

CHAPTER 3 NATURAL AND CULTURAL RESOURCES

NATURAL REOURCES

Watersheds

Grayson is split relatively equally between the Alcovy River watershed and the Big Haynes Creek watershed (see map). State Route 20 is generally the dividing line (high point) between the two watersheds. The Big Haynes Creek watershed lies generally on the west side of SR 20, while the Alcovy River watershed lies to the east. Big Haynes Creek itself lies west of Grayson, outside the city limits, but its tributaries extend within the city limits.



Watersheds in Grayson

Source: Map 4-2, Community Assessment, Technical Addendum, Gwinnett County and Participating Municipalities.

Both the Big Haynes Creek and Alcovy River watersheds are “water supply watersheds” under the terms of the state’s Environmental Planning Criteria. Gwinnett County has adopted the required protection criteria in its zoning code (see Sec. 1314). However, those regulations only refer to a prohibition of hazardous waste and require that sanitary landfills provide leachate collection systems. There are buffer requirements and impervious surface setbacks according to state environmental planning criteria which are applied in unincorporated areas of Gwinnett County via the county’s Stream Buffer Protection Ordinance. Grayson has adopted a stream buffer ordinance as required by the Metropolitan North Georgia Water Planning District (see discussion below), but that ordinance requires minimum 50 foot wide stream buffers, and Grayson has no more restrictive requirements for water supply watersheds per the Environmental Planning Criteria. Grayson follows Gwinnett County’s “development regulations,” but since water supply watershed protection requirements are not codified within them, they are not applicable in Grayson.

Groundwater Recharge Areas

In 1990, the state Department of Natural Resources passed and the Georgia General Assembly ratified Rules for Environmental Planning Criteria which include regulations to protect significant groundwater recharge areas (Rule 391-3-16-.02) from certain land uses. A significant amount of land in the Grayson City Limits (primarily the northern portion) is classified as a significant groundwater recharge area with low pollution susceptibility, according to Hydrologic Atlas 18 of the Georgia Department of Natural Resources (see also Map 4-1, Hydrologic Resources) of the Community Assessment, Technical Addendum, Gwinnett County and Participating Municipalities). Most of these land uses, such as sanitary landfills, agricultural waste impoundment sites, hazardous wastes, and above-ground chemical or petroleum storage tanks, do not exist in the Grayson area. The rules also establish higher lot sizes (110% of the area in low pollution susceptibility areas) when septic tanks are utilized, than would otherwise be required by the Georgia Department of Human Resources' *Manual for On-Site Sewage Management Systems*.

Grayson has not adopted regulations that pertain to the protection of groundwater recharge areas. Because the environmental criteria pertaining to groundwater recharge areas do not appear to have significance in Grayson, given the availability of sanitary sewer and the absence of the uses of the types referred to in the rules, Grayson did not adopt the environmental planning criteria in Rule 391-3-16-.02.

Wetlands

Wetlands are areas that are flooded or saturated by surface or groundwater often and long enough to grow vegetation adapted for life in water-saturated soil. A wetland does not have to be flooded or saturated for more than one week of the year in order to develop the vegetation and soil characteristics that qualify it as a wetland. Wetlands serve many functions and have a number of values. Wetlands temporarily store flood waters, thereby preventing flood damage, and they can also protect lands from erosion by reducing the velocity of water currents. They serve as pollution filters by helping to remove sediment, absorb chemicals and nutrients, and produce oxygen. Wetlands have important environmental values including improving water quality by intercepting stormwater runoff, preventing eutrophication of natural waters, and supporting delicate aquatic ecosystems (nutrient retention and removal, food chain support, migratory waterfowl usage, providing other wildlife habitat, etc.). Many wetlands are areas of groundwater recharge, and they also can provide a source of recreation (hunting and fishing), aesthetics, and scientific research.

