory. This district does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the proposed district under Criterion D.

The Carver Hills/Happy Valley/Parsons Village Historic District was evaluated under Criteria A and C in the areas of community development and urban planning, African-American history, architecture, and landscape architecture. The resource does not appear to possess significance under Criterion C in the area of architecture. Although some of the individual properties retain their original designs, materials and features, most of the properties have been altered. Among the alterations commonly noted include the application of vinyl siding, the replacement of original windows and doors, the enclosure of former porches and the construction of side and rear additions. Given the extent of the alterations, the district as a whole does not retain integrity and cannot convey significance in the area of architecture.

The Carver Hills/Happy Valley/Parsons Village Historic District does appear to possess a local level of significance under Criterion C in the area of landscape architecture. Many of the character defining features of the post World War II suburban landscape are noted in all three of the subdivisions that comprise the proposed district. In addition to grassed front lawns with foundation plantings, paved driveways, and groupings of trees and other plantings, each subdivision possesses a uniformity of lot sizes and setback, and shares an incorporation of the natural topography of the area. Although the original layout and design of the Carver Hills Subdivision was destroyed by the construction of I-285, the open, tree-lined curvilinear design of the streets, which typified the mid-20th century suburban experience, is intact in the Happy Valley and Parsons Village Subdivisions. Therefore, the proposed district as a whole is considered significant for its relationship to the development of the suburban landscape.

The Carver Hills/Happy Valley/Parsons Village Historic District also appears to possess a local level of significance under Criterion A in the areas of community development and urban planning for its role in the history and development of Doraville, Georgia and suburban DeKalb County. Although there have been many alterations to individual properties in this district, the district as a whole is clearly able to convey a sense of its history and association to the Post World War II suburbanization of DeKalb County.

The Carver Hills/Happy Valley/Parsons Village Historic District also appears to be locally significant under Criterion A for its ability to illustrate the diversity of socio-economic classes and race that participated in the suburbanization movement, as well as the impact of this movement on the local African-American community. The small sizes of the residences in all three of the subdivisions clearly demonstrate that these neighborhoods were developed for families of more modest means. The Carver Hills Subdivision was explicitly developed as an exclusively African-American community. Although no documentation could be found to support the contention that the original residents of the Happy Valley and the Parsons Village Subdivisions were African-American, the likelihood that these two other subdivisions were also historically African-American is based on the proximity of the subdivisions to the Carver Hills Subdivision and the presence of churches within these subdivisions that historically served the African-American community. Finally, the Carver Hills/Happy Valley/Parsons Village Historic District is significant as an illustration of the

cumulative effects of Atlanta's mid-20th century suburban growth and development on the local African-American community. Because the Carver Hills Subdivision was created to mitigate the displacement of Doraville's African-American community resulting from the construction of the General Motors Plant, and was bisected and partially destroyed shortly thereafter to accommodate the construction of an interstate highway, the fact that what remains is only a remnant of a once vibrant post World-War II African-American subdivision, is clearly illustrative of the effects the growth of suburban Atlanta had on the area's African-American population during this period.

