

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Trust Company of Georgia Northeast Freeway Branch
other names/site number SunTrust Bank, Northeast Freeway Office, Monroe Drive Branch,
Piebar, Cirque

2. Location

street & number 2160 Monroe Drive NE not for publication
city or town Atlanta vicinity
state Georgia code GA county Fulton code 121 zip code 30324

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

David C. Crass 18 DEC 17
Signature of certifying official/Title: Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date

Historic Preservation Division, Georgia Dept. of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain: _____)

David A. ... 2/20/18
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only one box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
1	0	objects
2	0	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

COMMERCE / TRADE: financial institution

Current Functions
 (Enter categories from instructions.)

COMMERCE / TRADE: restaurant

7. Description

Architectural Classification
 (Enter categories from instructions.)

MODERN MOVEMENT: New Formalism

Materials
 (Enter categories from instructions.)

foundation: Concrete

walls: Brick & Concrete

roof: Concrete

other:

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Trust Company of Georgia Northeast Freeway Branch is located in northeast Atlanta, close to I-85 just north of its split from I-75. Built in 1962, the building occupies a one-acre oval-shaped lot formed by the creation of GA-13- then known as the Northeast Expressway- between 1949 and 1952. Constructed of reinforced concrete and concrete block with brick veneer, the building is composed of a round two-story main block with three single-story teller kiosks telescoping off the main block to the west. A substantial non-historic asymmetrical canopy floats above the three teller kiosks, and steel supports for the canopy extend to the ground. The 56-foot diameter upper level of the main block cantilevers over the 40-foot diameter lower level base. The reinforced concrete roof is an undulation of scalloped overhanging eaves capping 10 bays. Original tall, narrow, fixed windows bracket each bay. A concrete bridge links a large asphalt parking lot that defines the eastern third of the property with the building's primary entrance into the upper level. The upper level comprises a single large room approximately 15 feet in height with the scalloped underside of the roof serving as the ceiling. Two freestanding elliptical enclosures that housed meeting space and the bank vault have been removed, save for a portion of the former meeting space wall, which remains to delineate the single stair down to the partially below-grade lower level. On the lower level, a hallway divides the plan in half, accessing multiple small rooms including bathrooms, offices and a commercial kitchen. The hallway terminates in an exterior entrance to the west, adjacent to a small room designed as a teller booth. Further east, a door off the hallway accesses a spiral stair which leads underground to a tunnel accessing three U-shaped openings that once each housed a spiral stair leading up into each of the three teller booths above. The property's landscaping includes small trees and shrubs, and planting beds defined by granite and concrete retaining walls. One of these beds houses the property's original freestanding signage. Composed of three concrete pylons with staggered curved panels, the signage is approximately three stories tall and is counted as a contributing object to the property. Despite loss of original interior finish material, the property retains integrity of materials, design, and workmanship. The relationship to the highways and surface streets that define the property's integrity of location and setting also remain intact.

Narrative Description

SETTING

The building is in what is now a mixed-use area of predominantly non-historic light industrial, office, commercial, and multifamily residential development. The roads fronting on all sides of the property provide striking vistas of the round building, as was intended by the architect to attract motorists to this branch location.

The tax parcel on which the building sits was formed by the creation of Northeast Expressway (now GA-13 or the Buford-Spring Connector) along its northern and northeastern boundaries c.1949-1952, Plaster Road (now Monroe Drive), which has been extant along its southern boundary since at least 1938, and Armour Drive, which was extant by 1955. This mid-century development was spurred by the suburban development on the outskirts of the city, as well as the expansion of the business district northward. At the time the bank was built in the 1960s, the areas southeast and southwest of the property were a burgeoning suburban landscape with homes, shopping centers and gas stations nearby. This would quickly change as the residences around the junction of Monroe Drive, Piedmont Avenue, and Cheshire Bridge Road southeast of the property gave way to commercial establishments and some light industry such as auto body shops in the last half of the 20th century.

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All of the nearby single-family homes noted on the 1938, 1949, 1955, 1960, and 1968 aerials have either been replaced by non-historic commercial or multifamily development or have been altered significantly.

LANDSCAPE

The property is located on the western slope of a hill and the lot is oval-shaped. The main block of the bank building is in the center of the property, with the three teller kiosks extending west. The site is accessed via three entrances from Monroe Drive to the south. The building is surrounded by an original asphalt drive that connects the entrances off Monroe Drive with the main parking area on the east of the building and the smaller parking area on the west of the building. This drive also accesses the drive-up teller kiosks. It is likely that the western parking lot was for employees. Pavement all around is lined with concrete curbing. Beneath the bridge that connects the east parking with the main entrance of the building, a granite retaining wall holds back the slope to the east parking area. This area around the lower half of the bridge is landscaped with neatly trimmed low shrubs and small trees. The freestanding sign tower stands amid this landscaping just north of the bridge. Four approximately 3-foot high post lights with 8" opaque globes line the bridge, and an original low concrete bench sits at the base on the north side of the ramp landing (Photo 2). This landing, like the bridge, has a creek-gravel-in-concrete finish. Crepe myrtles extend west from the landing, separating the parking area from an outer driveway running east-to-west along the north side (back) of the building. A large oak tree stands at the easternmost end of the property and is fronted by a low granite wall marking the easternmost driveway entrance. While the extant vegetation (i.e. low shrubs, crepe myrtles, small trees, etc.) does not appear in the historic photographs taken while the building was being finished in 1962, the hardscape is already in place and extant vegetation does appear to be historic. Similarly, the light posts with opaque globes do not appear in historic photographs, but appear to be historic.

The asphalt drive that encircles the building and parking areas is separated from adjacent roadways by an expanse of grass. The grass between the drive along the northern boundary with the expressway is part of the embankment for the expressway.

On the south side of the main building, a walkway leads from the ground floor entrance doors to a landscaped patio area between the building and Monroe Drive. The surface again exhibits a creek-gravel-in-concrete finish and beds are planted with low shrubs. A medium-sized tree shades a low concrete bench that is curved to mirror the curvature of the building it faces. This bench, like the one adjacent to the bridge to the main entrance, is likely original. The tree is one of several that, along with small shrubs, line the south side of the property and, by their age, appear to be historic.

Entrance Bridge

The main floor entrance to the bank on the east side is accessed by a reinforced concrete-and-steel-frame bridge which extends west from the east parking lot. Because the site slopes downward from east to west, the bridge begins at ground level in the parking lot and slopes upwards to the main floor entrance, spanning an asphalt service driveway that wraps around the base of the building. The walkway is composed of concrete pavers with a creek-gravel-in-concrete finish. There are rail-height concrete walls on each side of the bridge where it crosses the access drive. A non-historic half-round entrance canopy and metal railings have been added to the bridge. The exterior concrete of the bridge is painted white and purple. The purple color is non-historic.

Sign

The property's freestanding signage is an approximately 35-foot high reinforced concrete structure, consisting of three tall, tapering prong-like pylons joined at the base. Located northeast of the building, it has three staggered curved panels at the top, each placed between two of the three pylons, so the sign is tripartite, facing in three directions (northwest, northeast, and south) towards the roadways bounding the property (Figures 14-15; Photos 2, 23). The current sign panels that read "Cirque / Daiquiri Bar & Grille" are not the

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original sign panels but their style and arrangement is very similar to the original Trust Company of Georgia sign panels.

BUILDING

Main Block

Exterior

The bank building is a circular two-story structure constructed of an exposed steel frame and reinforced concrete in the New Formalism style. Character-defining features of this style found on the property include reinterpreted Classical features such as the symmetrical bays, arches and columns, as well as the use of thin-shell poured-in-place concrete, smooth surfaces, and glazed brick finishes. The building is approximately 25 feet high and consists of a ground and main floors. The main floor is approximately 15 feet tall, and the inset ground floor is approximately 10 feet tall. The main floor is approximately 56 feet in diameter, and the inset ground floor is approximately 40 feet in diameter. The roof is reinforced concrete, divided into ten pie-shaped sections. Each roof section is arched, and has extended eaves, creating a scalloped cornice (Photo 1). The roof originally centered on a skylight of clear glass, which was painted early in the building's history to reduce interior glare. The skylight was filled in when the building was converted to a restaurant in 2004-2005. The reinforced concrete elements on the exterior of the building, including the roof, were originally painted white. Today the color scheme is white and silver with purple accents on the entrance bridge.

The upper level of the building consists of ten curved bays. Each bay has a wall of white glazed brick, laid in the soldier bond, bracketed by narrow floor-to-ceiling metal-framed fixed trapezoidal windows on each side. These windows appear to be the original windows seen in historic photographs (see aluminum frame in Photo 32). Two stylized concrete-clad steel girders divide the bays (Photo 13). The main floor is accessed on the east side by an aluminum-framed glass door set in a basket-handle arch with sidelights on either side, and a fixed transom above. The entrance is sheltered by an enclosed reinforced concrete portico, which protrudes from the façade as an extension of the basket handle arch surround. Circa 2004, renovations added another door opening of the same shape on the west wall, exactly opposite the east entrance. It is composed of a pair of aluminum-framed doors set within the basket-handle arch and lacks a portico as these doors provide access onto the non-historic covered patio.

The ground floor wall is predominantly clad in brick laid in a running bond pattern. The brick was originally slate blue with bright blue blotches in the glaze. The mortar was light and dark gray mixed to create a marbled effect. Both the mortar and the brick have been painted though images from 2005 show the original, unpainted brick (Figures 18-19). An enclosed staircase partially wraps around the ground floor, creating a swirl of reinforced concrete rising from the ground floor entrance on the south side to the upper-level entrance on the east (Photos 11-12 and Figures 20-21). The exterior wall of this staircase is smooth concrete. An artist's rendering (Figure 20) before the bank was complete shows this staircase with an exterior glass wall, however there is no evidence it was built this way, as the earliest historic photographs show this area enclosed (Figure 21). A drive-up teller window protrudes slightly from the west side of the ground floor. The ground floor is accessed on the south side from what appears to be an original aluminum-framed glass door framed by fixed, single-light glass sidelights (Photo 12). There is also a solid metal door adjacent to the north side of the teller window (Photo 44 shows a portion of this door from the inside).

The three drive-up teller kiosks are oval-shaped structures lined up immediately west of the drive-up teller window in the west facade of the main building (Figure 13 and Photos 15, 22). They are joined at the roof today as a result of the c.2005 addition of a patio, but were historically separate structures. Each structure has a brick wall finished using the soldier bond. These bricks were originally blue glazed bricks like the exterior ground floor of the main building. They have been painted silver. Each kiosk is set on a concrete median with a curb to delineate the driveway between and adjacent. Their round, flat roofs of concrete with very wide eave

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overhangs give each kiosk a mushroom-like appearance. They are the same height as the ground floor of the main building, but, as they are situated on a downward slope west towards Armour Drive, the roof of the first teller kiosk sits just below the overhanging upper level of the main building and each kiosk thereafter moving west sits just below the roof of the previous. Of the three teller kiosks, only the westernmost retains its teller window to the west and entrance door to the east.

Interior

The building's main floor is a single-room open space. The ceiling is the underside of the scalloped roof and exhibits recessed lighting, which appears to be original (see Figure 24 and Photo 29). A non-historic bar wraps around the inside of the north wall and the floor on the south side is slightly raised. There is a small enclosed closet to the left of the west exit to the patio and a spiral staircase on the right side which leads to a small balcony, currently used as a DJ booth, overhead. Originally there were two freestanding, elliptical structures in this open space: an enclosed conference room and an enclosed bank vault and bathrooms. Neither structure exists today though the low wall delineating the stair to the ground floor appears to be original and from reference to original plans was part of the wall for the conference room (see Figure 22 and Photo 38).

The staircase from the upper level follows the exterior wall around as it descends to the ground floor (Photos 38-40). The stair landing is at the ground floor entrance from which there are two more steps down so that the floor is actually below grade. Many of the walls on this level are concrete block, wall finishes are both painted concrete block and sheetrock. A narrow hallway extends west to the teller booth and second entrance on the west facade (presumably intended for employees). Off the hallway, there are two restrooms and a storage area on the north side. The restrooms are believed to exist today in their original configuration, as they exhibit concrete block walls. The south side of the lower level comprises a single, open room that is currently used as a kitchen (Figure 6). Additionally on the south side, a secured doorway adjacent to the enclosed teller booth accesses a spiral staircase down to an original underground tunnel that provides access to the three drive-up teller booths. The tunnel access to the teller kiosks would have provided a secure route through which to carry cash and securities to each kiosk occupied by a human teller. The tunnel is approximately 11 feet high and approximately 3 feet wide (Photo 49). What appears to be an original wooden door with a single sidelight accesses a semicircular space leads which straight up to each of the three the teller kiosks. Each of these semicircular spaces originally housed a spiral staircase, although all but the westernmost one have been removed. The westernmost kiosk is currently used for storage (Photo 42).

ALTERATIONS

Sometime before SunTrust closed and vacated the building in 2000, the two easternmost drive-through teller kiosks were retrofitted for use with a pneumatic tube system. For this purpose, the center portions of the kiosks were removed so customers could see all the way through to the teller window in the base of the main building (see Figure 19). During the 2005 renovation into a restaurant, the openings in the center portions of the two easternmost teller kiosks were infilled with cinder block. Additionally, at this time, the spiral staircases that led up from the tunnel into the two easternmost kiosks were removed. The spiral staircase that leads to the elevated DJ balcony on the main floor of the building today appears to be one of these two removed staircases.

Additionally, during the building's 2005 renovation into a restaurant, the roofs of the three teller kiosks were converted into patio seating with the addition of a reinforced steel beam structure to support poured concrete for the surface of the patio (Photos 15-16 and 36; Figure 18 shows this in progress). Concrete steps were added between roofs to bridge the elevation changes and an exterior metal stair was added to the north side of the westernmost teller kiosk. A dramatic asymmetrical canopy reminiscent of circus tents was added to shade the entire patio. The canopy has a structure of steel pipes anchored to the ground by four larger, angled, steel pipe stanchions which form the peaks of the canopy. These stanchions are attached to the ground in the

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surrounding concrete at the base of the teller kiosks so that the structure of the canopy does not disturb the original material of the building anywhere and is entirely removable.

Inside the building, the free-standing enclosures which can be seen on the original floorplan of the upper level (Figure 22) as well as the vault on the upper level were removed in 2005 and the skylight was replaced by a vent for a centrally-placed pizza oven. The interior walls, which, according to an interview with the architect, had been clad with gray fabric for sound absorption when the building was a bank, are now clad in a wavy material. On the ground floor, alterations have no doubt occurred, however, original floorplans for this level have not been found, so the precise original configuration is unknown. It is thought that the bathrooms, hallway and teller booth at the west end of the hall remain as they were originally (as they exhibit cinder block walls), while spaces that were once an employee lounge and offices on either side of the hallway have been converted into restaurant storage and kitchen areas (see Figure 6, the exact configuration of the gray areas is unknown and appears to have been altered from the original).

Additionally the signboards of the tripartite sign have been replaced and railings and an awning have been added over the entrance bridge on the west side. Subsequent restaurant ventures have painted the exterior, both concrete and brick surfaces.