The state has no specific regulations to protect wetlands, and the primary protection is via the U.S. Army Corps of Engineers. The United States Army Corps of Engineers' Section 404 permitting process governs the discharge of fill material into wetlands and other water bodies. Under Section 404 of the Clean Water Act (33 U.S.C. 1344), the Corps of Engineers is authorized to issue individual and general permits. Development of wetlands is generally prohibited unless there is no practical alternative, and even then the environmental consequences must be mitigated. Section 5.10 of Gwinnett County's development regulations, which are followed in Grayson, requires that a 404 permit authorization be filed before local land development approval involving wetlands will be granted.

Other Environmentally Sensitive Areas

Steep slopes are relatively non-existent in Grayson and therefore pose no development limitations. Flood plains do exist to some extent (see Map 3-19, Character Areas, Community Assessment), and Grayson has adopted its own stand-alone flood plain management ordinance (see Chapter 26, Article VI of the Grayson City Code).

Air Quality

The U.S. Environmental Protection Agency has designated a thirteen-County area around Atlanta as a non-attainment jurisdiction for ozone. Ozone is created by a photochemical reaction of a mixture of organic compounds and nitrogen oxides (created by fuel combustion) and is a major air pollutant in the lower atmosphere. The City of Grayson will need to cooperate with any regional air quality plan mandated by the U.S. Environmental Protection Agency and transportation plan prepared by the Atlanta Regional Commission and the Georgia Regional Transportation Authority.

Erosion and Sediment Control

State law (Erosion and Sedimentation Act of 1975, O.C.G.A. 12-7-1 et seq.) requires local governments to control erosion and sedimentation. “The governing authority of each county and each municipality shall adopt a comprehensive ordinance establishing the procedures governing land-disturbing activities which are conducted within their respective boundaries. Such ordinances shall be consistent with the standards provided in this chapter” (O.C.G.A. 12-7-4). Grayson has adopted a soil erosion and sedimentation control ordinance in its city code (see Chapter 26, Article III).

Grayson may become its own “issuing authority” if it has sufficient staff available. State law provides: “If a county or municipality has enacted ordinances which meet or exceed the standards, requirements, and provisions of this chapter and which are enforceable by such county or municipality, and if a county or municipality documents that it employs qualified personnel to implement enacted ordinances, the director may certify such county or municipality as an issuing authority for the purposes of this chapter” (O.C.G.A. 12-7-8(a)). In counties that are not certified pursuant to this law, applications for permits shall be issued by the [Environmental Protection] division (O.C.G.A. 12-7-7).

Stormwater Management

The Metropolitan North Georgia Water Planning District Act (O.C.G.A. 12-5-570 et seq.) was passed in 2001 and is well known to planners in the district's jurisdiction. The district is authorized to prepare plans for storm-water management, waste-water management, and water supply (O.C.G.A. 12-5-574). The district was mandated to prepare model ordinances for storm-water management for local governments (O.C.G.A. 12-5-582). “Local governments within the district shall implement the provisions of the district plans that apply to them. Should any jurisdiction fail to do so, the director [of EPD] shall exercise his or her powers pursuant to this chapter” (O.C.G.A. 12-5-582; see also O.C.G.A. 12-5-583 with regard to waste-water plans and O.C.G.A. 12-5-584 with regard to water supply and water conservation management plans). Further, any local government failing to adopt the model storm-water management ordinance developed by the district shall be ineligible for state grants and loans for storm-water related

projects (O.C.G.A. 12-5-582).¹ Grayson has adopted the model ordinances required by the District. They are found in Chapter 26 of the Grayson City Code.

HISTORIC RESOURCES

Historic Overview

The Gwinnett County community of Grayson, Georgia, was founded circa 1879-1880 by Reverend James Patterson McConnell. J.P. McConnell and his wife Susan Arendell McConnell purchased 90 acres of land from his uncle Stephen Billue in an area known then as the Bay Creek District (a Georgia Militia District). The property, located at the current intersection of Highway 20/Loganville Highway and Highway 84/Grayson Parkway, was quickly improved with the construction of a wood-framed house and adjacent store. The McConnell's store became home to a post office named "Trip" on April 5, 1881, with McConnell serving as the community's first postmaster. The name "Trip" was suggested by area merchant J.D. Spence, who commented that it was a "trip" from the county seat of Lawrenceville to the new post office.