Integrity: The Carver Hills/Happy Valley/Parsons Village Historic District has been determined to possess integrity in the area of location as each of the individual extant buildings are sited in their original locations and have not been moved. The district as a whole also has been determined to possess integrity in the areas of setting, design, feeling and association. Although most of the residences in the Carver Hills Subdivision are no longer extant and the original layout and design of the streets has been disrupted by the construction of I-285, many of the original landscape features that typify mid-20th century suburban yards are intact throughout the district. These include grassed front lawns with foundation plantings, paved driveways, and groupings of trees and other plantings, as well as a uniform setback within each neighborhood that incorporates the natural topography of the area. The Happy Valley and Parsons Village Subdivisions also retain the open, tree-lined curvilinear design of the streets. The district further possesses integrity of feeling and association, as it is clearly able to convey its relationship to the history and development of Doraville, Georgia and the surrounding area, as well as to national trends in residential development during the mid-twentieth century. The Carver Hills, Happy Valley and Parsons Village Subdivisions were among several mid-20th century suburban neighborhoods that helped shape the unprecedented growth of Doraville and north DeKalb County during the 1950s and 1960s. This district is also illustrative of the diversity of races and socio-economic classes that participated in the suburbanization movement. The Carver Hills Subdivision further illustrates the cumulative effects of the suburbanization movement on the local African-American community. However, the Carver Hills/Happy Valley/Parsons Village Historic District has been determined not to possess integrity in the areas or materials and workmanship. While a few of the individual properties in the district retain their original designs, materials and features representative of the American Small House, most have undergone alterations that have compromised their integrity. Among the alterations commonly noted include the replacement of original windows, doors and siding, the enclosure of former porches and the construction of additions.

Proposed Boundary (Justification and Description): The proposed National Register boundary of the Carver Hills/Happy Valley/Parsons Village Historic District is a visual boundary that contains approximately 40.0 acres. Included within the proposed boundary are the extant mid-20th century residential properties, the 1959 Greater Mt. Carmel AME Church, the 1957 Mt. Calvary Baptist Church, and the open, tree-lined curvilinear streets in the Happy Valley and Parsons Village Subdivisions. The proposed boundary contains all National Register qualifying characteristics and features of the district.

The dimensions of the proposed boundary follow the original plans of the Happy Valley Subdivision and the Parson Village Subdivision as platted in 1954 and 1953, respectively. On the south side of I-285, the proposed boundary also includes the remaining portion of Block A of the Carver Hills Subdivision, as platted in 1945, as well as Parcels #18-335-09-

002 and #18-335-09-003 in DeKalb County (formerly Lots 3 and 4 of Block D in the Carver Hills Subdivision). Also located on the south side of I-285 and included in the proposed boundary is the approximately 0.25-acre parcel on which the 1957 Mt. Calvary Baptist Church is sited (Parcel #18-334-01-015 in DeKalb County). In addition, the proposed boundary contains an area on the north side of I-285 that includes the remaining portions of Blocks B, C and D of the Carver Hills Subdivision, as platted in 1954. The Carver Hills/Happy Valley/Parsons Village Historic District is roughly bounded by Peachtree Industrial Boulevard to the south and east, Tilly Mill Road to the north, and N. Peachtree Road to the west (see attached boundary graphic).

UTM Coordinates: 7.5 Minute Series Topographic Map
Chamblee Quadrangle, Zone 16
Easting 750776/Northing 3756406 (north)
Easting 750815/Northing 3756220 (east)
Easting 750243/Northing 3755950 (west)
Easting 750545/Northing 3755536 (south)