INTEGRITY

The property possesses integrity of design as the property retains its original round form, with fenestration accentuated by a scalloped roof. Except for the added entrance on the west wall of the main floor which mirrors the original entrance, alterations clearly read as non-historic alterations (e.g., metal railing and awning along the bridge, conical canopy over patio) and are reversible. The building's original circulation patterns, including underground access to the three teller kiosks, remain intact, as do the original circulation patterns throughout the property (drives, parking, teller kiosk access). The building retains integrity of materials and workmanship as the original brick masonry and concrete walls with expressed structural steel, as well as metal-framed windows, metal-framed entrance doors, and reinforced concrete bridge, are intact. While original finish materials, such as the carpet covering the main floor, and the conference room and vault, have been removed from the upper level interior, the impressive open volume of the main floor is intact. The building with its three teller kiosks connected by an underground tunnel was tailored perfectly to take advantage of the awkward sloping site and continues to convey itself as a decorative "object" in the urban landscape. The building remains in its original location adjacent to both the northeast expressway, Monroe Drive, and Armour Drive, an area into which suburban Atlanta expanded to in the mid-20th century. This commercial corridor does include non-historic commercial buildings, but still reads as a mid-20th century commercial expansion of the city.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

Architecture

Commerce

Period of Significance

1962-1967

Significant Dates

March 1962 – Bank opens

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Abreu & Robeson, Architects (Henri Jova, Chief of Design)

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance for the Trust Company of Georgia Northeast Freeway Branch spans from 1962, the date of the building's construction, through 1967, the end of the historic period.

Criteria Considerations (explanation, if necessary)

N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

While Atlanta began highway construction as early as 1948, it would take passage of the Federal Aid Highway Act of 1956 for that construction to gain momentum. By 1964, the Downtown Connector would be complete, securing the dominance of the automobile in the Atlanta landscape. Simultaneously, a robust post-World War II economy and banking regulations at the time positioned banks such as the Trust Company of Georgia ideally to take advantage of the new highways to grow their business. The Trust Company selected the architectural firm of Abreu & Robeson, Architects to design a branch bank to service then-explosive development in the area of Monroe Drive and the Northeast Expressway, and exploit the visibility afforded by the new area highway. Groundbreaking for the Trust Company of Georgia's new Northeast Freeway Branch occurred on May 15, 1961, and the branch was open for business by March, 1962. The Trust Company of Georgia's Northeast Freeway Branch is significant at the local level in the area of commerce as a branch bank constructed as a direct result of the confluence of several trends in the Georgia banking industry and development patterns and growth of the city of Atlanta during the mid-20th century: bank branch regulations of the time and the popularization of car-centric "motor banking" dovetailed with the unprecedented suburbanization of the city as a result of highway construction. The building's orientation to and location beside the then-new Northeast Expressway is representative of the change in the city's physical form during the 1950s and 1960s as a result of commitment to automobile- and highway-oriented development patterns, and the evolution of area commercial development to answer to and take advantage of that change. The Northeast Freeway Branch is also significant at the local level in the area of architecture as an outstanding example of New Formalism in Atlanta. Character-defining features of this architectural style include the building's pedestal form and simplified classical features such as symmetrical bays and arches. Smooth finished concrete and glazed brick walls are typical New Formalism finish treatments. Designed by architect Henri Jova, who was Chief of Design for Abreu & Robeson at the time, the building is representative of the banking industry's evolution to embrace Modern architecture during the mid-20th century as one means of building a progressive corporate image.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Under Criterion A, the Trust Company of Georgia Northeast Freeway Branch is significant in the area of commerce. Positioned on the edge of the expressway that would help make Atlanta the sprawling metropolis that it is today and define the city's future growth, the location, orientation, and design of the Northeast Freeway Branch property responded directly to these new development patterns, the growing dominance of automobile use, and the expressway itself. The property location and orientation is a product of the change in Atlanta's physical form during the 1950s and 1960s to favor automobile-oriented, suburban-style development patterns focused on providing quick and convenient access for vehicles.

The oddly-shaped one-acre lot on which the Northeast Expressway Branch was constructed was created as a result of the construction of the Northeast Expressway between 1949 and 1955. This expressway was part of the "Atlanta Expressway," Atlanta's highway system that predated the Interstate System. The Interstate System forms the backbone around which late-20th century Atlanta developed. Buildings such as the Trust Company's Northeast Freeway branch serve as reminders of the origins of expressway-oriented development in Atlanta, and more specifically, how commercial development and design adapted to and took advantage of these new development patterns. Surrounded by roads, the bank's choice of this site represents the shift away from pedestrian-oriented business locations in traditional commercial nodes and toward stand-alone business destinations with high visibility to vehicular traffic and providing easy automobile access. The bank is completely surrounded by pavement and designed expressly for convenient vehicle access: one could park

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and enter the building quickly and easily or use the drive-through tellers, minimizing and even eliminating the time spent outside of one's car. While this pattern of development is significant locally, it was also a trend throughout the nation as increasingly widespread use of the automobile expanded urban horizons everywhere during the mid-20th century.

Even the design of the building is a direct response to the city's decentralization and the automobile. One of the considerations for the design of the bank was that in order to be successful, the branch needed to be seen by passing motorists on both the highway and the surface streets. Architect Henri Jova thus created a round form, with no front or back in the traditional sense, and an equally stylistic, oversized, tripartite sign that effects additional visibility.

The Trust Company of Georgia's Northeast Freeway Branch also represents a shift in the banking industry's business practices and vision of itself, and the industry's embrace of new innovations. A robust post-World War II economy "helped transform an institution that represented tradition in all facets to one that embodied the new American vision of progress and prosperity. The use of cutting edge architecture in a small bank branch building became a popular passive advertising and image-making tool for banks during this period and this modernization expressed itself no better than in the form of the drive-through teller and the car-centric branch bank."¹ Expanded branching capabilities combined with an increasing atmosphere of affluence through the 1950s and 1960s, new technologies, and more modern corporate images created the climate in which the Trust Company of Georgia constructed its new branch on Monroe Drive between 1961 and 1962.

It was actually 1920s-era regulatory changes in the banking industry that led to a surge in branch bank openings in the middle of the 20th century. Despite Federal and state laws passed in 1927 that attempted to limit branch banking, by 1929, Georgia laws on branching were liberalized to allow branches in Atlanta and Savannah. With the advent of post-World War II economic prosperity, Atlanta was ideally suited for the development of branches by banks such as the Trust Company of Georgia. The Trust Company of Georgia opened their first branch office in 1949 (712 West Peachtree Street) and by 1972, there were 32 Trust Company branches in Fulton and DeKalb counties.²

Given the increasing importance of the automobile after World War II, bank branches across the United States increasingly began to incorporate drive-in banking facilities. In Atlanta, more liberal bank branching regulations and the concept of car-centric "motor banking" dovetailed with unprecedented suburbanization as a result of highway construction. Possibly the first recorded instance of drive-in banking in the United States was in 1930 at the Grand National Bank in St. Louis, Missouri, where patrons could make deposits through a teller window.³ However, drive-in banking was rare in bank design until the 1940s, and was still considered the latest in modern banking conveniences in 1949 when the Trust Company of Georgia opened their first branch office at 712 West Peachtree St. in Atlanta, complete with a drive-in teller window.⁴ In 1949 and the early 1950s, "...two industry journals, *Banking* and *Burroughs Clearing House*, provided guidelines on adding or including drive-in teller areas for bankers...such as placing the drive-up window 'on the left side of the driveway,' and the appropriate grade and width of the drive-ways. *Architectural Record* also featured pictures of real examples in a number of issues in the 1950s and 60s...separate drive-in teller islands outside newer structures became quite common by the 1960s."⁵ The Trust Company of Georgia Northeast Freeway Branch is a prime example

¹ DOCOMOMO-GA, "Henri Jova's Round Bank." <http://docomomo-ga.weebly.com/blog/henri-jovas-round-bank> (accessed February 2, 2017).

² Martin, Harold H., *Three Strong Pillars: The Story of the Trust Company of Georgia*, (Trust Company of Georgia, 1981), 83.

³ "Autoists do banking from their cars," *Popular Mechanics Magazine*, July 1930, Volume 45, Number 1, 13.

⁴ "59th Annual Report to the Shareholders," (Atlanta, Georgia: Trust Company of Georgia, 1949). On file at the Atlanta History Center, "Trust Company of Georgia" business file.

⁵ Reiner, Donna Jean, "Follow the Money: Identifying the Custom Architecturally Designed Branch Bank." Thesis for MA Historic Preservation requirements. Goucher College, 2009, 38.

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of this trend. In 1958, the Trust Company boasted of the convenience of drive-in banking at each of their then-five locations in Atlanta.⁶

By the 1970s, banks began utilizing the pneumatic tube system (“borrowed” from department stores) for many drive-in islands.⁷ These innovations, also employed at the Northeast Freeway Branch, demonstrated a bank’s desire to provide their customers with every modern banking convenience, but also evidence just how quickly advancing technology in the industry rendered complex facility designs such as that of the Northeast Freeway Branch, with its underground tunnel and telescoping teller booths, obsolete.

The Trust Company of Georgia Northeast Freeway Branch is significant under Criterion C in the area of architecture because it embodies distinctive characteristics of the New Formalist style in its design, materials, and method of construction, and is the work of a master. Further, the building is representative of the banking industry’s evolution to embrace Modern architecture during the mid-20th century as one means of building a progressive corporate image.

New Formalism is characterized by a sense of monumentality, classical proportions, symmetry, and modern takes on classical features including sculpted columns and arches of various shapes. New Formalism buildings tend to be self-contained, free-standing, monumental blocks. At the top, level rooflines and heavy, projecting roof slabs tend to define the building. Walls are smooth and often glossy.⁸ Set on a pedestal and featuring symmetrical bays, round arches, and pilasters in the form of thin paired girders, the bank building is an outstanding example of this style. Additionally, the use of poured-in-place concrete, and smooth, glazed-brick walls tie to New Formalism’s use of “traditionally rich materials” with “luxurious qualities.”⁹ The roof, constructed of thin-shell reinforced concrete painted white, was constructed entirely on-site. The scalloped roofline, composed of arched extended eaves projecting over each bay, is an artistic interpretation of the New Formalist projecting roof slab. The three drive-up teller kiosks continue the stylistic vocabulary, with flat, projecting roofs (also reinforced concrete, painted white) set over pedestals of glazed brick, echoing the design of the main building.

For the design of the new building, the Trust Company hired Abreu & Robeson, Architects. Abreu & Robeson appears to have had an established relationship with the Trust Company of Georgia at the time as they were responsible for at least two of the Trust Company’s previous branch locations. Henri Jova was the Chief of Design at Abreu & Robeson from 1954 to 1965, and was the designer for the Northeast Freeway Branch.

Jova greatly influenced architecture in Atlanta and played a significant role in shaping the city’s physical form, particularly from the 1950s to the 1970s.¹⁰ In 1966, he formed his own firm, Jova/Daniels/Busby, Inc. He and his firm were responsible for such prominent Atlanta projects as Colony Square (1969-1975), the Carter Center Library (1986), the City Hall Annex on Trinity Avenue (1989), and the Carnegie Pavilion (1996), a structure created with columns salvaged from the downtown Atlanta Carnegie Library when it was demolished in the late 1970s.¹¹ Jova’s firm also designed the North Avenue MARTA station (1981), and he is considered personally responsible for helping revive Midtown Atlanta through residential rehabilitations in that neighborhood.

⁶ Trust Company of Georgia advertisement, Atlanta City Directory, 1958, 36.

⁷ Reiner, “Follow the Money: Identifying the Custom Architecturally Designed Branch Bank,” 2009, 38.

⁸ Whiffen, Marcus, *American Architecture Since 1780: A Guide to the Styles*, (Cambridge, Massachusetts: The M.I.T. Press, 1969), 257-262.

⁹ Fullerton Heritage, “New Formalism,” *Architectural Styles in Fullerton*.
<http://www.fullertonheritage.org/Resources/archstyles/formalism.htm> (accessed March 3, 2017).

¹⁰ “Designation Report for the Trust Company Bank Building, Landmark Building Site (LBS).” City of Atlanta, Department of Planning and Community Development, staff. September 2016, 3.

¹¹ Drummond, Laura and Jason Hall. “Trust Company Bank” draft National Register of Historic Places registration form. 2003, 9. On file at the Georgia Historic Preservation Division, Department of Natural Resources, Stockbridge, Georgia, Trust Company of Georgia Northeast Freeway Office National Register file.

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One of the considerations for the design of the Trust Company of Georgia branch was that it needed to be seen by passing motorists on both the highway and the surface streets; thus, Jova suggested a round bank building, with no front or back in the traditional sense and an equally stylistic, oversized, tripartite sign that effects additional visibility. With other round buildings cropping up all over the nation, the proposed design was not unheard of; it was, however, considered significant enough for Atlanta in 1962 to win an American Institute of Architects Award of Merit and be noted in both *Time* and *Interiors* magazines at the time. Author David Rinehart praises the building's elegantly and classically proportioned windows and interior height, saying, "The punch comes from the sculpted concrete roof structure. Both inside and out, this distinctive feature gives the building vitality in counterpoint to the serenity of the circular shape."¹²

Until the 1950s, architectural design of financial institutions had depended heavily on traditional classical motifs to evoke a sense of timelessness and sturdiness—characteristics aptly suited for the institutions entrusted with the financial stability of their customers. The Trust Company of Georgia, an institution deeply rooted in the foundations of the City of Atlanta, was no exception and flaunted a reverence for history. Even in 1949, the construction of their first branch office was in fact touted as a near replica of the old Georgia Governor's Mansion in Milledgeville.¹³ However, with the sense of progress and prosperity in post-World War II America these institutions began to deviate from these classical forms, striving to put forth a contemporary image in sync with new technologies and economic progress. Banks had money to spend on their facilities, and the branch office provided the architect with an opportunity to create a *magnum opus* at a manageable scale. Branch designs even became a popular passive advertising tool for banks.¹⁴ In Atlanta, branch banks were created in a variety of geometric shapes and contemporary styles, of which the Trust Company of Georgia's Northeast Freeway Branch is one of the most visible and striking.

¹² Rinehart, David Roland and Henri Jova, *Henri Jova, A Classical Intermezzo: An Architect's Life*, (Atlanta, Georgia: Atlanta Historical Society, 2007), 37.

¹³ Program, Opening Ceremony luncheon for the Trust Company of Georgia's West Peachtree office. On file at the Atlanta History Center, "Trust Company of Georgia" business file.

¹⁴ DOCOMOMO-GA, "Henri Jova's Round Bank."

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Developmental history/additional historic context information (if appropriate)

The groundbreaking for the Northeast Freeway branch bank of the Trust Company of Georgia occurred on May 15, 1961. The branch was open for business by March, 1962. The one-acre site was created as a result of the city's outward expansion and the construction of the Northeast Freeway in the area between 1949 and 1955 (see Figures 27 and 28). The lot is bounded by the highway, two surface roads, and the access roads between the two. The building's construction was completed for the rather costly sum of \$386,000.