Although the post office served as the first official organization of the early Grayson community, farmers and tradesman had settled the area as early as the 1820s. However, J.P. McConnell proved to be an effective developer of the area by selectively clearing land and constructing homes, thereby making the community more attractive to new residents and business people. Early families who settled in the community of Trip included the Billue, Chandler, Cooper, Tribble, Carroll, Rawlins, Kennerly, Cates, Jacobs, Gower, Ford, Petty and Hawthorne families.

Early families were members of area churches that functioned as the social and religious center for most in the community. Early churches included New Hope Methodist Church (currently New Hope United Methodist) founded prior to 1829, as well as the Haynes Creek Primitive Baptist Church founded in 1826. In 1850 the Chestnut Grove Baptist Church was founded; J.P. McConnell was pastor of the Chestnut Grove church later in the century. One of the historic church buildings is still standing on the grounds of The Asbury Methodist Episcopal Church established in 1884 (now the Grayson United Methodist Church). In 1913 the Grayson Baptist Church was founded, later becoming the First Baptist Church of Grayson.

The growth and development of early Grayson was due in large part to the construction of the railroad through Grayson in 1898. The Loganville and Lawrenceville (L&L) Railroad passed through Grayson and neighboring farms on daily round trips between the two larger Gwinnett County towns. The train tracks ran in a northwest-southeasterly direction through town in the vicinity of current Britt Street, crossing current Highway 20 northwest of the remaining historic homes fronting on Highway 20. The train hauled passengers, animals, mail, farm products and other freight and laid over nightly in Loganville. The train was operated initially by the Georgia, Carolina, and Northern Railway but was purchased in later years by Seaboard Airline Railroad. Although Grayson was never a major stop along the railroad, there was a small passenger station erected in the vicinity of the Grayson School (current site of Grayson Elementary) in the early twentieth century (1911 Map of Grayson, Georgia). However, most freight and passengers could be loaded along the railroad line anywhere the train could be flagged down on its trip.

¹ From Jerry Weitz, "Uncovering Obscurity: Georgia's Little-Known Land Use Laws," Paper Delivered to the Georgia Planning Association's Spring Conference, Decatur, Georgia, April 17, 2008.

In the first years of the twentieth century, there were several efforts to incorporate the town and change its name from Trip. The postmaster and a civic leader of the period, John Ellery Jacobs, successfully requested that the town's name be changed to Berkely in December 1901. However, it was discovered that another Georgia town had the same name of Berkely; subsequent suggestions for new town names included Graymont that was also already taken. Therefore, it was not until December 17, 1902, that the community was permanently incorporated as the Town of Grayson, based on a suggestion from Mrs. Ada McConnell Jacobs who had relatives in Grayson County, Texas. The first aldermen to serve the town were J.P. McConnell, W.P. Williams, J.S. Pate, A. Bennett and W.J. Trimble.

With convenient and timely transportation of goods made possible by the railroad, a small commercial and industrial economy was established and sustained in Grayson during the late nineteenth and early twentieth centuries. By 1911 there was a series of attached commercial buildings, including a bank, constructed on the southwest side of Lawrenceville/Monroe Road (now Highway 20) along Stone Mountain/Dacula Road (now Grayson Parkway). The Grayson Post Office was a separate structure adjacent to the other commercial structures. A mill, a series of cottonseed houses, warehousing and a cotton gin were located in the vicinity of the railroad.