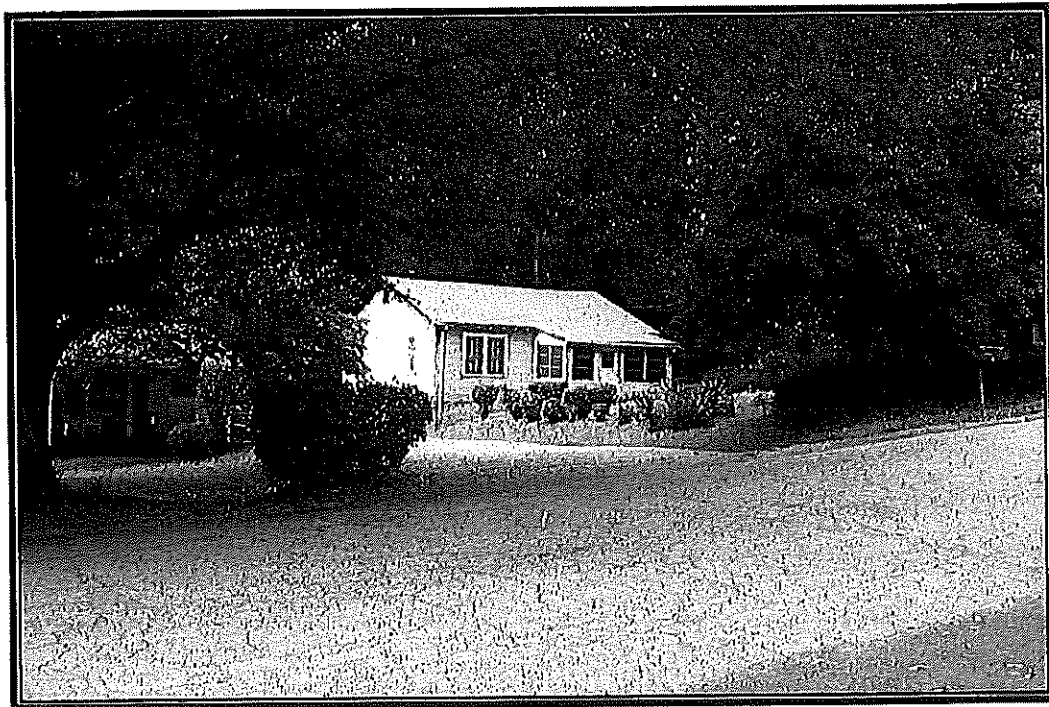
Prepared: Completed pursuant to 36 CFR Part 800.4(c) in compliance with Section 106 of the NHPA for GDOT Projects NHS-0001-00(758) & MSL-0003-00(534), Fulton, Cobb, & DeKalb Counties by:

Laurie Cotton-Smith
Edwards-Pitman Environmental, Inc.
1250 Winchester Parkway
Suite 200
Atlanta, Georgia 30080
770-333-9484

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)



Photograph 1 – Representative view of residence in Carver Hills Subdivision looking west from Carver Circle (North side of I-285).