Atlanta and the highway system

Prior to the beginnings of highway development along the northern boundary of the property c.1949-1952, this area was primarily open land, evidencing only the beginnings of suburban development immediately southeast of the property along Piedmont Circle off Cheshire Bridge Road. After World War II, personal automobile use skyrocketed nationwide and Atlanta's central business district became increasingly jammed with automobiles and streetcars clogging the city's narrow surface streets at rush hour. Traffic mitigation and parking became the most pressing issue according to city planners, politicians, the Chamber of Commerce, and the Central Atlanta Improvement Association (today Central Atlanta Progress). In 1944 the Atlanta Board of Aldermen and the Georgia State Highway Department commissioned H.W. Lochner and Company, a private consulting firm based in Chicago, Illinois, to study the city's existing transit infrastructure and produce a list of recommendations for traffic planning improvements.¹⁵ The centerpiece of the Lochner Plan was a 32.5-mile limited access network of six expressways that would radiate out from downtown to Atlanta's growing suburbs and the airport.

Construction on the Atlanta Expressway began in 1948 using pre-interstate highway design standards, but higher than anticipated right-of-way acquisition and construction costs, public relations problems, and changes in the highway design stymied notable progress for most of the years prior to 1956. In particular, there were difficult and politically controversial decisions to make about the alignment of the downtown connector, and the region's explosive growth caused the engineers to rethink the roadway. The recommendation of additional lanes caused further delays and higher cost. The downtown connector languished and by the summer of 1958, ten years after construction was started, only 18 miles of the state's premier urban project were actually open to traffic (see Figure 31), a portion of which was the northeast leg of the system known as the Northeast Expressway. It was only with the passage of the 1956 Federal-Aid Highway Act and its infusion of funds for interstate highways that the 1.2-mile long downtown connector was completed and opened in September 1964 at a cost of \$33 million.¹⁶

"The Federal-Aid Highway Act of 1956 marks the beginning of large-scale construction efforts on the National System of Interstate and Defense Highways. Rather than creating the system, it is more accurate to say that this landmark legislation resolved major problems related to funding a national uniform system of superhighways that had been authorized in 1944 and initially mapped in 1947. Thus, the 1956 legislation culminated 20 years of thinking about highway engineering and urban traffic congestion. Most significantly, the 1956 act established the 90% federal and 10% state funding formula for the accelerated construction of the interstate system. That network was expanded in 1955 to include urban distributing and circumferential routes. The act of 1956 thus inaugurated this nation's largest

¹⁵ Sullivan, Patrick and Karcheik Sims-Alvarado for New South Associates. *Modern Downtown Atlanta, Phase 1* (Atlanta, Georgia: Central Atlanta Progress and the City of Atlanta Office of Planning and Development, 2016), 9.

¹⁶ Georgia Department of Transportation, "Historic Context of the Interstate Highway System in Georgia," (Atlanta, Georgia: Georgia Department of Transportation, 2007), 6.

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public works project that has so influenced people's lives and the nation's economy. But the federal government did not build the interstate highway system – the states did, each using their own approaches, policies and preferences.”¹⁷

The impact of the Atlanta Expressway on the history of the metro Atlanta region and the state of Georgia was and continues to be tremendous. The expressway changed Atlanta as much as the coming of the automobile, and the expressway system moved the city “from a small town to a great international city” at an extraordinary pace. The concentration on expressway system and road construction at the time represents a major reorientation in thinking about the region's transportation systems.¹⁸ The highway, and not the railroad, became the region's dominant system. Not only was transportation dramatically altered but development and growth of the city would be completely redirected to the structure of the highway system, the city's new backbone. As the railroads had shaped Atlanta for the first 100 years, the highways would shape the city thereafter.

A key component of building the interstate highway system after 1956 was agreement at the national level on the basic design standards. Many of the nation's postwar urban expressways, like the Atlanta Expressway, had been built to lesser standards, particularly roadway geometry and interchange designs, but they were taken into the interstate system anyway because they were “near” interstate standards. Early design standards did not include such features as wide medians, improved shoulders, and lengthy acceleration and deceleration ramps that would be required of post-1956 interstate highways. Nonetheless, the pre-1956 roads were incorporated into the interstate highway system with plans to upgrade them at a later date.¹⁹ The remains of these early design standards can still be seen on GA-13, the “Northeast Expressway” and northern boundary of the Trust Company Bank of Georgia Northeast Freeway Branch property. This stretch of roadway served as Interstate 85 until the 1980s when a new I-85 roadway was constructed beside the old expressway. This was part of Atlanta's “Freeing the Freeways” program which included making I-85 north eight lanes wide with two high occupancy vehicle (HOV) lanes.^{20,21} Today, I-85 rises above the former expressway which has become a feeder road to the interstate and Buford Highway. The branch bank property is separated from the expressway by the right-of-way, a low bank of grass approximately 10-15 feet wide. A short exit ramp at the eastern boundary of the property is nothing like today's long interstate interchange ramps.

At the time of construction, the empty one-acre lot was a nearly undevelopable plot of land completely surrounded by surface roads and the new highway. Before the construction of the Northeast Expressway, homes had been constructed in the area from the 1920s through the 1940s (modest bungalows on Piedmont Circle can be seen as early as 1927 on topographic maps), and the city was already expanding outward as post WWII subdivision-style development can be seen on the 1949 aerial just south of the 2160 Monroe Drive property. The residential development around the junction of Monroe Drive, Piedmont Avenue and the expressway quickly gave way to commercial establishments once the expressway was constructed. Gas stations, auto shops and shopping centers appeared in the area, typical of development that followed new highways across the nation. In 1962, the Trust Company of Georgia branch was just another part of this development trend, brought on by the construction of Atlanta's highway system.

¹⁷ GDOT, “Historic Context of the Interstate Highway System in Georgia,” 4.

¹⁸ GDOT, “Historic Context of the Interstate Highway System in Georgia,” 7.

¹⁹ GDOT, “Historic Context of the Interstate Highway System in Georgia,” 10-11.

²⁰ *City of Atlanta Comprehensive Development Plan*. Atlanta, Bureau of Planning, 1989. Available online: Planning Atlanta Planning Publications Collection, Georgia State University Library (accessed 30 May 2017).

²¹ “Interstate 85 in Georgia.” en.wikipedia.org/wiki/Interstate_85_in_Georgia (accessed 30 May 2017).

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Modern Architecture and New Formalism in Atlanta

Modern architecture did not begin catching on in Georgia until after World War II and even then, Georgia's conservative architectural tradition ensured that Classicism and constraint in architectural style were still overwhelmingly popular. In part as a result of the local influence of Georgia Institute of Technology School of Architecture alumni and faculty, and in part simply based on its emergence as a regional metropolitan center during the era, Atlanta was the focus of Modern architecture development in Georgia. Some examples of pre-1960 modern architecture in Atlanta include the Atlanta Constitution Building (Robert and Company, 1947), Rich's Store for Homes (Toombs and Creighton, 1947; demolished 1994), the Gulf Oil Building (I.M. Pei, 1949; demolished 2013), Grady Hospital (Robert and Company, 1958), the Fulton National Bank (Hendrick with Wilner & Milkey, 1958), and Lenox Square (Toombs, Amisano & Wells, 1959).

Emerging in the late 1950s, architects Philip Johnson, Edward Durrell Stone, and Minoru Yamasaki were the three most prolific proponents of the New Formalism style. Its use of classicist ornament on Modern forms was a reaction to the stripped down, entirely functional International and Miesian styles. New Formalism buildings tend to be self-contained, free-standing, monumental blocks with symmetrical elevations. Level rooflines of heavy, projecting roof slabs tend to define the building. Walls are smooth and often glossy and ornament is employed in the form of geometric patterns such as patterned screens or grills of metal, cast stone, or concrete.²² At the time, new thin-shell construction techniques were being developed, and it was common for all of the concrete for a project to be poured on-site, rather than manufactured and shipped in sections. This construction technique was commonly employed with New Formalist buildings and all concrete was poured on-site for the Northeast Freeway Branch. New Formalism, with its air of monumentality was most often used for banks, offices, and civic buildings, as well as religious and educational institutions. Many associated Georgia buildings contain only elements of New Formalism, but a few high style examples remain including the Woodruff Library (Emory University, Atlanta, 1969), the Georgia Baptist Convention Center (2930 Flowers Road South, 1975), the Boisfeuillet Jones Atlanta Civic Center (Robert and Company, 1968), Citizen's Federal Savings and Loan (William F. Cann, 1974) in Rome, and the Muscogee County Courthouse (Edward W. Neal, 1970) in Columbus. Most of the state's New Formalist buildings are rectangular blocks so the round form of the Northeast Freeway Branch is additionally unique.

In mid-century Modern architecture on the whole, however, round buildings were increasingly popular. Another round bank branch, the striking C&S Moreland Avenue branch, was constructed in 1965 (demolished 2011). Also in the late 1960s, Oogleblook, a hamburger-focused fast food chain owned by Morrison's Cafeteria, constructed at least two round restaurant buildings in the Atlanta metropolitan area. One of these still stands in Doraville along Buford Highway, and although similar in size to the Trust Company Bank branch it is incomparable in architectural quality. The 19-story C&S Bank Tower (North and Peachtree Center avenues; demolished 1993), the first round high-rise in Atlanta, was constructed in 1967, the same year as the Polaris, a virtual flying saucer in the form of a round, rotating restaurant, was constructed atop the new downtown Hyatt Regency Hotel (265 Peachtree Street NW). It is hard to say what led to the popularity of the round building in modern architecture across the United States during the 1960 and 1970s- in the case of the Trust Company of Georgia Northeast Freeway Branch of course, the shape proved functional presenting equal visibility from all sides. The popularity overall, however, likely had more to do with the space age in popular culture, evolving construction technology, and the fact that round buildings were ideal for serving an automobile-oriented public, at the very least, by creating curb appeal. The futuristic look of a round building was instantly iconic and presented a decidedly progressive air to the company that could claim it. Promoting their new branch with slogans such as "Atlanta's Finest All 'Round Bank" (Figure 20), the Trust Company of Georgia capitalized on this design element of their new, unique branch.

²² Whiffen, *American Architecture since 1780: A Guide to the Styles*, 257-262.

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Henri Jova, Architect

Henri Jova was born in New York in 1919. He earned his bachelor's degree in Architecture from Cornell University in 1949, and studied in Rome as a Fulbright Fellow in Architecture in 1951. In 1954 he moved to Atlanta to take the position of Chief Designer at the offices of Abreu & Robeson, Architects in Atlanta. Francis Luis Abreu and Henri Jova were first cousins. According to Henri Jova, "By the middle of the 19th century, the Abreu and Jova families were among the most prosperous families in Cuba."²³ It was during his tenure as Chief of Design with Abreu & Robeson (1954-1965) that he designed this branch bank building.

When Jova first came to Atlanta in 1954, the field of contemporary architecture was small, and few buildings could be called Modern or International Style. According to Jova himself, "the time was ripe" for his entrance on the Atlanta scene for "Atlanta was rebounding from World War II and a new spirit was beginning to spark new enterprise. New buildings were being planned. Established architectural firms were not averse to adding new blood."²⁴ Abreu & Robeson had been doing primarily commercial work in Atlanta and had already been designing for the Trust Company of Georgia since at least 1949 when they were responsible for the Trust Company of Georgia's first bank branch office at 712 West Peachtree Street. One of Jova's roles in the firm was to "wave a wand" over the lucrative but not always challenging commissions for banks.

The Jova-designed Trust Company Bank branch at Lenox Square (1959) was the first bank for the Trust Company that was not done in a Classical Revival style. "The walls were book-matched Italian Calacatta marble, floors were terrazzo and the interior wall-system was made up of panels of glass and dark, oil-stained walnut."²⁵ The separate "drive-in" teller's kiosk was designed by Jova as well and featured bricks laid in soldier bond in an alternating pattern just like the brick bond pattern used on the Northeast Expressway Branch, which appears to have been the next branch constructed for the Trust Company. According to Rinehart, the Northeast Expressway branch project allowed Jova to stretch his design skills even further.

"One of the considerations for the design of the Round Bank (1961) for the Trust Company of Georgia on Monroe Drive was that it be seen by passing motorists on the adjacent interstate highway as well as by local traffic. Given this rationale, Jova decided there was no need for the building to have a front and a back in a traditional sense.... Jova has said the Round Bank is really a classical building figuratively turned upside down. Its windows and interior height are elegantly and classically proportioned. The punch comes from the sculpted concrete roof structure. Both inside and out, this distinctive feature gives the building vitality in counterpoint to the serenity of the circular shape."²⁶

The Trust Company of Georgia and Branch Banking

The Trust Company of Georgia began as the Commercial Traveler's Savings Bank founded in 1891 by Joel Hurt, prominent Atlanta businessman and developer of Inman Park. Two years later, another of Atlanta's preeminent businessmen, Ernest Woodruff, then a board member, urged that the savings bank be reorganized as a trust and investment bank. So in 1893, the institution was renamed the Trust Company of Georgia, and moved its offices into the then-new Equitable Building (demolished 1971) at the corner of Edgewood Avenue and Pryor Street in downtown Atlanta.

In 1904 Ernest Woodruff assumed the presidency and under Woodruff the company orchestrated a series of mergers that secured the bank's position. Perhaps the most fortuitous move came in 1919 when the Trust

²³ Drummond and Hall, "Trust Company Bank," 2003.

²⁴ Rinehart and Jova. *Henri Jova, A Classical Intermezzo: An Architect's Life*, 33.

²⁵ Rinehart and Jova. *Henri Jova, A Classical Intermezzo: An Architect's Life*, 35.

²⁶ Rinehart and Jova. *Henri Jova, A Classical Intermezzo: An Architect's Life*, 37.

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Company underwrote the first-ever public offering of Coca-Cola shares, and in lieu of a commission, received \$110,000 in share of common stock. The deal made the Trust Company one of the most strongly capitalized banks in the country. By the 1990s, that stock was worth about \$1 billion.²⁷

In 1922 Woodruff stepped down from the presidency and became the bank's chairman of the board. In 1923, his son, Robert Woodruff, became president of Coca-Cola, further securing the ties between the two institutions.

During the 1920s, the Trust Company participated in several mergers. After the passage of the Banking Act of 1933, the Trust Company was left as a wholly dependent institution for the first time in more than a decade and began a record of dependable growth. By the mid-1930s the bank had absorbed banks in five of the largest Georgia cities outside of Atlanta—Augusta, Columbus, Macon, Rome, and Savannah.

World War II brought new opportunities as the bank made loans to war industries and purchased government securities. After the war, GI loans became an important new source of income and the bank's expansion continued.²⁸ The robust post-World War II economy led to a surge in branch bank openings in the middle of the 20th century, and banking regulations that limited branching by national banks in Georgia positioned banks such as the Trust Company of Georgia ideally for prolific branching throughout Atlanta during the mid-20th century.