Education of the community's children was made possible from an early period due to the dedicated support of citizens. The first school recorded in the vicinity of town was Evergreen School, a log cabin with a stick and mud chimney, located on the south end of the Chestnut Grove Baptist Church cemetery. Smaller schools located further out included Harris and Roberts Academies as well as Midway, Ozora and Campground Schools. Trippe Academy was constructed in the early Grayson community in 1881. By the beginning of the twentieth century a two-story, wood-frame school building was constructed on the site where the current Grayson Elementary School resides. The new school was made possible by the involvement of many local citizens, including the Independent Order of Odd Fellows as well as Moses McConnell (brother of J.P. McConnell), who donated the property for the school. In 1913 the city issued bonds to fund a brick-veneered, two-story school in Grayson. Known as the Grayson School, this two-story was later expanded and consolidated as Grayson High School. A school bell for the Grayson School was a gift from 9th District Congressman Thomas M. Bell; citizens later purchased the bell from the school and it now resides in front of Grayson Elementary School.

An end of an era came on January 17, 1932, when the railroad through Grayson stopped running. The railroad succumbed to the multi-faceted challenges of county road improvements, the rise of the automobile, the effect of the boll weevil on cotton production, and the Great Depression. The demise of the daily train was an economic loss to Grayson, as well as a physical loss—the appearance of the town changed when the steel tracks themselves were subsequently removed for salvage. A surviving element from the historic railroad period is the railroad's original stone livery stable located at the rear of the lot containing the McConnell-Webb House.

In 1956 Grayson High School was consolidated into South Gwinnett High School; the present South Gwinnett High School is located on Hope Hollow Road in Loganville and opened in 2000. The original 1913 brick building in Grayson was demolished in 1957 and replaced by the current Grayson Elementary School building. However, a remnant of the historic Grayson School building remains with the presence of a stone building on the west side of Britt Street; this building was constructed during the mid-1940s to replace an earlier school building that burned in a fire.

The post office in Grayson has remained one constant in the history of the city. Postmasters over the years have included a long list of influential citizens. During the 1960s the post office was threatened with closure by postal authorities. Local lobbying efforts successfully retained the local post office and provided a new home for it in the downtown area. A new post office was dedicated and an open house held on July 12, 1964. During the late 1980s or early 1990s, the downtown post office location sited at the corner of Grayson Highway and Britt Street was closed and a new post office facility was constructed on Pine Grove Avenue. The former post office building still stands and has been reused as a café.

The City of Grayson today brings many changes to the physical landscape of the community, including significant commercial and residential growth. However, the core of the historic community is plainly evident in the small commercial block on Grayson Parkway, of which many of the buildings feature the use of indigenous stone. There are also many historic residences that are still intact in the vicinity of Redbud Road, Rock Springs Road, Grayson Highway, and Georgia Highway 20. Many of these homes have been converted to commercial or institutional use, such as the Kennerly-Cox House, built at the turn of the twentieth century, purchased by the city in 2002 from Ms. Flora Kilgore Cox. This home, located in the 8-acre Grayson City Park, now functions as the Grayson Arts and History Center. Similarly, the J.J. and Effie Brooks Cofer home on Rosebud Road now houses the Grayson House Restaurant. Further, the historic wood-framed church building and the historic cemetery of the Chestnut Grove Baptist Church are still intact and currently in use on the site of the church property.

Sources: Gwinnett Daily Post, April 24, 2002; Hinkle, Barbara and Jim. Interview by Diana Werling, September 14, 2007; Map of Grayson, Georgia, Showing Electrical Lighting System, 1911, The J.B. McCrary Company, Engineers, Atlanta, Georgia; Grayson Arts and History Center; Starling, Steven. Unpublished manuscript; Grayson Arts and History Center, undated. Starling, Steven and Beth V. Serrero. Historic Grayson, Georgia; City of Grayson website, website accessed September 2007; Vanishing Georgia Photograph Collection, Digital Library of Georgia, Athens, GA, 2004.

Summary of Historic Resources

Significant historic resources survive in Grayson, notably an intact though small commercial area, a residential area, a variety of institutional buildings and industrial buildings, and several historic objects. A majority of buildings were constructed from 1880 to 1932. That is the period of time when Grayson experienced its greatest growth and development, from the community's founding in 1880 to 1932 when the railroad stopped running.