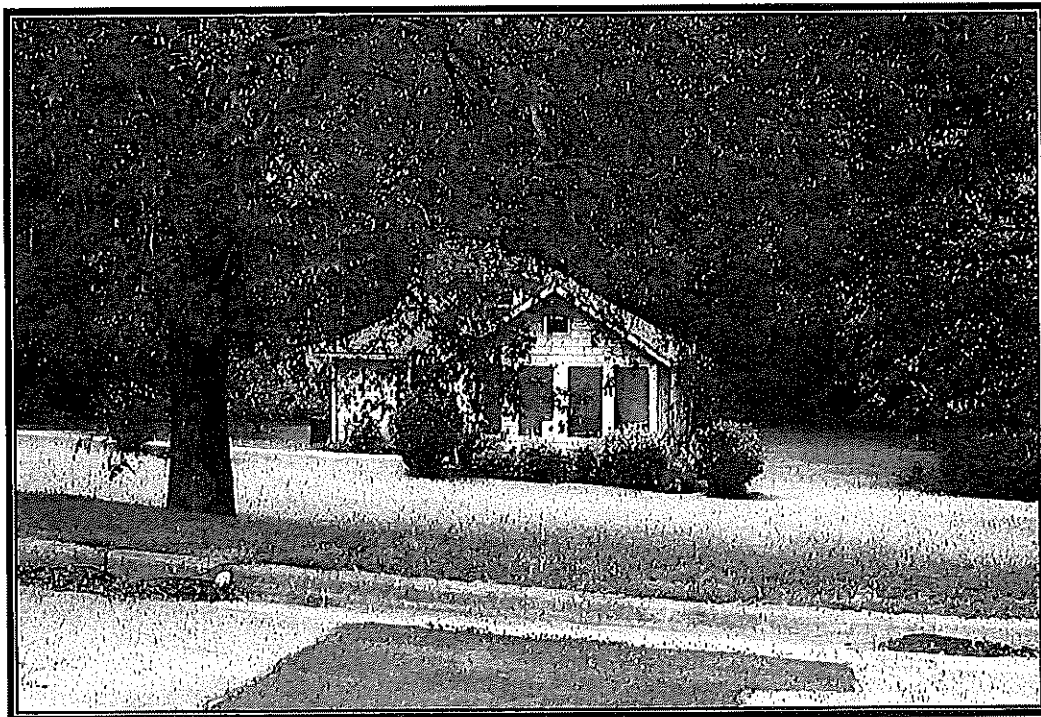


Photograph 2 – Representative view of residence in Carver Hills Subdivision looking northwest from Carver Drive (South side of I-285).

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)



Photograph 3 – Representative view of residence in Carver Hills Subdivision looking southeast from Carver Circle (North side of I-285).



Photograph 4 – Representative view of residence in Carver Hills Subdivision looking west from Carver Drive (South side of I-285).

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)

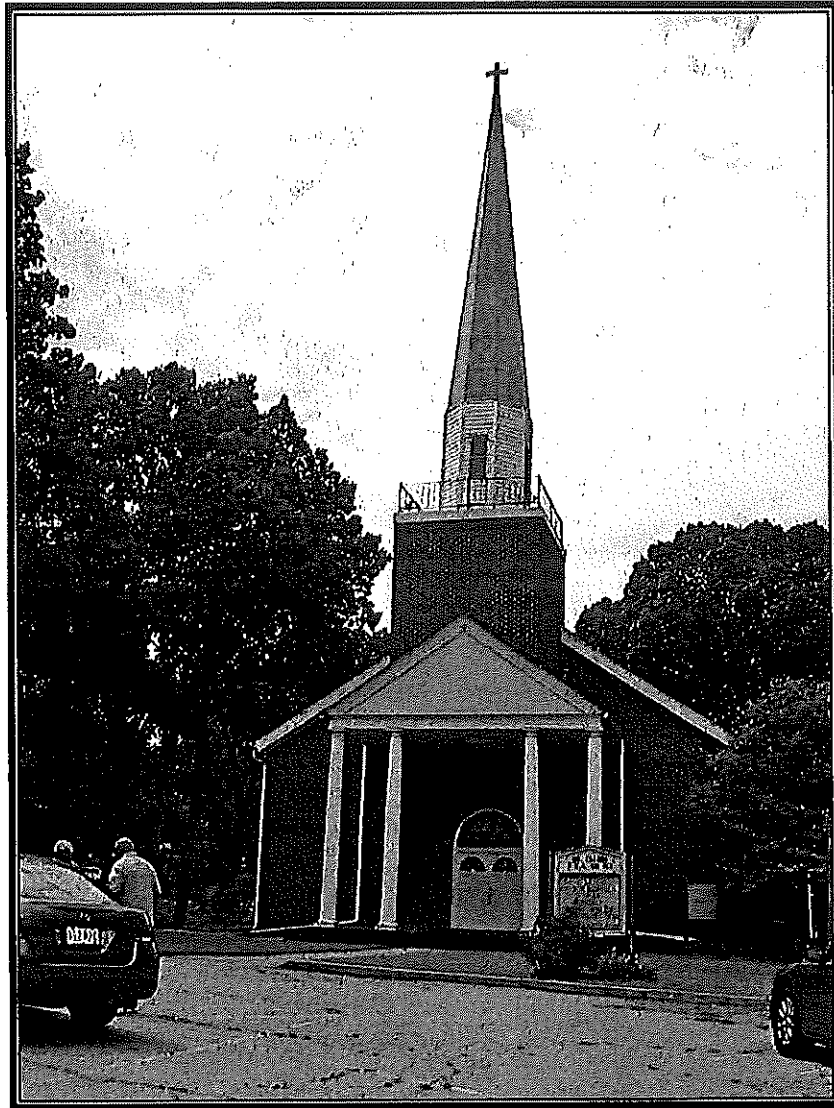


Photograph 5 – Representative streetscape view in Carver Hills Subdivision looking southwest along N. Carver Drive (North side of I-285)



Photograph 6 – Representative streetscape view in Carver Hills Subdivision looking north along Carver Drive (South side of I-285)

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)



Photograph 7 – Front elevation of the Greater Mt. Carmel AME Church in Carver Hills Subdivision looking west.
(South side of I-285)

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)



Photograph 8 – Representative view of residence in Parsons Village Subdivision looking northwest from Parsons Drive.