A branch bank "is a bank established by another bank, known as the principal or main bank, at a location... other than that in which the main bank is located."²⁹ Branch banks allow banks to offer banking services at more convenient locations to their customers which was increasingly important in the context of unprecedented sprawl and suburban development in the mid-20th century. Branch banks can range in size and scope but can carry out the same business as that conducted by a parent institution or main office and, before the advent of automated banking in the late 20th century, most branches were essentially full service. The main office of a banking institution was often bigger because it housed administrative and corporate offices in addition to customer services.

Branch banking was an established practice in the United States almost from the country's inception—the First Bank of the United States, chartered by the United States Congress in 1791, had eight branches throughout the country. The Second Bank of the United States, chartered in 1816, "had even more branch banks with one located in almost every state."³⁰ However, the number of branches exploded in the first two decades of the 20th century. At the turn of the 20th century, only five national and 82 state banks had 119 branches in the United States. In 1923, there were 91 national banks and 500 state banks with a total of over 2,000 branches, and the number kept climbing.³¹ Opposition to branch banking grew in the 1910s-1920s, reflecting a concern that unlimited branch banking would mean the destruction of the national banking system.³² The McFadden Act, adopted in 1927, restricted the ability of national banks to establish branches in an effort to insure "that the large national banks did not drive small country banks out of business by multiple branches."³³ Branching of nationally chartered banks was limited by being subject to approval "by the state in which the individual bank was operating, thereby effectively prohibiting any branching by national banks headquartered in [restrictive] Georgia."³⁴

²⁷ Drummond and Hall, "Trust Company Bank," 2003, 9.

²⁸ Drummond and Hall, "Trust Company Bank," 2003, 10.

²⁹ "Branch bank law and legal definition," <https://definitions.uslegal.com/b/branch-bank/> (accessed 30 May 2017).

³⁰ Hills, "The Recent Rise of Southern Banking," 11-12

³¹ Markham, Jerry W. *A Financial History of the United States, Volume II*. M.E. Sharpe, Armonk, New York, 2002. p.113

³² Markham, *Financial History*, p.114.

³³ *Ibid*

³⁴ Hills, "The Recent Rise of Southern Banking," 44.

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Banking regulations varied from state to state and Georgia's banking laws were among the most restrictive. In the early years of the 20th century, branching by banks had already been controversial in Georgia where "banks were not prohibited from branching before 1927, but neither was branching specifically authorized... In 1918 the state treasurer, who then regulated banks, questioned the legitimacy of branches when he wrote in his annual report: 'There is really no law authorizing branch banks in this state.'"³⁵

As mirrored on a national level by the passage of the McFadden Act in the same year, in Georgia, by 1927 "the prevailing attitudes of the state legislature and the superintendent of banking had become decidedly more restrictive. In that year the General Assembly passed a law that prohibited any additional branching," although just two years later in 1929, the state laws on branching were liberalized to allow branches in Atlanta and Savannah.³⁶

Of course, the passage of this law was immediately followed by the Great Depression and the failure of many banking institutions across the state and the nation. These economic setbacks account for the slow growth of branch banking in Georgia until the advent of post-World War II economic growth.

The Trust Company of Georgia opened their first branch office in 1949 (712 West Peachtree Street) and by 1972, there were 32 Trust Company branches in Fulton and DeKalb counties.

The 1950s and 1960s are sometimes called the golden age of commercial banking in the US.³⁷ Banks were flourishing, and building new facilities in contemporary styles in an attempt to shed their traditional conservative image in favor of a more progressive one. New buildings boasted modern conveniences of air conditioning and "motor banking." It was in this atmosphere of affluence, innovations in banking convenience, modern corporate images, and expanded branching capabilities that the Trust Company of Georgia built its new branch on Monroe Drive between 1961 and 1962.

On July 1, 1985, the Trust Company of Georgia (later simply Trust Company Bank) merged with SunBanks of Orlando, Florida, creating the new SunTrust Bank, headquartered in Atlanta. The Trust Company Bank name was retained in this region until 1995. 2160 Monroe Drive remained an active SunTrust branch bank until August 4, 2000, when the branch was closed. The building sat vacant until 2004, prompting it to be listed on the Atlanta Preservation Center's 2003 list of Atlanta's endangered historic places. In 2004, rehabilitation began to convert it to use as a restaurant, Piebar, which opened in July, 2005. A succession of restaurants have followed and the building is currently operating as Cirque, a restaurant and daiquiri bar.

³⁵ Mohler, Robert M., "Georgia Department of Banking 1920 – 1982: Sixty Three Years of Historical Review with Perspective on the Future," 2.

³⁶ Hills, "The Recent Rise of Southern Banking," 44.

³⁷ Drummond and Hall, "Trust Company Bank," 2003, 10.

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Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Atlanta History Center

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 1 acre
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates
Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 33.810977 | Longitude: -84.370050 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Verbal Boundary Description (Describe the boundaries of the property.)

The Trust Company of Georgia Northeast Freeway Branch nomination includes the entire parcel given the identification number 17 005700020145 by the Fulton County Assessor. The property boundaries are essentially the extent of the paved area surrounding the building and abut the rights-of-way of four roads: Monroe Drive to the south; Armour Drive to the west; Georgia Highway 13 North (constructed as the Northeast Expressway, also known today as the Buford-Spring Connector) to the north; and the exit ramp of GA-13 to the east. The boundaries are indicated by a pink dotted line on the attached National Register map (property survey, Figure 4), which is drawn to scale.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries are the current legal boundaries of 2160 Monroe Drive NE and comprise the intact historic acreage of the Trust Company of Georgia Northeast Freeway Branch property. These are the original, intact property boundaries that existed at the time the bank was constructed.

Trust Company of Georgia Northeast Freeway Branch
Name of Property

Fulton County, Georgia
County and State

11. Form Prepared By

name/title Emily Taff & Brian W. LaBrie
organization Ray, Ellis & LaBrie Consulting date March 17, 2017
street & number
4077 Tiffany Drive telephone (770) 389-7842
city or town Decatur state GA zip code 30035-3322
e-mail brian@rayandellis.com

name/title Stephanie L. Cherry-Farmer, National Register and Survey Program Manager
organization Historic Preservation Division, GA Dept. of Natural Resources date December 14, 2017
street & number
2610 Hwy 155, SW telephone (770) 389-7843
city or town Stockbridge state GA zip code 30281
e-mail stephanie.cherry-farmer@dnr.ga.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps: A USGS map** (7.5 or 15 minute series) indicating the property's location. *See Figure 2*
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map. *See Figures 5 – 7*
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Trust Company of Georgia Northeast Freeway Branch
Name of Property

Fulton County, Georgia
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Trust Company of Georgia Northeast Freeway Branch

City or Vicinity: Atlanta

County: Fulton State: Georgia

Photographer: Brian W. LaBrie, Ray, Ellis & LaBrie Consulting, LLC

Date Photographed: February 23, 2017

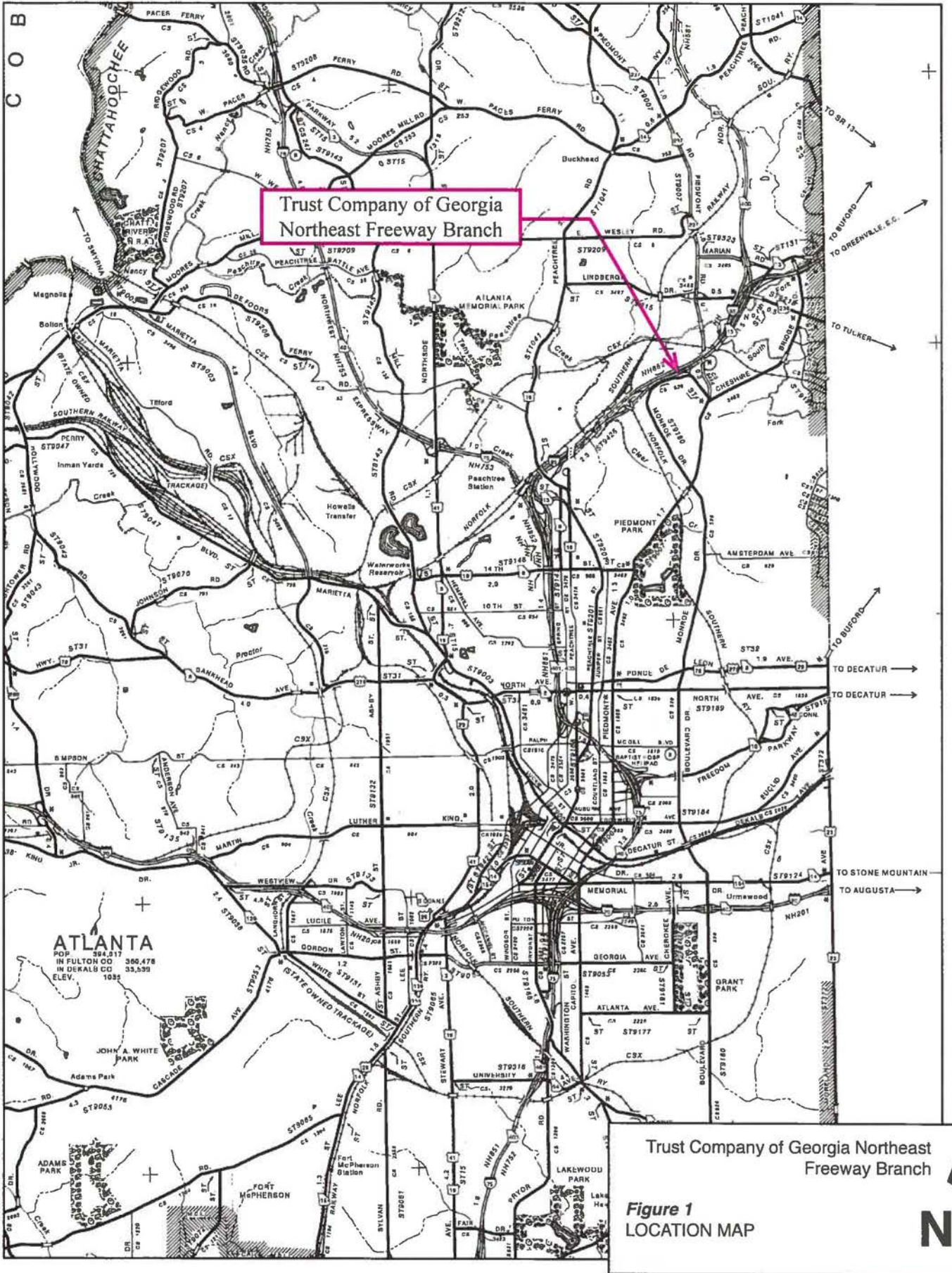
Description of Photograph(s) and number:

- 1 of 52. East elevation of the Trust Company Bank main building, entrance ramp and sign. Photographer facing west
- 2 of 52. East-southeast elevation of Trust Company Bank main building. Photographer facing northwest.
- 3 of 52. Entrance ramp base, small patio, retaining wall and concrete bench east of main building. Photographer facing north.
- 4 of 52. Globe outdoor lamp, aluminum post along entrance ramp east of main building. Photographer facing west.
- 5 of 52. View east to eastern and southern property boundaries, through eastern parking lot. Photographer facing east.
- 6 of 52. View from easternmost end of pavement within the property boundaries. Photographer facing west.
- 7 of 52. View from easternmost end of pavement on property, looking toward northern boundary, GA-13 and exit ramp to Monroe Drive. Photographer facing northwest.
- 8 of 52. North side of entrance ramp as it bridges driveway. Photographer facing south.
- 9 of 52. Northeast elevation of Trust Company Bank main building. Photographer facing southwest.
- 10 of 52. East elevation of ground floor level (base) of Trust Company Bank main building. Photographer standing under entrance ramp/bridge and facing west.
- 11 of 52. East-southeast side of ground floor level (base) of Trust Company Bank main building, bottom side of interior stair from ground to main floor. Photographer facing southwest.
- 12 of 52. South elevation of ground floor level of Trust Company Bank main building and entrance. Photographer facing north.
- 13 of 52. South elevation of Trust Company Bank main building. Photographer looking up.
- 14 of 52. View west to western and southern property boundaries, through western parking lot. Photographer facing west.
- 15 of 52. Southeast elevation of teller kiosks extending west from Trust Company Bank main building. Photographer facing northwest.
- 16 of 52. Juncture between roof of first teller kiosk and Trust Company Bank main building on west side. Photographer facing north.
- 17 of 52. Teller window in ground floor base of main building, west elevation. Photographer facing northeast.
- 18 of 52. East elevation of westernmost teller kiosk. Photographer facing west.
- 19 of 52. View from westernmost end of pavement on property, looking toward Trust Company Bank building. Photographer facing east.
- 20 of 52. Northwest elevation of westernmost teller kiosk, patio and canopy. Photographer facing southeast.

Trust Company of Georgia Northeast Freeway Branch
Name of Property

Fulton County, Georgia
County and State

- 21 of 52. North elevations of three teller kiosks, stairs to patio above and canopy over patio. Photographer facing south.
- 22 of 52. Northwest elevation of Trust Company Bank main building and teller kiosks. Photographer facing southeast.
- 23 of 52. View along northern property boundary for the Trust Company Bank branch, northern driveway and GA-13. Photographer facing east.
- 24 of 52. Northwest elevation of Trust Company Bank main building and sign. Photographer facing southeast.
- 25 of 52. Interior, main (upper) floor. Photographer facing west from entrance.
- 26 of 52. Interior, main (upper) floor. Photographer facing east.
- 27 of 52. Interior, main (upper) floor. Photographer facing north.
- 28 of 52. Interior, main (upper) floor. Photographer facing south.
- 29 of 52. Interior, main (upper) floor, ceiling. Photographer looking up at center of ceiling.
- 30 of 52. Interior, main (upper) floor, looking at main entrance. Photographer facing east.
- 31 of 52. Interior, main (upper) floor, looking at doors to patio. Photographer facing west.
- 32 of 52. Interior, main (upper) floor, aluminum air conditioning vent set in window sill. Photographer facing east-southeast.
- 33 of 52. Patio, view from main building doors. Photographer facing west.
- 34 of 52. Patio, view from western end, looking back at main building. Photographer facing east.
- 35 of 52. Patio, doors in main building onto patio. Photographer facing east.
- 36 of 52. Patio, detail of concrete and steel band, added concrete surface and added rails. Photographer looking down at easternmost tier where it adjoins the next tier.
- 37 of 52. Patio, middle tier, underside of canopy. Photographer facing south.
- 38 of 52. Interior, main (upper) floor, view of stairs along southeast wall. Photographer facing southwest along southeast interior wall of building.
- 39 of 52. Interior, main (upper) floor, looking down stairs toward ground floor. Photographer facing southwest along southeast interior wall of building.
- 40 of 52. Interior, ground level, south entrance. Photographer facing south.
- 41 of 52. Interior, ground level, looking into kitchen area. Photographer facing northeast.
- 42 of 52. Interior, basement tunnel/ground level, inside westernmost teller kiosk. Photographer facing east-southeast.
- 43 of 52. Interior, ground level, view along hallway toward exit in west-northwest side. Photographer facing northwest.
- 44 of 52. Interior, ground level, door to teller booth and northwest exit. Photographer facing west.
- 45 of 52. Interior, ground level, inside teller booth of Trust Company Bank main building. Photographer facing roughly south.
- 46 of 52. Interior, ground level, inside teller booth of Trust Company Bank main building. Photographer facing roughly west.
- 47 of 52. Interior, ground level, view along hallway from northwest exit. Photographer facing southeast.
- 48 of 52. Interior, ground level, spiral stair leading down to basement tunnel and access to the three drive-up teller kiosks. Photographer facing southwest.
- 49 of 52. Interior, basement tunnel, underground access to teller kiosks. Photographer facing west.
- 50 of 52. Interior, basement tunnel, window and door to nearest teller kiosk to the main building. Photographer facing east.
- 51 of 52. Interior, basement, looking up to the inside of the middle teller booth. Photographer looking up.
- 52 of 52. Interior, basement, spiral stair in westernmost teller booth. Photographer facing northwest.