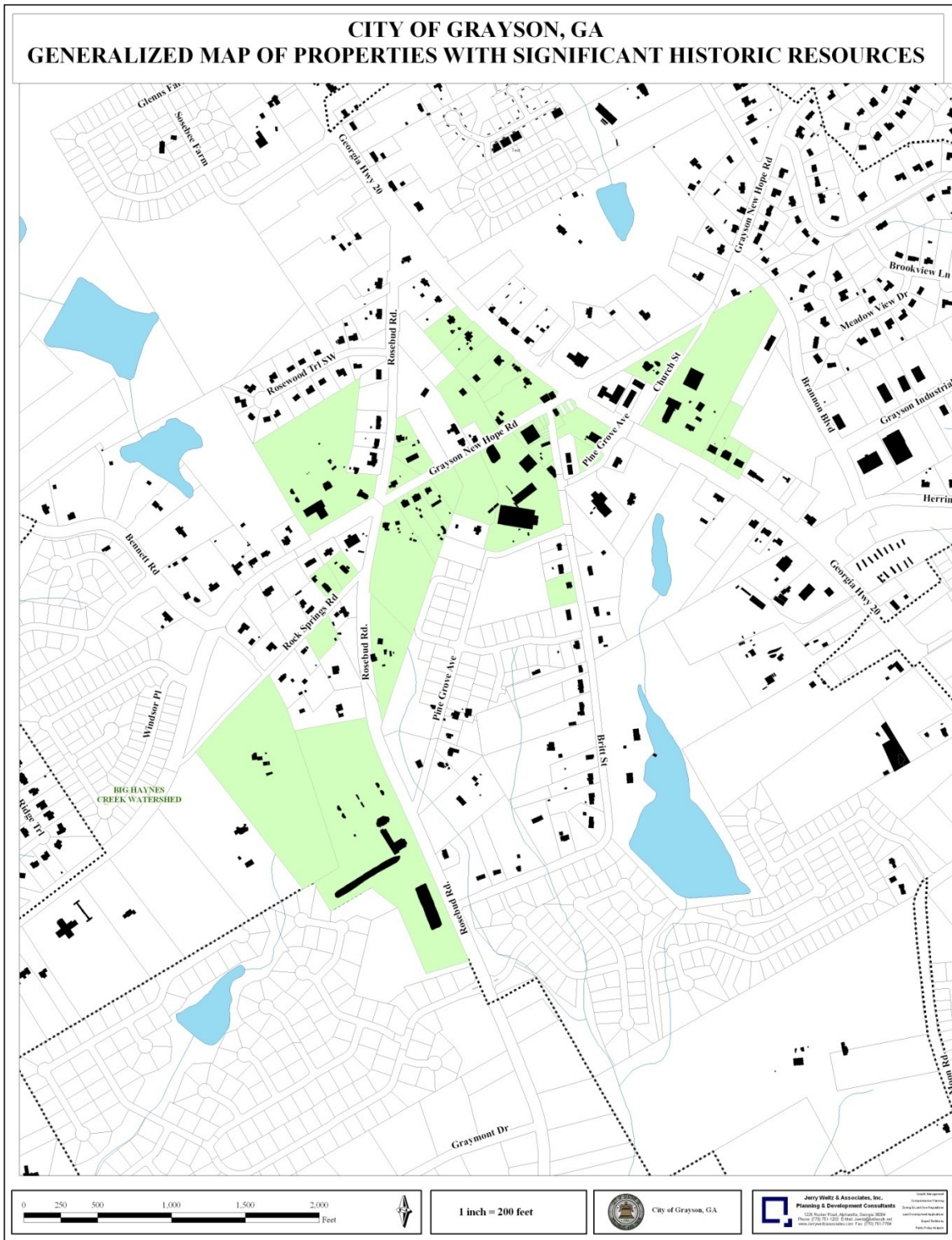
Single-family residences are located in the core of town along Highway 20, Grayson Highway, Redbud Road, Britt Street and Rock Springs Road. Local craftsman constructed modest single-family homes of wood; many of these homes feature foundations, chimneys, retaining walls and curbing made of locally quarried stone. The vast majority of the older homes in Grayson were built in a vernacular tradition, meaning that the buildings were constructed using local materials and traditional methods reflecting the modest lifestyles of a railroad and farming community (in contrast to high-style buildings often designed by architects). Common historic house types in Grayson include bungalows, New South cottages, Queen Anne cottages, gabled wing cottages, and Neoclassical homes. None of these resources is listed on the National Register of Historic Places.