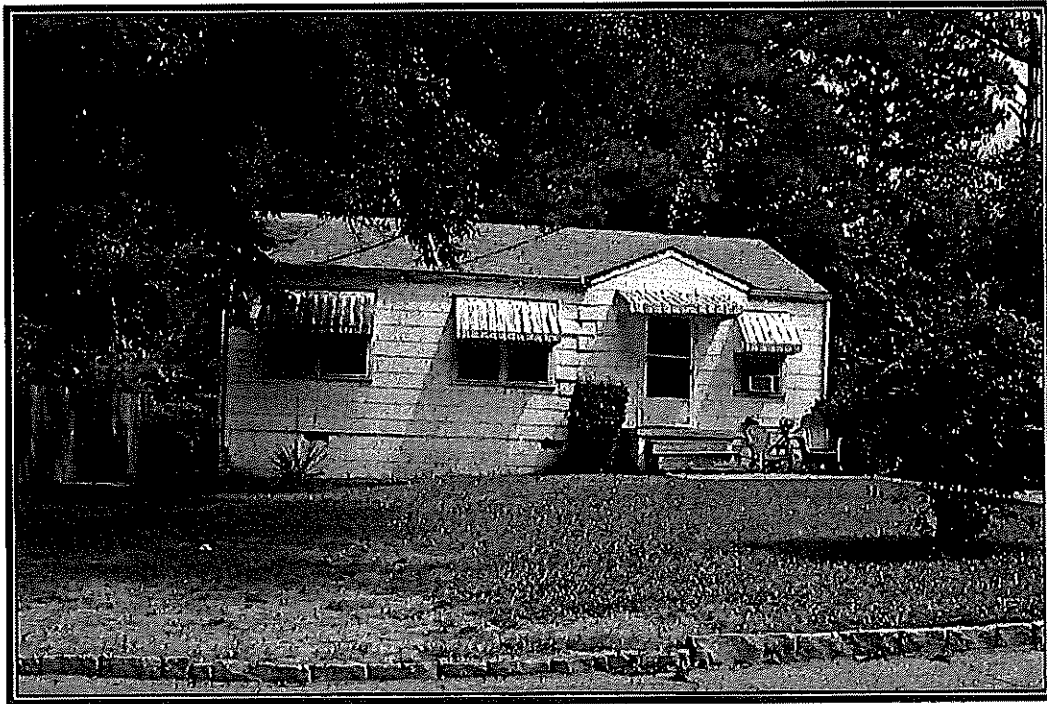


Photograph 9 – Representative view of residence in Parsons Village Subdivision looking northeast from Parsons Drive.

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)



Photograph 10 – Representative view of residences in Happy Valley Subdivision looking northeast along Parsons Drive.



Photograph 11 – Representative view of residence in Happy Valley Subdivision looking east from Deacon Lane.

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)



Photograph 12 – Representative view of residence in Happy Valley Subdivision looking south from Deacon Lane.



Photograph 13 – Representative view of residences in Happy Valley Subdivision looking southwest from Deacon Lane.