Trust Company of Georgia
Northeast Freeway Branch

Trust Company of Georgia Northeast
Freeway Branch

Figure 1
LOCATION MAP

N

ATLANTA
POP. 384,817
IN FULTON CO. 386,478
IN DEKALB CO. 33,539
ELEV. 1039'

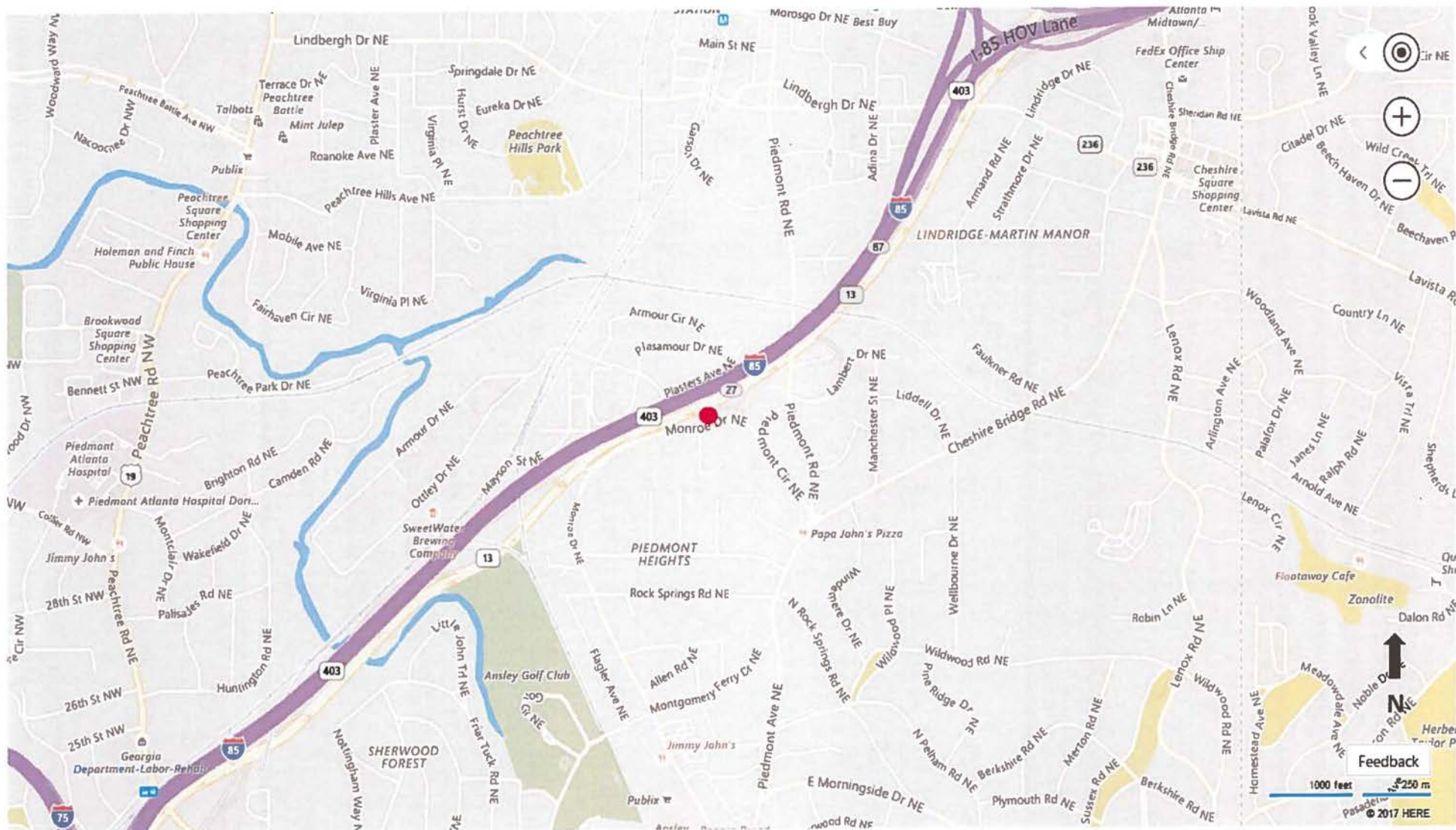
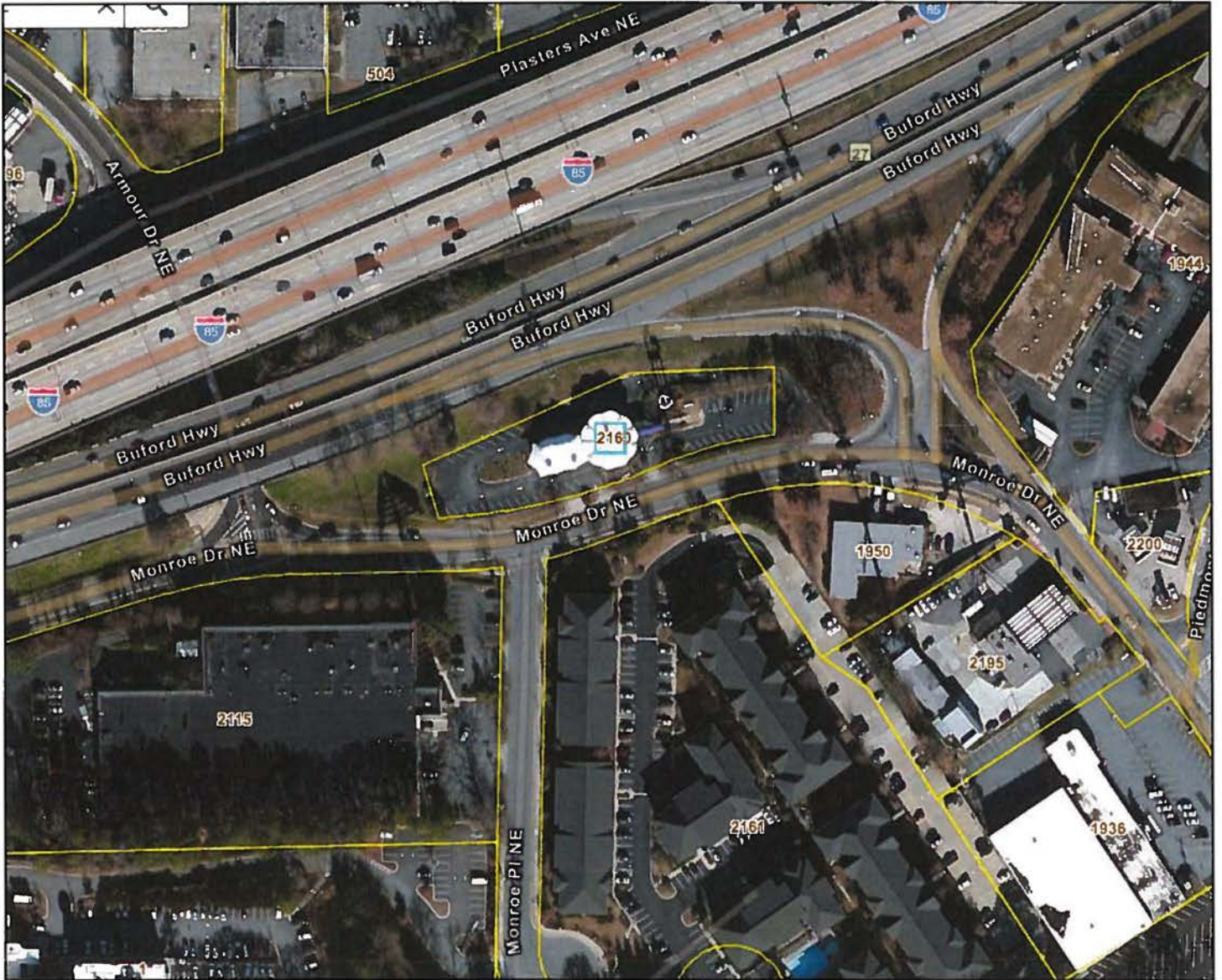


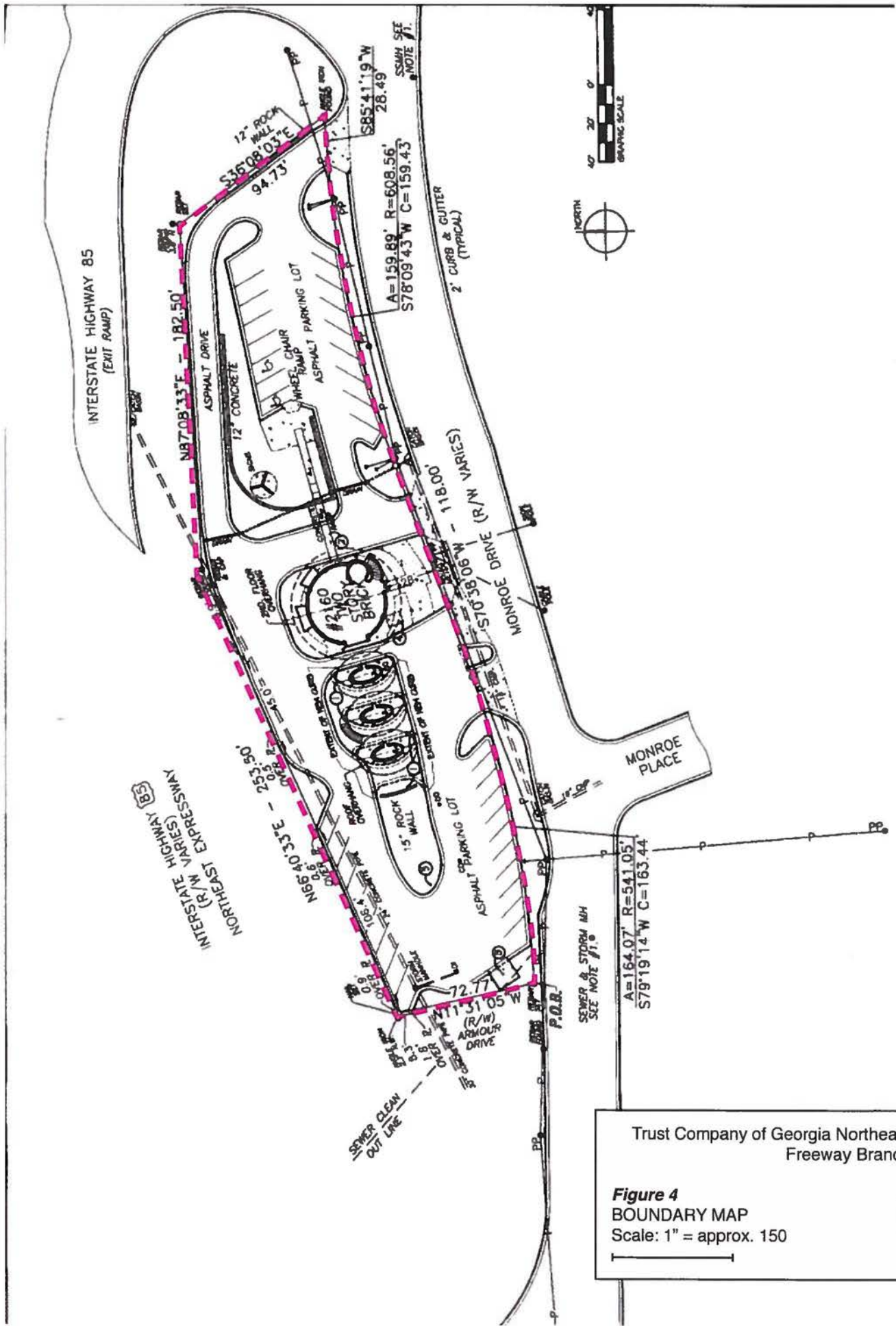
Figure 2
Trust Company of Georgia Northeast Freeway Branch
2160 Monroe Drive NE
Atlanta, Fulton County
Source: BING Maps, 2017



Trust Company of Georgia Northeast
Freeway Branch

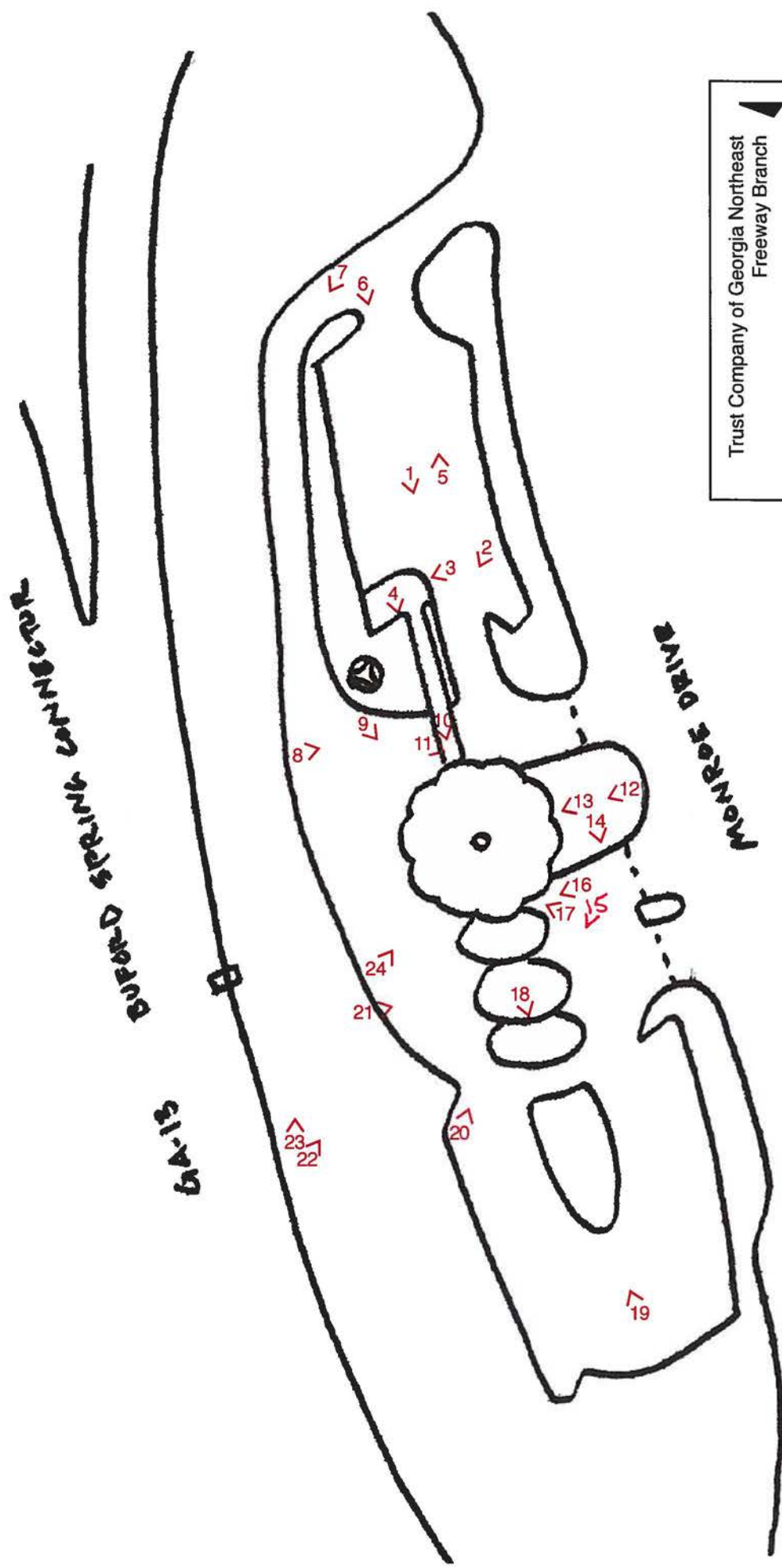
Figure 3
FULTON COUNTY GIS MAP
Scale: 1" = approx. 150'