Grayson still has attached commercial buildings on Grayson Parkway which dating from the twentieth century. Many of these feature facades of stone. Institutional resources include a wood-framed church building and a church cemetery at Chestnut Grove Baptist Church, the Billue Family Cemetery, and a historic stone school building dating from the mid-1940s on Britt Street. There is a former warehouse building with stone foundation on Britt Street (currently Back Home Exterior Products) and a stone livery stable once utilized by the railroad located behind the McConnell-Webb Home on Georgia Highway 20. Historic objects include the bells at Grayson Elementary and the Methodist Church. None of these resources is listed on the National Register of Historic Places.

Detailed Inventory as of September 2007

City Historian Steven Starling compiled the following list of properties in September 2007. Although a detailed map of these historic properties was beyond the scope of the consultant's work program in preparing this Community Agenda, a generalized map of historic properties is provided here (see the following page).

1. First Baptist Church of Grayson. Although the old 1913 church building has been torn down, the bell from the original Grayson Baptist Church sits on Highway 20. It dates from about 1913. The bell sits next to the front of the present church sanctuary on Grayson-Loganville Highway.
2. Grayson Elementary School. Although the old two story school has been torn down since the late 1950s, the bell from the old building rests on the front lawn of Grayson Elementary School at 460 Grayson Parkway. The Bell was erected on its present pedestal by the Grayson Lions Club in 1968. The school bell was presented to the Grayson High School in 1913 by 9th District Congressman, Thomas M. Bell.
3. Grayson Elementary School. The "Rock Building" was built in the 1940s to house lower grades of the school. It was gutted by fire in 1945 and rebuilt under the direction of W.J. Cooper; renovation was completed sometime after February 1946 when Mr. Cooper died. This building sits behind the newer school at 460 Grayson Parkway. This building is built of "Grayson Granite."
4. Grayson United Methodist Church. Although the old 1885 church building has been torn down, the bell from the original Asbury Methodist Episcopal Church, South (later Grayson Methodist Church) sits at the corner of Rosebud Road and Grayson Parkway. The bell dates between 1885 and about 1900. When the church was torn down, the bell was found hanging in its original shipping crate in the bell tower. The newer church campus is behind this bell.
5. Chestnut Grove Baptist Church and Cemetery. Located at 2299 Rosebud Road. The church was organized in 1850. The old church building dates to pre 1900. The cemetery is held by the church and is in good repair. Many old graves that are marked or unmarked hold the remains of early Grayson residences. The cemetery could date before the formation of the church, although that has not been verified as a fact.