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)

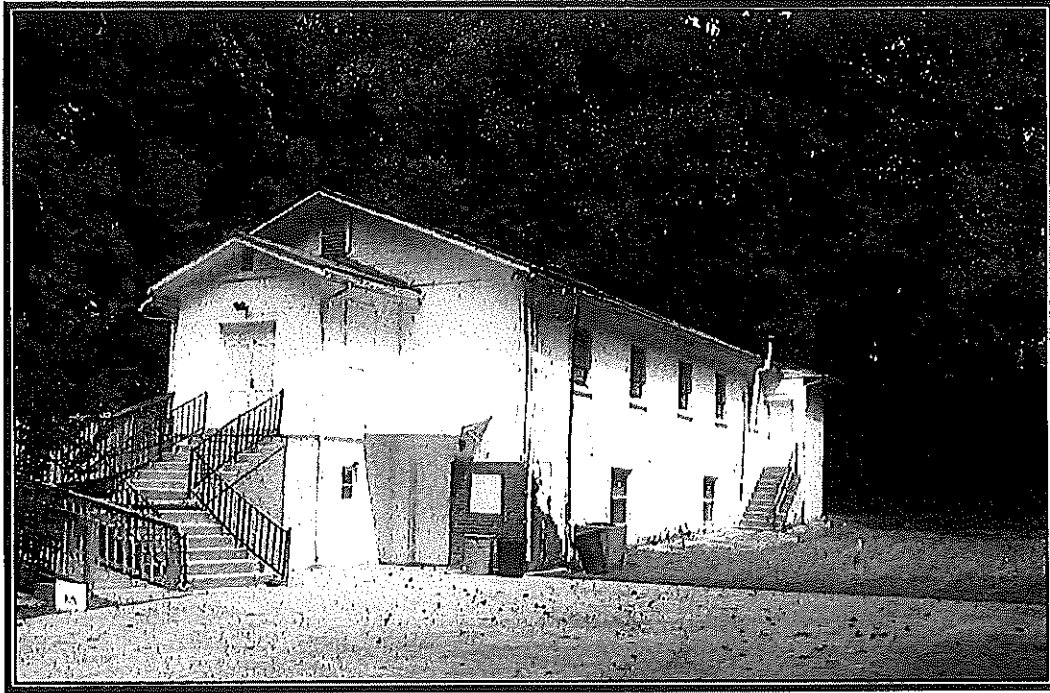


Photograph 14 – Representative streetscape view in Happy Valley Subdivision looking north along Parsons Drive.