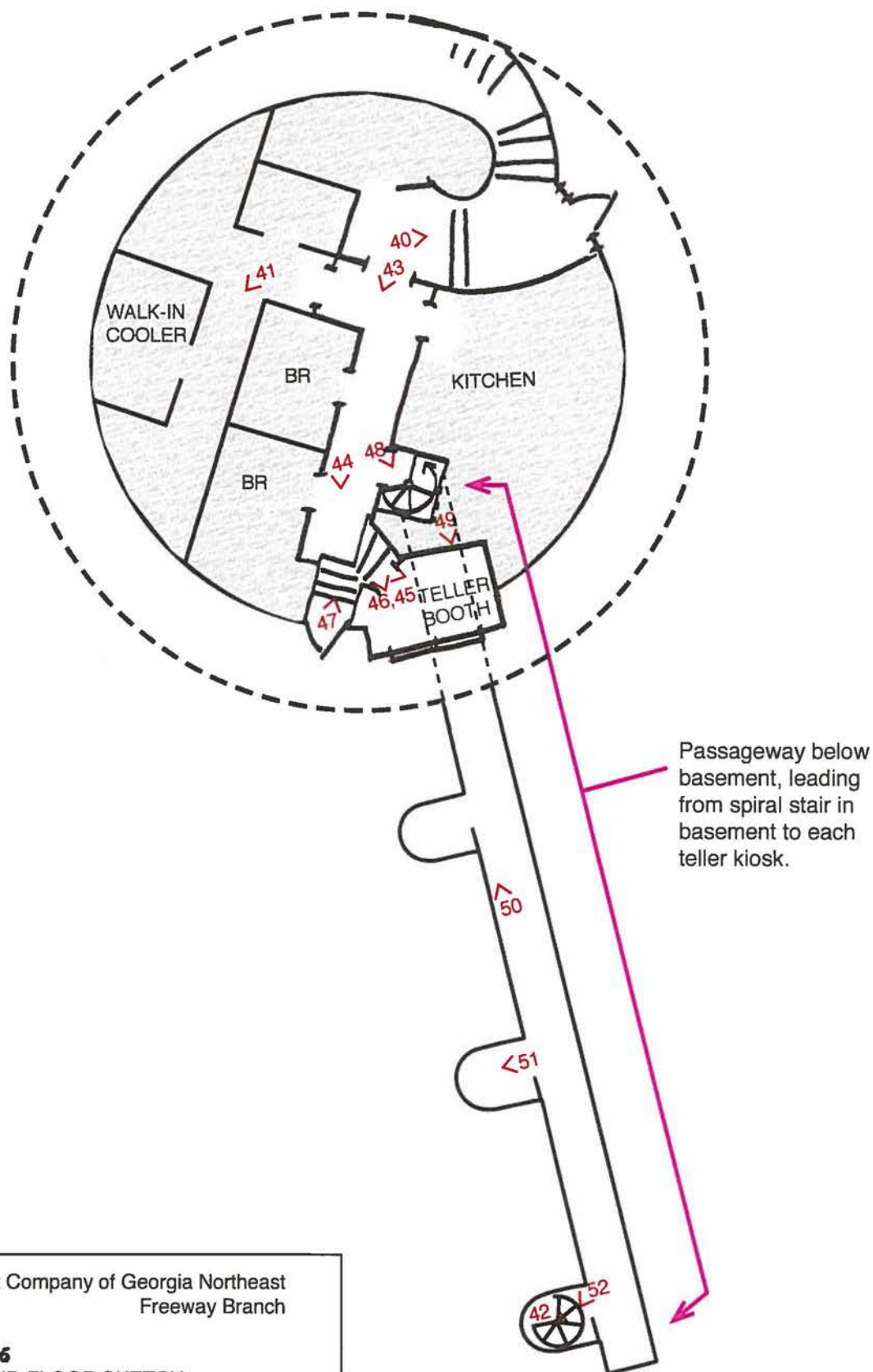
Trust Company of Georgia Northeast Freeway Branch

Figure 4
 BOUNDARY MAP
 Scale: 1" = approx. 150'



Trust Company of Georgia Northeast
 Freeway Branch

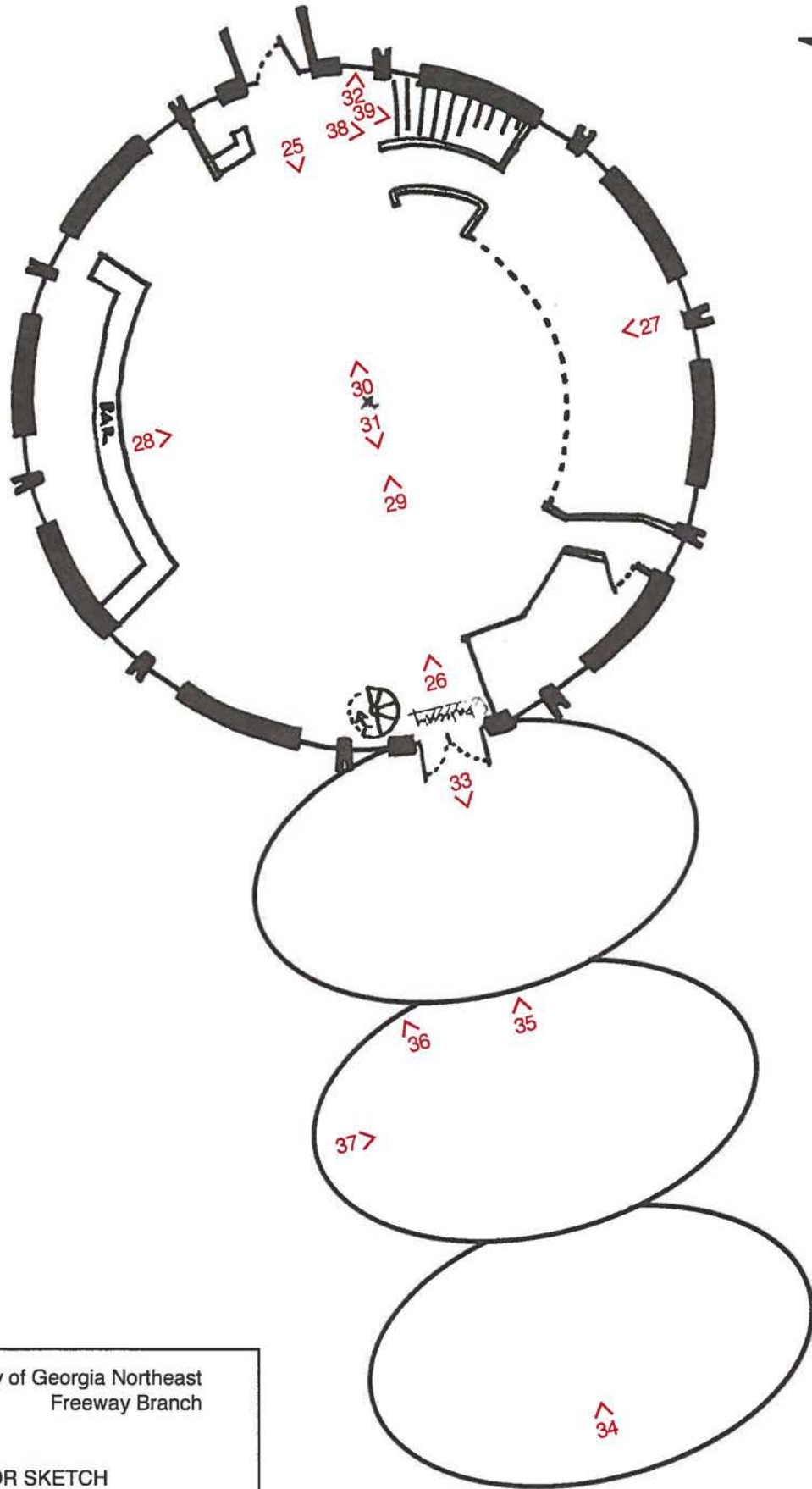
Figure 5.
 SITE PLAN SKETCH
 Photographic Key
 Not to scale



Passageway below basement, leading from spiral stair in basement to each teller kiosk.

Trust Company of Georgia Northeast Freeway Branch

Figure 6
GROUND FLOOR SKETCH
Photographic Key
Not to scale



Trust Company of Georgia Northeast
Freeway Branch

Figure 7
MAIN / 2nd FLOOR SKETCH
Photographic Key
Not to scale



Figure 8. *Ground Breaking on Monroe Drive branch, Atlanta, Georgia, May 15, 1961.*
LBCB108-042a, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976. Photographic Collection, Special Collections and Archives, Georgia State University Library.

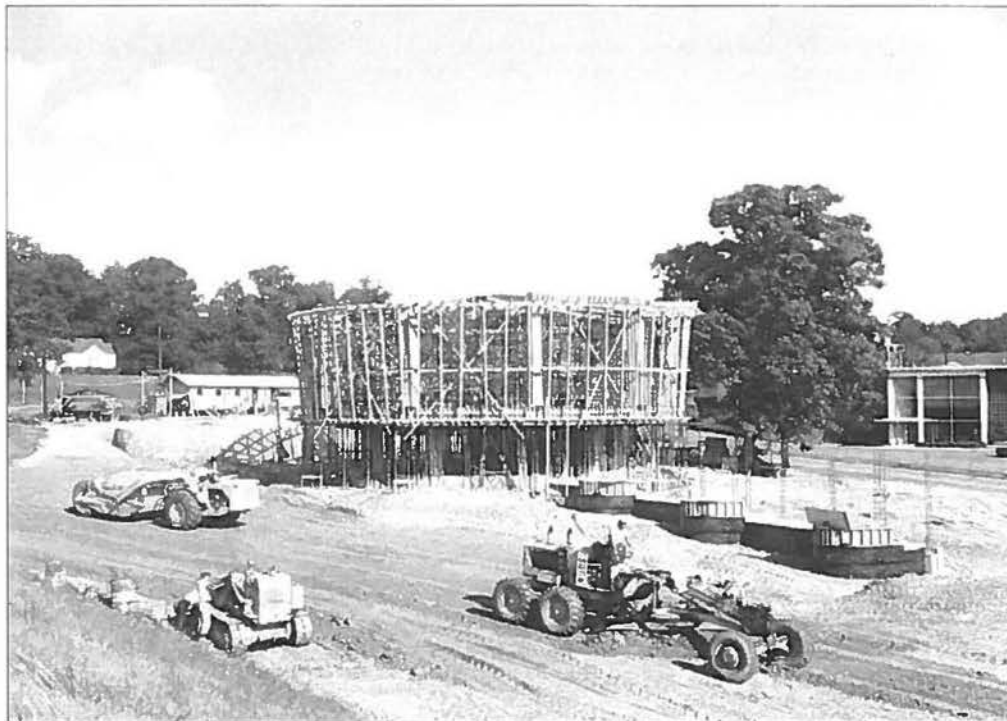


Figure 9. *Construction of Monroe Drive branch, Atlanta, Georgia, September 11, 1961.*
LBCB108-053a, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976. Photographic Collection, Special Collections and Archives, Georgia State University Library.

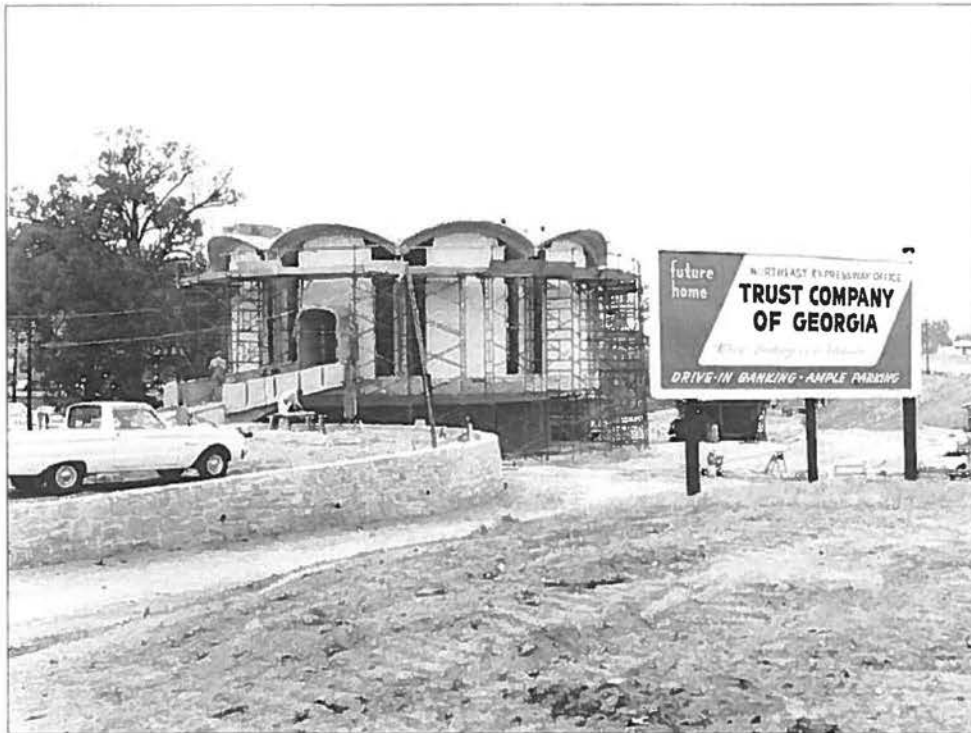


Figure 10. Monroe Drive branch building under construction, Atlanta, Georgia, November 13, 1961. LBCB108-060a, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976. Photographic Collection, Special Collections and Archives, Georgia State University Library.