6. Billue Family Cemetery. This is a site that is in peril and needs protection. All the graves of this Grayson pioneer family are marked with field stones and sit in a spot unguarded by a fence or sign. development encroaches on all sides of this property. This cemetery is located off the Grayson-Loganville Highway across from the intersection of Sosbee Farm Road.
7. Herring Family Cemetery. Located next to 1804 McConnell Road (on the left side). It has several fieldstone graves and one or two marked graves with written tombstones. It has been vandalized in recent years as a subdivision encroaches on all sides. There is a fence around the cemetery, but no sign.
8. Green House. Located at 2112 Rosebud Road. This house dates from the late 1880s or 1890s. Many families have lived in this house, including the Langley family. Gordy Yancey lived here prior to the Hoyt Green family moving in about 1941. The Green Family still lives in this residence. The lake behind the house used to be a large pig pen.
9. Grayson House Restaurant. Located at 516 Grayson Parkway. This building was built in the late 1880s or 1890s. The John J. and Effie B. Cofer family lived in this house for most of its life until a tea room was started in it. Later it became the Grayson House Restaurant. This home is owned by Greg Fisher.
10. Williams-Fisher House. Located at 512 Grayson Parkway. Built in the late 1880s or 1890s. The H. T. Williams family lived in the home as well as the Carr family in the 1970s. This home is now used as an office building owned by Greg Fisher.
11. Batchelor-Bennett House. Located at 502 Grayson Parkway. The Batchelor family lived in this house in the early part of the 20th century, then it was occupied by the John F. and Floy Bennett family. This house was probably built in the 1900s. It is now an office building owned by Greg Fisher.
12. Ambrose Petty House. Located at 535 Grayson Parkway. It was built in the early 20th century by Ambrose Petty for his family. His family lived there until the 1980s. W. H. and Darren Britt now own the house and it is used as an office.
13. Jacobs-Britt House. Located at 2199 Britt Street. This home was lived in by Mrs. Snowey Head Jacobs until the Walt Britt family moved there about 1941. This home is still a private residence. The home was built around the 1890s.
14. Fertilizer Warehouse. Located at 2104 Britt Street. It was built in the 1890s and was used as a fertilizer warehouse run by Mr. Brownlee. It housed a coffin company at one time and now is a private business. This warehouse is the last remnant of shops and gins that were located near it and behind Grayson School. The old passenger depot was located near this building as well as a cannery.
15. Potato House. Located at 426 Grayson Parkway. This building once housed the Williams Brothers store. In the 1940s it was used as a curing house for the potatoes grown by Grayson citizens and was run by agriculture teacher Lloyd Williams. It now houses a bead shop and a cake bakery. This building is built of "Grayson Granite."

16. Cofer's Store. Located at 424 Grayson Parkway. Mr. John J. Cofer operated a store here for several years, which included an ice cream counter. The building served later as Grayson City Hall. It now houses the Family of Christ Church of God. The building was built in the 1890s or at the turn of the century.
17. Hoyt Cown's Store. Located at 422 Grayson Parkway. This brick building was once Rance Martin's service station, then Byron Mitchell had a billiard hall there. In later years it was the junk store of Hoyt Cown. The building dates to the turn of the century.
18. Old Grayson Post Office. Located at 420 Grayson Parkway. The building was built in the 1960s as a new U. S. Post Office by Tom Moore. It now houses the Grayson Café.
19. Bankston-Loveless House. Located at 2172 Rosebud Road. This home was occupied by the Bankston family, then by the Jim Loveless family. It dates to the late 1880s or 1890s. It is now a private residence. The Cannon family lived there at one time also.
20. Brownlee House. Located at 610 Rock Springs Road. The Brownlee family lived here and it was known as their home place. It was later lived in by Vic and Lou Luster. The house was most recently occupied by the family of Jimmy Adams. It dates to late 1880s or 1890s.
21. Gower-Swanson- Briscoe House. Located at 579 Rocksprings Road. This house was lived in by the S. M. Gower family, then the Cordele and Josephine Swanson family. It was most recently lived in by Rachel Briscoe. The house dates to the late 1880s to 1890s.
22. Bulldog Plumbing Office. Located at 416 Grayson Parkway. It once housed Jane Emmett's Beauty Shop, then Jeff Moore's Law Office. It dates to the late 1890s or early 20th century. It has some decorative concrete building stones used in the area at that time.
23. Bank of Grayson. Located at 412 Grayson Parkway. This building was built around 1900 as the Bank of Grayson, which closed in the late 1920s. It later served as the U. S. Post Office for Grayson until the 1960s. It now houses Quality Awards. It retains its pressed tin ceiling and other decorative features.
24. Calvin Ethridge Store. Located at 410 Grayson Parkway. This building was built of "Grayson Granite" and was completed just after the Bank of Grayson building. It now houses the Grayson Flower Shop.
25. Janice's Beauty Shop. Located at 408 Grayson Parkway. William Farmer built this building in 1964 or 1965 as a barber shop. He operated for a couple of months and then Janice Mitchell Briscoe opened her beauty shop on August 13 1965. Her shop is still housed there.
26. Smith-McDonald-Bollinger House. This home is located at 19 Grayson-New Hope Rd. It was built in the 1890s and was lived in by William G. Smith and his family. His Daughter, Miss Stella Smith, lived there for many years before her death and the home was sold to Doris and Ed McDonald. Terry Bollinger and his family lived there for many