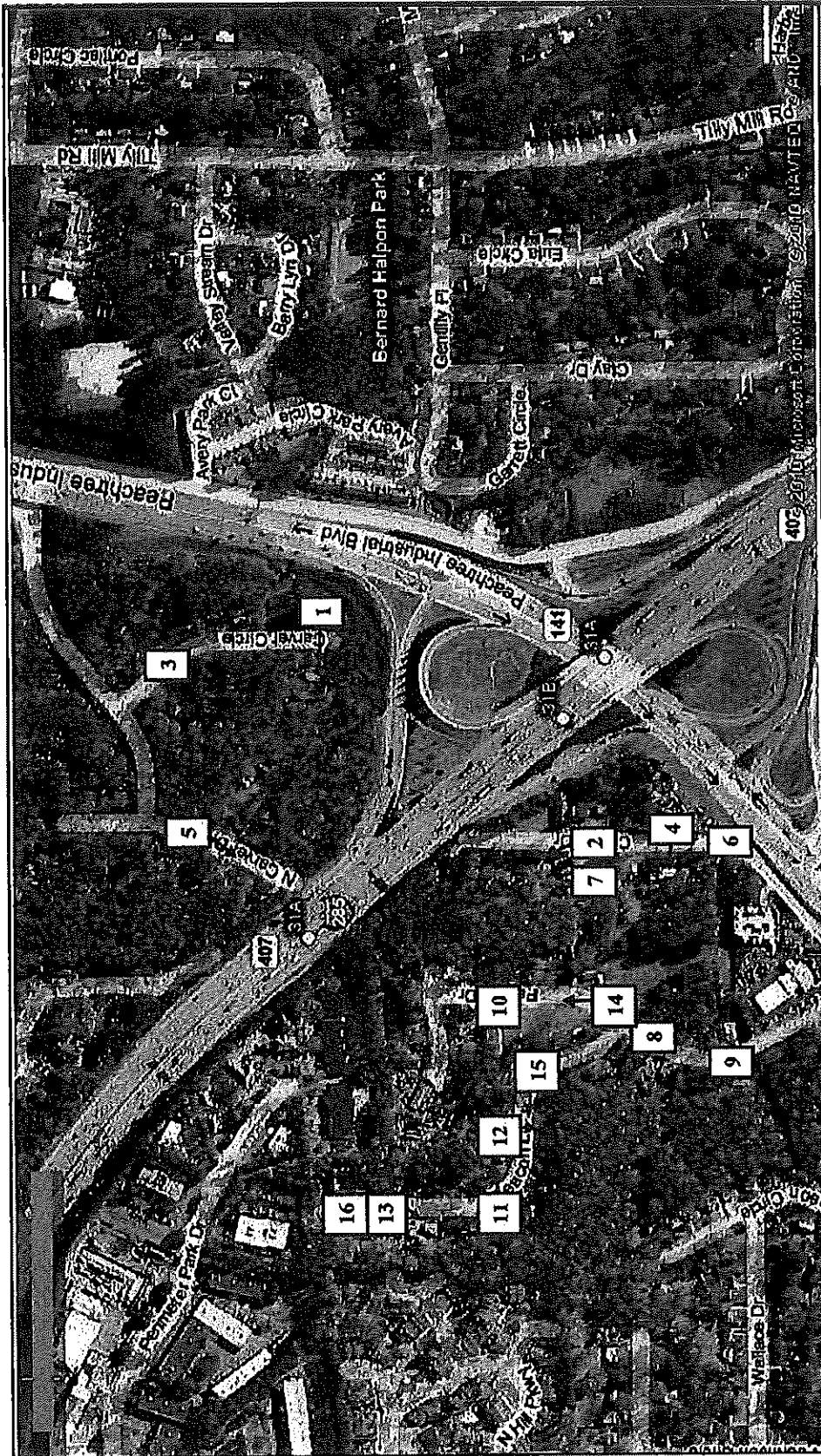


Photograph 15 – Representative streetscape view in Happy Valley Subdivision looking west along Deacon Lane.

Carver Hills/Happy Valley/Parsons Village Historic District (Resources 32-34)



Photograph 16 – Front and south side elevations of the Mt. Calvary Baptist Church located directly north of the Happy Valley Subdivision looking northeast from Deacon Lane.