Figure 11. Monroe Drive branch building under construction, Atlanta, Georgia, November 13, 1961. LBCB108-060c, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976. Photographic Collection, Special Collections and Archives, Georgia State University Library.



Figure 12. Monroe Drive branch building under construction, Atlanta, Georgia, November 13, 1961. LBCB108-060b, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976. Photographic Collection, Special Collections and Archives, Georgia State University Library.



Figure 13. Trust Company of Georgia Bank branch at Monroe Drive, c.1962. Photo from Special Collections Department, Georgia State University Library, via www.atlantatimemachine.com.



Figure 14. Trust Company of Georgia Building, February 9, 1962.
LBGPF1-174b, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976. Photographic Collection, Special Collections and Archives, Georgia State University Library.



Figure 15. Trust Company of Georgia Building, February 9, 1962.
LBGPF1-174a, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976. Photographic Collection, Special Collections and Archives, Georgia State University Library.



Figure 16. Trust Company of Georgia; Northeast Expressway Branch.
LBCB108-073b, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976.
Photographic Collection, Special Collections and Archives, Georgia State University Library.

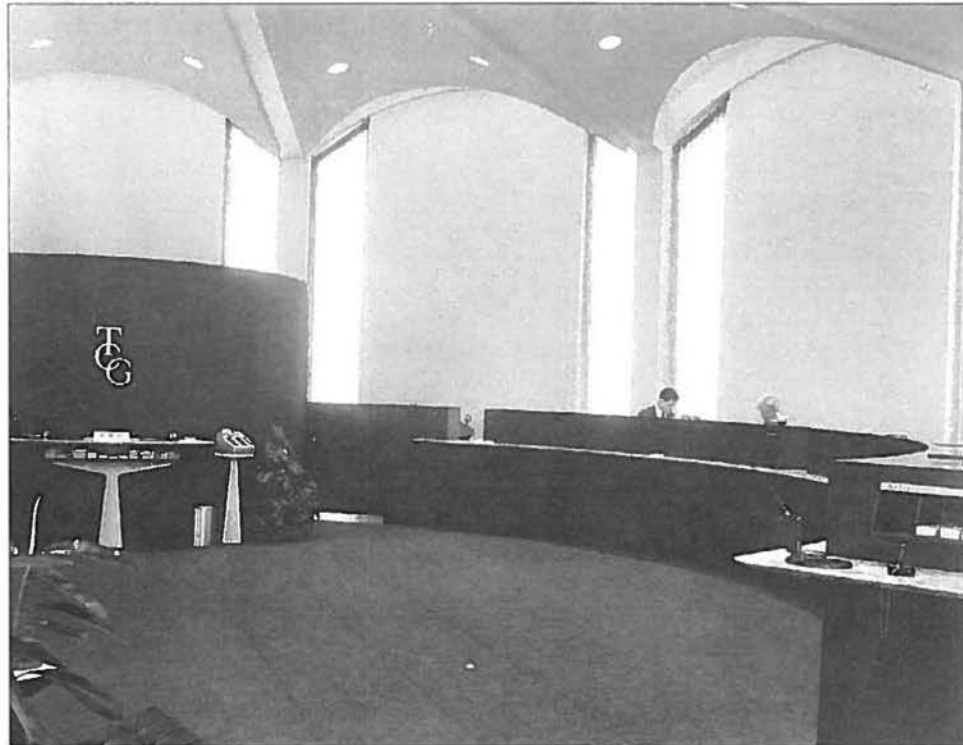


Figure 17. Trust Company of Georgia; Northeast Expressway Branch.
LBCB108-073c, Lane Brothers Commercial Photographers Photographic Collection, 1920-1976.
Photographic Collection, Special Collections and Archives, Georgia State University Library.



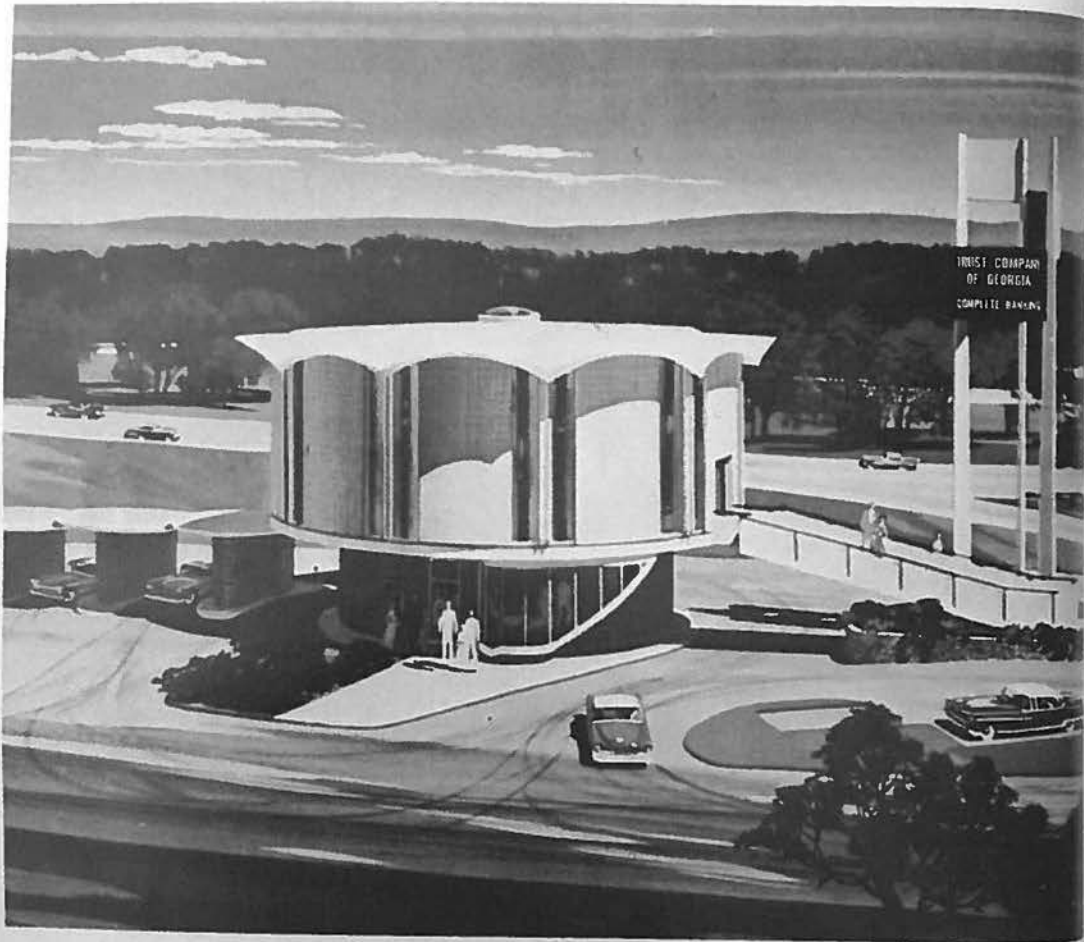
Figure 18. Workers add finishing touches to Piebar, former Trust Company Bank building during renovations to convert it to a restaurant, July 2005. Photo from the Atlanta Journal-Constitution, by Joey Ivanescu / AJC staff.



Figure 19. View west through altered teller kiosks, c. 2004 The two nearest kiosks have been adapted for use with a pneumatic tube system connecting customers with the main building teller window. Photo from www.atlantatimemachine.com (Greg Germani).

Open this month
Atlanta's Finest ALL 'ROUND BANK

TRUST COMPANY OF GEORGIA
Northeast Freeway Office
at Monroe Drive



As Atlanta grows, the Trust Company grows to serve it better. And *Atlanta's Finest All 'Round Bank* is the newest office in the Trust Company's expanding service program. The Northeast Freeway Office is a circle of modern beauty—from concrete dome and curving walls to richly carpeted floors and tinted glass panels! It's a panorama of complete financial service under-one-roof — full-service banking that's CUSTOMER-TAILORED to your individual needs. It's a new landmark of banking convenience—strategically located to serve thousands of Atlanta residents and all N. E. Freeway commuters! This is why the Trust Company's Northeast Freeway office becomes *Atlanta's Finest All 'Round Bank*. In using this office you'll find more than ever that "Banking is a Pleasure at the Trust Company of Georgia."

**TRUST
COMPANY
OF GEORGIA**

Where Banking is a Pleasure

MEMBER
FEDERAL DEPOSIT INSURANCE CORPORATION

6 • ATLANTA MAGAZINE • January, 1962

Figure 20. Advertisement with illustration of bank, view of Monroe Drive side.
Atlanta Magazine, January 1962

NORTHEAST FREEWAY BRANCH—
TRUST COMPANY OF GEORGIA
Atlanta's New and Very
Distinctive Bank Building
Barge-Thompson, Inc., Contractors



BARGE-THOMPSON, INCORPORATED

ENGINEERS & CONTRACTORS

1415 HOWELL MILL ROAD, N. W.

ATLANTA 25, GEORGIA

Organized in 1956 to succeed
Barge-Thompson Company (Partnership)

OFFICERS

Wm. B. Thompson, Chairman of the Board
(Co-founder of Barge-Thompson Company — Partnership)

Thomas W. Daniel, President

Carroll S. Brown, Executive Vice-President

Miss Cara E. White, Vice-President

Robert L. Earnest, Vice-President

Miss Helena E. White, Secretary

John H. Dawkins, Treasurer

STOCKHOLDERS of the corporation (in addition to the officers) are sixteen engineers and field superintendents, all of whom were associated with the partnership from ten to twenty-five years.

Figure 21. Advertisement with photograph of completed bank building, view of Monroe Drive side. *Atlanta Magazine*, April 1962

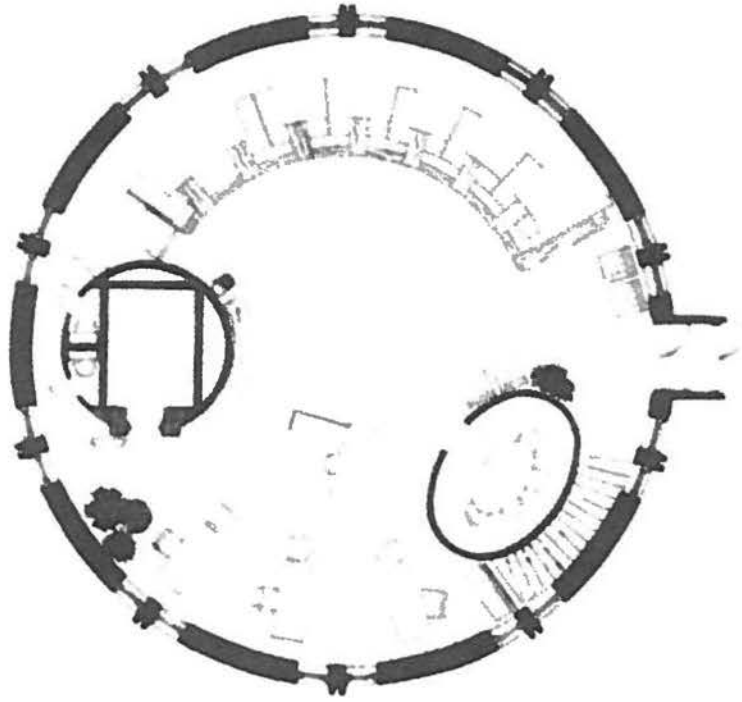


Figure 22. Floorplan of main / second floor, original floorplans were not found. From *Interiors Magazine*, April 1965.



Figure 23. From left: Architects Henri Jova, Stanley Daniels and John Busby, date unknown, From *Atlanta InTown*, "Perspectives in Architecture: Assisting a new generation," posted on December 18, 2014.

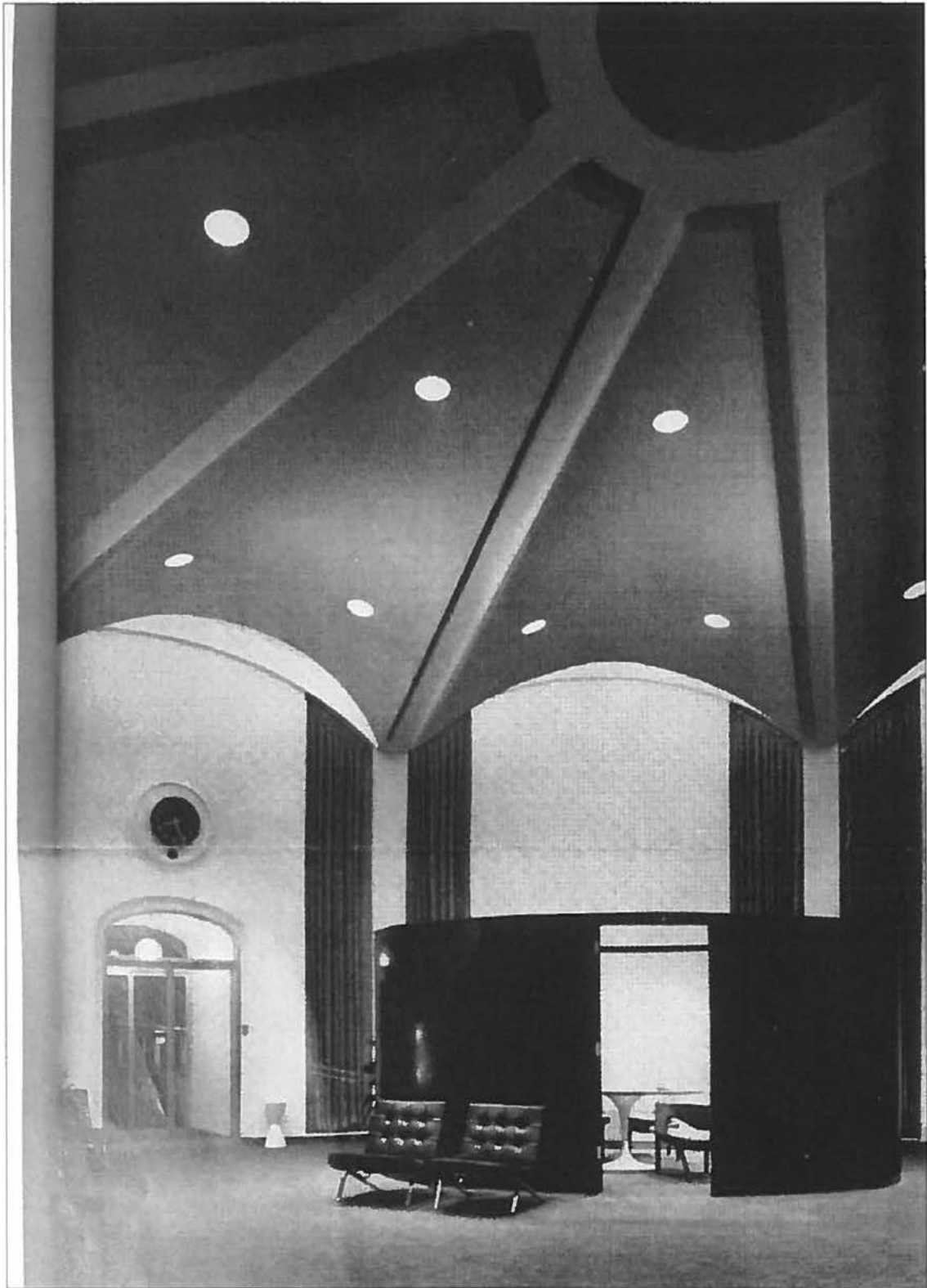
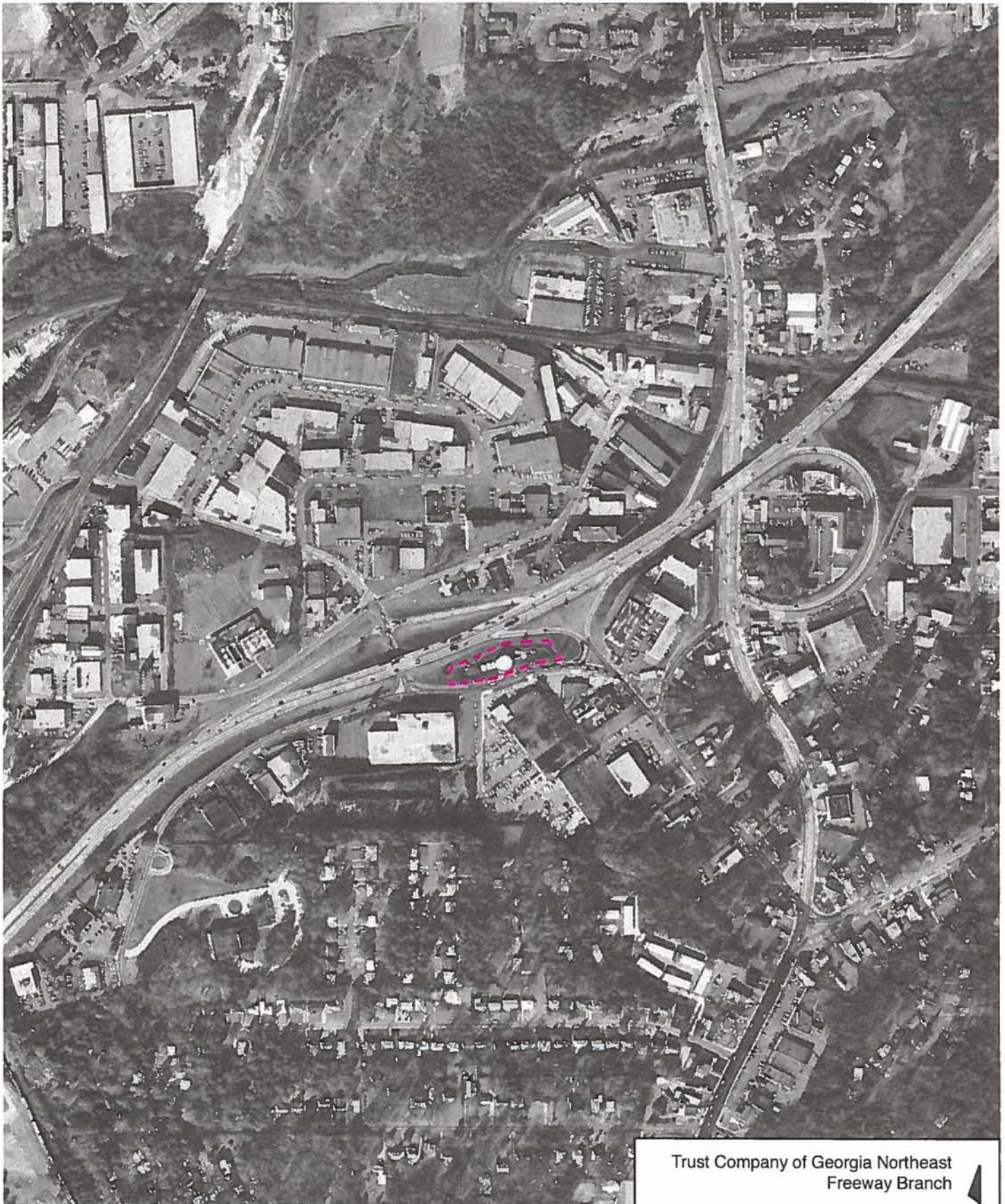


Figure 24. Interior of bank, from *Interiors Magazine*, April 1965.



Figure 25. Photograph of Trust Company of Georgia Round Bank by Alexandre George, c. 1962-63. Image from Rinehart, David. *Henri Jova: A Classical Intermezzo*.



INQUIRY #: 4868320.9

YEAR: 1968

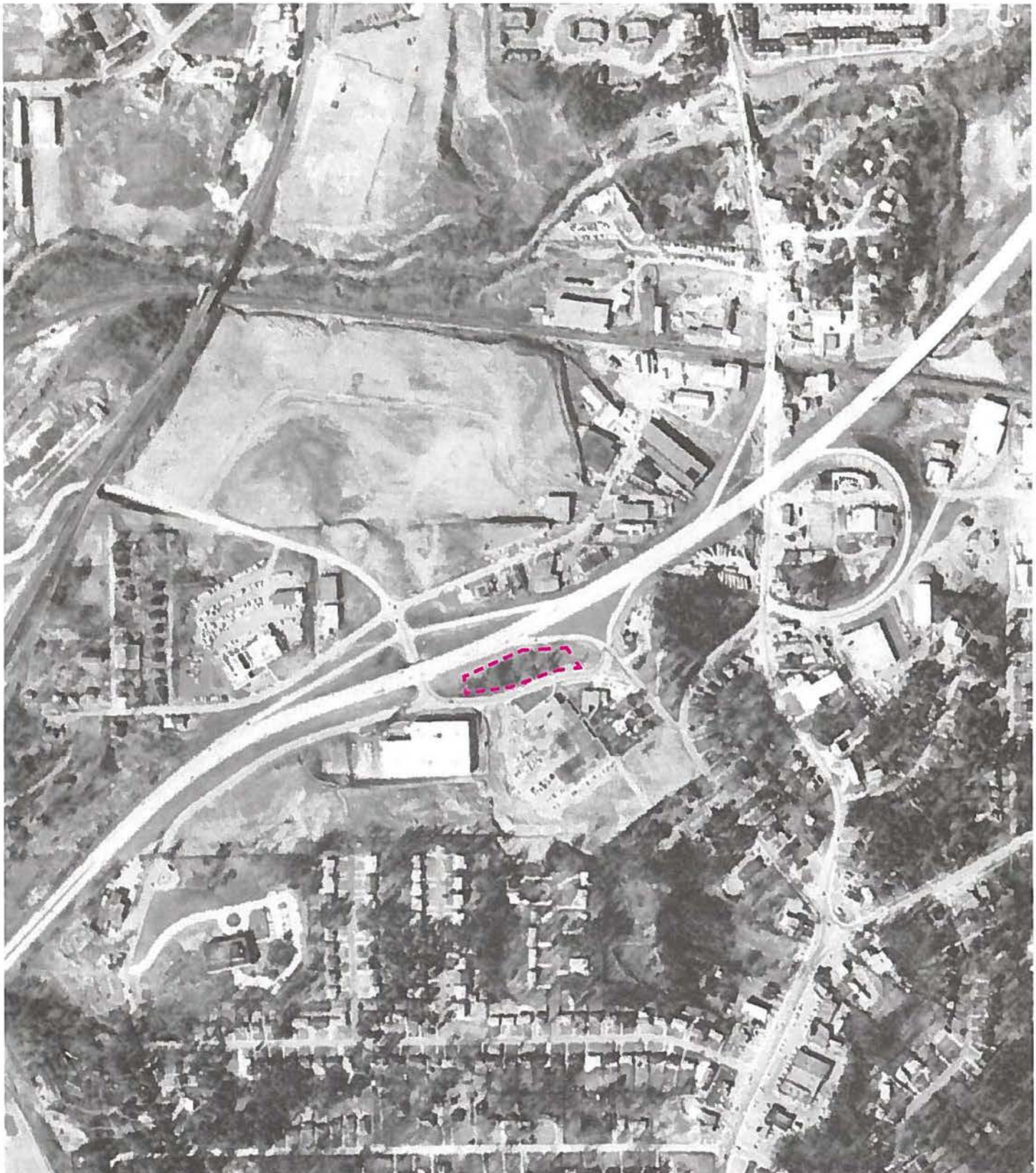
— = 500'



Trust Company of Georgia Northeast
Freeway Branch


Figure 26
1968 AERIAL PHOTO





Trust Company of Georgia Northeast
Freeway Branch

Figure 27
1960 AERIAL PHOTO



INQUIRY #: 4868320.9

YEAR: 1960

_____ = 500'






Trust Company of Georgia Northeast
Freeway Branch



Figure 28
1949 AERIAL PHOTO



INQUIRY #: 4868320.9

YEAR: 1949

 = 500'





Trust Company of Georgia Northeast
Freeway Branch

Figure 29
1938 AERIAL PHOTO

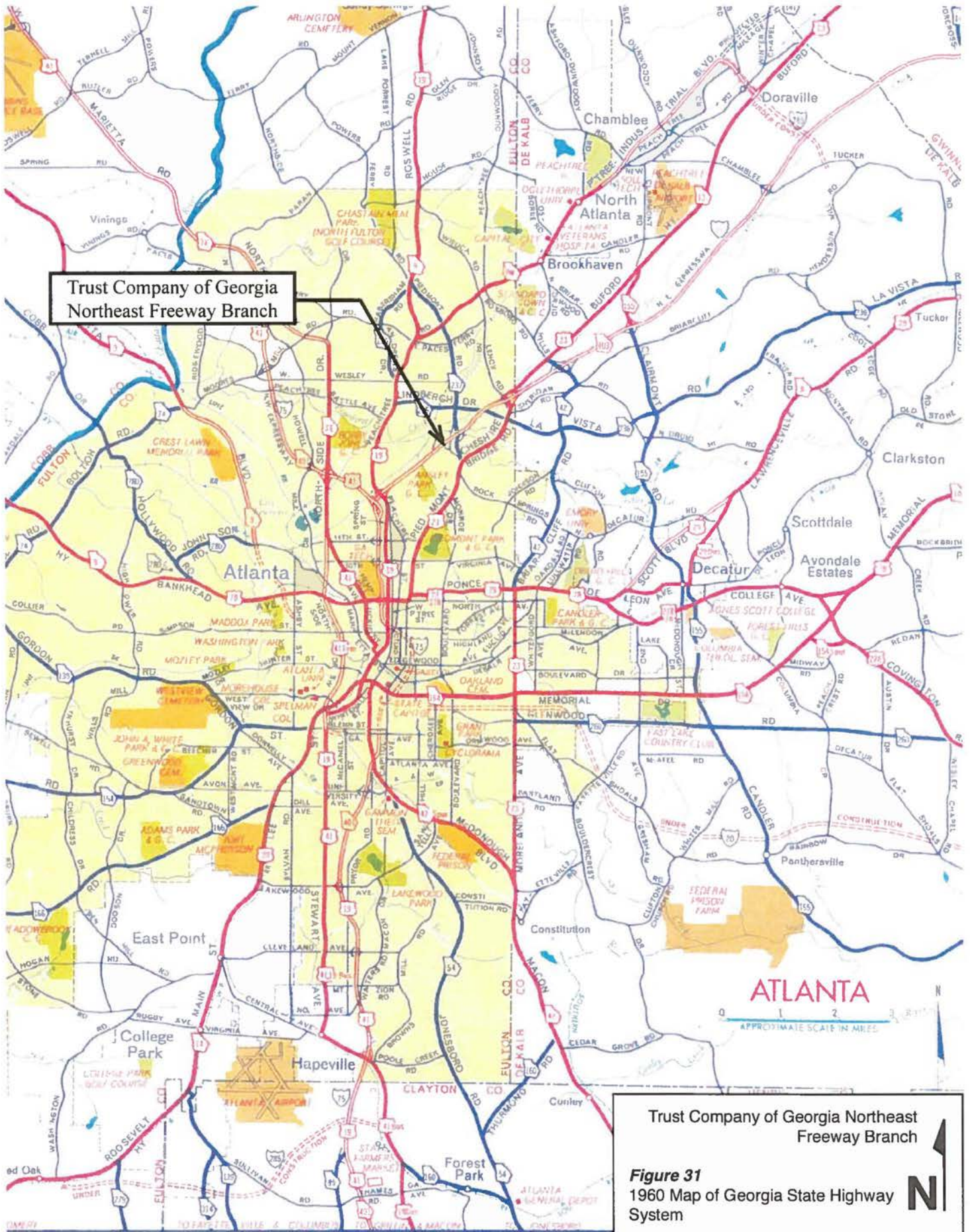


INQUIRY #: 4868320.9

YEAR: 1938

— = 500'





Trust Company of Georgia
Northeast Freeway Branch

Trust Company of Georgia Northeast
Freeway Branch

Figure 31
1960 Map of Georgia State Highway
System



CIRQUE
BAIQVIRI

QUE
A GRILL

2160



2160

CIRQUE
D'ARTS BAR & GRILL

CIRQUE
D'ARTS





















2180



WiFi that goes where
you can't.







MAINTENANCE LIMITED
HEATING & COOLING
404-454-2686







Exit
→

→

SALES
RENTALS
SERVICES









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CIRQUE
SQUISHI BAR & GRILL















Please
Wait To Be
Seated

















CIRQUE
ORAQUIRI BAR

noe?lac

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WELCOME

2017





EXIT



CIRQUE
D'ARTISTES
BAR & GRILL









EXIT







FEBRUARY 2017

			1	2	3	4			
5	6	7	8	9	10	11			
12	13	14	15	16	17	18			
19	20	21	22	23	24	25			
26	27	28							

Handwritten notes on a whiteboard:

Marchant Service TEST DOCUMENT
Mr. Marchant - 5
34371010102732

Shipping labels on a cardboard box:

12
85676-10110
37837
144-3888
SHIPMENT















UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:
Property Name:
Multiple Name:
State & County:

Date Received: 1/5/2018 Date of Pending List: 1/29/2018 Date of 16th Day: 2/1/2018 Date of 45th Day: 2/20/2018 Date of Weekly List:

Reference number:
Nominator:

Reason For Review:

Accept Return Reject 2/20/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR



December 21, 2017

Edson Beall
National Park Service
National Register of Historic Places
1849 C St, NW, Mail Stop 7228
Washington, D.C. 20240

Dear Mr. Beall:

The enclosed disk contains the true and correct copy of the nomination for **Trust Company of Georgia Northeast Freeway Branch in Fulton County, Georgia** to the National Register of Historic Places.

- Disk of National Register of Historic Places nomination form and maps as a pdf
- Disk with digital photo images
- Physical signature page
- Original USGS topographic map(s)
- Sketch map(s)/attachment(s)
- Correspondence
- Other: Letters of support

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do do not constitute a majority of property owners.
- Special considerations: Per 36 CFR 60.13, the mandated 15-day commenting period for the Federal Register notice of a National Register nomination can be shortened or waived when necessary to assist in the preservation of historic properties. We hereby request that for the Trust Company of Georgia Northeast Freeway Branch nomination this commending period be shortened to three days.

Sincerely,


Olivia Head
National Register Specialist