years. The house is now empty but has been rented and is still owned by Terry Bollinger.

27. McConnell-Webb House. This home is located at 2057 Grayson-Loganville Highway. It was built by James Patterson McConnell for his son Andrew "Buddy" McConnell. It is the foremost example of Victorian architecture in Grayson. The house was built probably about 1890 or earlier. The McConnells moved and Alexander and Cora Cooper Webb bought the home and property in the 1910s. After the death of Cora Cooper Webb the house was rented for several years and then sold to the Steve Allen family. After they moved, the house served as a gift shop. It is now the Gwinnett School of Music. Many original doors, windows, and mantels are still in this home.
28. McConnell-Webb Rock Barn. This barn is located behind the McConnell-Webb Home. It was built by J. P. McConnell and was the livery stable and livestock storage for the railroad in Grayson. It appears to date to the 1890s.
29. Chupp-Britt House. This home is located at 2047 Grayson-Loganville Highway. It is a bungalow style that has an impressive stained glass window above the front left window. Many families lived in this home, among them the Langley family. Mrs. Alice Cooper Chupp lived in the home until her death in the 1960s. The Bailey sisters lived there and then the house became a rental house. The Law office of Pamela Britt now occupies this home.
30. Whispering Firs. Located at 2037 Grayson-Loganville Highway. This impressive home started as a one-story home and had a second story added in the 1900s. This was the home of the J. E. Jacobs family from the 1890s to the 1990s. It served as a special events facility and was then sold as an office building. It now stands empty and for sale. The two fir trees in front were brought as seedlings from Washington DC.
31. Hawthorn - Carroll House. Located at 459 Grayson Parkway. Built in the late 1880s, this home has had several prominent citizens live in it. Minnie, Martha, and Althea Hawthorn lived in the home for many years and then Derryl Carroll and his family lived there. It has housed a doll shop, an engineering firm, and a day spa.
32. Grayson Arts and History Center. Located at 2070 Rosebud Road. This is known as the Kennerly-Cox House. The town blacksmith and coffin maker, T. T. "Doc" Kennerly and his family lived there for many years. The Bramblett family also lived there. Flora Cox and her family lived there before the City of Grayson bought the property in the 21st century and turned it into a gift shop, artist studio, and museum. The house was probably built by James P. McConnell in the late 1880s.
33. Farmers Barber Shop. This tiny barber shop was relocated to the grounds of the Grayson Arts and History Center in the last couple of years. It is the William Farmer barber shop and dates from the 1960s. It is a Grayson landmark.
34. Nix-Mason-Payne House. This home is located at 660 Rock Springs Road. It was the Henry A. Nix home place, then was sold to the Wideman Mason family in the 1930s. The Payne family bought and restored the house in the 1980s. It also was lived in by Rev. Buddy Parish. This house dates back to the late 1870s.

35. Gouge House. Located at 589 Rock Springs Road. This home was probably built in the 1900s. It was lived in by Clyde and Alice Gouge for many years. It is currently a private residence.
36. Ethridge House. Located at 480 Grayson Parkway. The Calvin and Beuna Ethridge family lived in this home. It was probably built in the 1900s. The Gwinnett County Board of Education now owns it. This home might have been built by J. P. McConnell.
37. Grayson Masonic Lodge #549 F & AM. Located upstairs at 423 Grayson Parkway. This lodge has been in operation since the 1900s. The Masons still meet in the building.