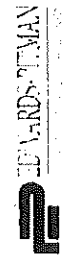


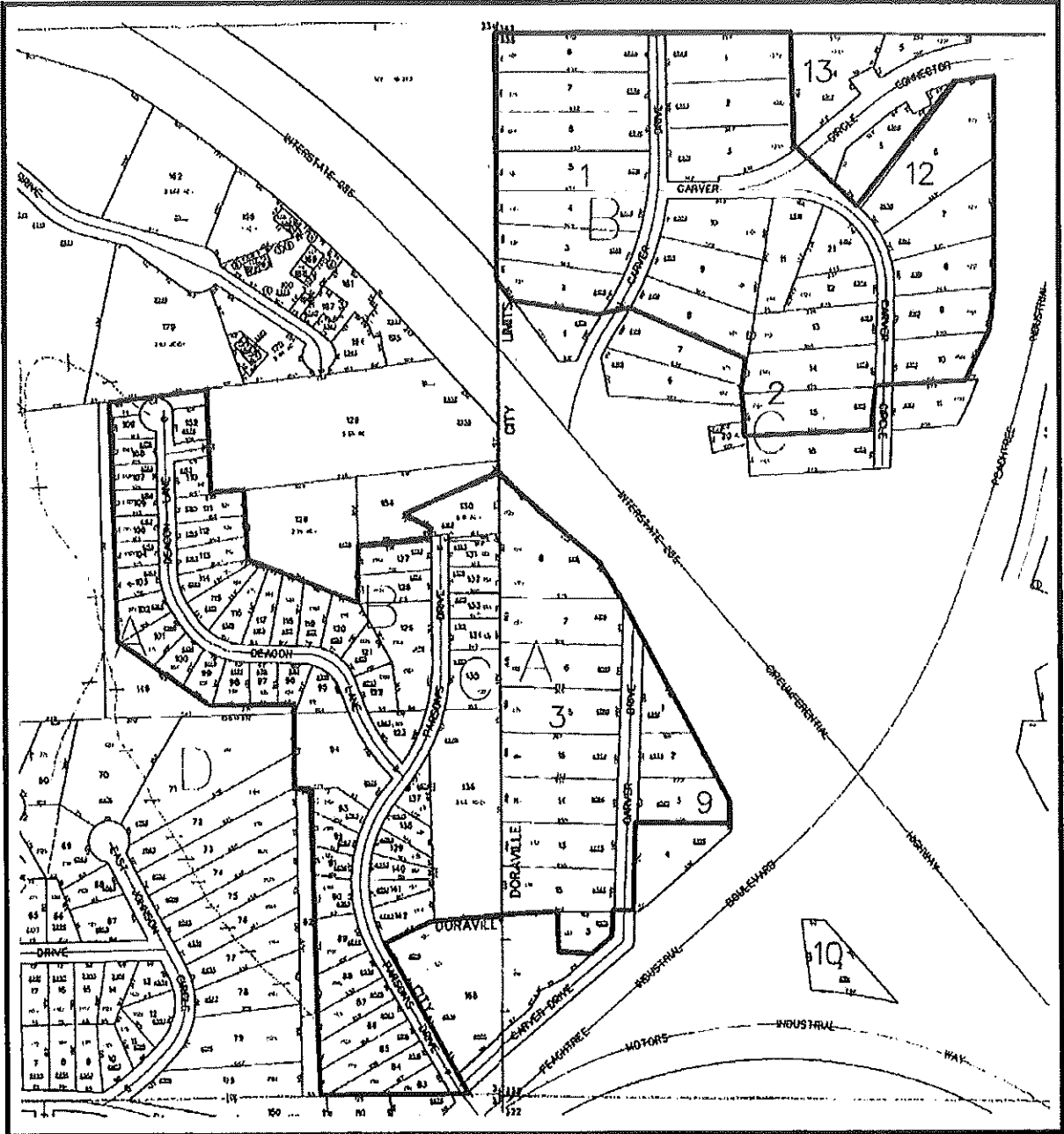
SITE GRAPHIC AND PHOTOGRAPH KEY
CARVER HILLS/HAPPY VALLEY/PARSONS VILLAGE HISTORIC DISTRICT
 (RESOURCES 32, 33 & 34)

GDOT Projects NHS-0001-00(758) & MSL-0003-00(534),
 Fulton, Cobb, & DeKalb Counties
 P.I. Nos. 0001758 & 0003534/HP No. 090723-001

Source: Microsoft Internet Explorer
 Live Search Map

Not to Scale





**Proposed National Register Boundary
Resources 32, 33, & 34
Carver Hills/Happy Valley/Parsons Village Historic District
Approximately 40.0 Acres**

**GDOT PROJECTS NHS-001-00(758) & MSL-0003-00(534),
COBB, FULTON, & DEKALB COUNTIES**



Source: DeKalb County Tax Assessor's
Office, Property Appraisal Department

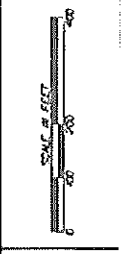


NOT TO SCALE

APPENDIX C
CONSTRUCTION LIMITS
IN THE AREA OF THE
CARVER HILLS/HAPPY VALLEY/PARSONS VILLAGE HISTORIC DISTRICT



REVISION DATES



GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION