

Preservation PROGRESS

FOR THE PRESERVATION SOCIETY OF CHARLESTON



Volume 53 • No. 1



P r e s e r v i n g t h e P a s t f o r t h e F u t u r e



LETTER FROM THE PRESIDENT, BOARD OF DIRECTORS

Dear Members,

Lois Lane

On Saturday, February 21st, the Preservation Society hosted a trip to Auldbrass Plantation located near Yemassee, South Carolina. Designed in 1939 by Frank Lloyd Wright as a self sufficient "modern" plantation for hunting, farming and entertaining, this complex is the only plantation designed by Mr. Wright. It was listed on the National Register of Historic Places in 1976. Mr. Wright's belief that buildings should be in harmony with and respect their surroundings also represents the Society's advocacy philosophy. This principle must be followed in rural and urban settings. New construction in downtown Charleston must respect its relationship with historic buildings.



Main gateway linking farm buildings - Photo Credit: Teri Lynn Herbert 2009

The continued stewardship of this complex is clearly a passion of the current owner and a gift to generations to come. The Conservation Easement placed on Auldbrass Plantation in 1986 assures that the architectural and natural integrity will be protected by restricting alterations to-and uses of-the property. To learn more about the benefits of placing a Historic Easement, visit our web site, www.preservationsociety.org.

The Board of Directors extends its heartfelt thanks to Mr. and Mrs. Joel Silver for allowing our group this unique opportunity. In addition, I would like to thank the entire Auldbrass staff, especially Scott McNair and Margaret Martin. The event would not have been possible without the generosity of our sponsors and assistance from our volunteer docents. We thank them and members of the special events committee and Society staff for their attention to every detail. We enjoyed walking the grounds, learning the history and architecture of the main house, the stables, the barn, the guest houses, and other outbuildings on the property. Under the clear blue winter sky we all sat

President's Letter continued on p.14



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The Preservation Society of Charleston was founded in 1920 with its purpose being to cultivate and encourage interest in the preservation of buildings, sites and structures of historical or aesthetic significance and to take whatever steps may be necessary and feasible to prevent the destruction or defacement of any such building, site or structure, such purposes being solely eleemosynary and not for profit.

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Carolopolis

The Carolopolis Award embodies the purpose of the Preservation Society to cultivate and encourage interest in the preservation of buildings, sites, and structures of historical and aesthetic significance. Since inception of the program in 1953, The Preservation Society has presented 1,316 awards in recognition of such achievement.

The Riviera Conference Theatre was the site of the 55th Carolopolis/Pro Merito awards recognizing outstanding achievement in exterior preservation, restoration, rehabilitation and new construction in the City of Charleston. The Preservation Society's Executive Director, Cynthia Jenkins, presented the 2008 awards to seven recipients.

Awards for Exterior Restoration were presented to properties in Harleston Village and Mazyck-Wraggsborough for "accurately depicting the form, features, and character of a property as it appeared at a particular time."



28 MONTAGU **BEFORE**

The circa 1809 Hannah Groning House, owned by Paige and Kristopher King was returned to its original single family use. Their plan retained the fabric of the original 1809 configuration while focusing on substantial changes made in 1827. The rehabilitation also accounted for major changes circa 1898 and the 1944 conversion of the house into four apartments.



28 MONTAGU **AFTER**



This 1870s single house was connected to the adjacent house in the 1960s and converted into apartments. Owner Jim Sloggatt, with the assistance of architect Luda Subchuk, undertook the substantial task of separating the two houses and converting them back to their original single family uses.



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3 MAGAZINE STREET **AFTER**



Outstanding Exterior Rehabilitation

characterized the properties at 3 Magazine Street in Harleston Village and the James Ross House dependency at 40 1/2 State Street in the French Quarter. The exterior rehabilitation successfully accomplished a compatible use for a property through repair, alteration, and additions, while preserving portions or features that convey the historical, cultural or architectural value.

Owner Mark Stephenson with architect Randolph Martz converted this 1870s single house back to single family use. The deteriorated foundation was repaired and the piazza was rehabilitated using mahogany columns and turned balusters, copied from originals found on the property.

3 MAGAZINE STREET **BEFORE**



(Right) In the French Quarter neighborhood, Glenn Keyes Architects combined with owner Peggy Norris to correct years of neglect resulting in substantial structural failure at the State Street dependency of the James Ross House. To stabilize the circa 1815 house, the work program required constructing new floor systems and new earthquake rods to stitch the existing masonry walls back together. A compatible two-story addition containing new bathrooms and a kitchen was constructed on the north façade to allow the interior of the original dependency building to remain intact.



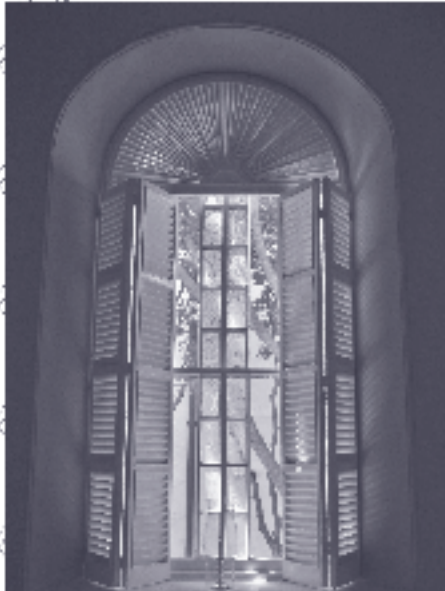
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The Society's award for New Construction

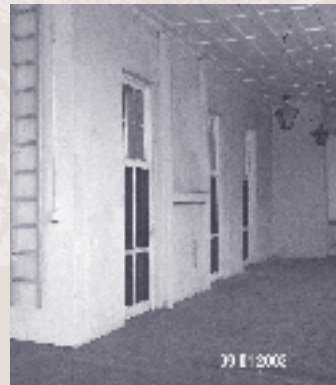
is given to a new building that is architecturally and aesthetically an asset within the context of the existing streetscape and neighborhood.

Receiving this award was the Medical University of South Carolina's building at 171 Ashley Avenue, which was completed in 2005 to house the mechanical needs of the Basic Sciences Building. Schmitt Walker Architect chose a contemporary interpretation of the classic architectural vocabulary of base, shaft and capita as the basis of their design. The boiler flues are treated like contemporary chimneys that project from the façade.

171 ASHLEY AVENUE



The Pro Merito Award, honoring those properties that were given a Carolopolis Award not less than twenty years ago and have undergone a second major renovation, was awarded to Ozey and Sarah Horton for their house at 21 Legare Street and the Medical University of South Carolina for the Daniel Cannon House at 274 Calhoun Street.



21 LEGARE STREET **BEFORE**

Receiving the award for **Exterior Restoration**, owners Ozey and Sarah Horton worked with architect Gilbert Schafer, III in restoring the 1842 William Gatewood House at 21 Legare Street. Work included removing the elevator from the piazza, structural reinforcement of the masonry wall and foundation and reconstruction of the kitchen house porch.



21 LEGARE STREET **AFTER**



274 CALHOUN STREET **BEFORE**

Architects at Studio A, Inc. completed the **Exterior Rehabilitation** of the Federal Period Daniel Cannon House constructed between 1802-1815. The rehabilitation work included removing piazza enclosures, poorly constructed balustrades and ground floor and rear enclosures. The notable intact Adamesque interior was also restored.



274 CALHOUN STREET **AFTER**



I - 5 2 6 E X T E N S I O N

THE IMPACT OF INTERSTATES ON HISTORIC PRESERVATION LAW

BY WILLIAM J. COOK

At the intersection of issues related to historic preservation, urban sprawl, and transportation, unlikely bedfellows have coalesced in opposition to the proposed extension of Interstate 526 through Charleston's rural areas, marshlands, and rivers. The alliance includes citizens, preservation organizations, conservation groups, and local government, among others. Although these constituencies have not reached consensus, their opposition to a proposed interstate highway system extension through the heart of rural Charleston County provides a common thread. Debating the merits of this extension provides an opportunity to examine how interstate highways coincide with historic preservation law, and presents opportunities to advance an historic preservation agenda.

Although interstates and historic preservation may not appear related, early interstate development coincided directly with-and influenced-federal historic preservation law. This relationship is especially relevant now in light of society's current notions of progress. Whereas interstates in the 1960s and 1970s represented the state-of-the-art in transportation strategy, hindsight shows that they often caused more problems

than they solved. A modern approach favors consideration of all of the costs, along with the benefits, for more efficient growth that treads lightly upon natural resources.

Whether to adopt this holistic approach in Charleston in 2010 is a question that remains unanswered. The solution is not difficult, however, and does not involve reinventing the mousetrap or wheel. Studying the expensive lessons learned by cities recognized for sound urban planning-such as Portland, Oregon, and Greenville, South Carolina-yields important lessons. These cities, among several others in recent years, have taken down poorly conceived interstate extensions and freeway-style bridges that cut through historic areas, ruined the landscape, and caused noise, blight, and other environmental damage—at great public cost. These cities have realized great benefit to their rural and urban areas as a result, and chose this path for the reasons articulated here.

The I-526 Extension Debate

Since the 1980s, rush-hour drivers who travel the Savannah Highway (U.S. Hwy. 17) into and outside of Charleston's city limits have experienced an exponential increase in traffic volume. This volume has grown in direct proportion to the area's increasing population in



Iconic and trademarked interstate highway marker. In its original form, the signs listed the state through which the interstate passed above the highway number. This space is now usually left blank.

a way that could be best described as sprawl. "Big box" stores, automotive dealerships, and strip malls line this historic roadway, where a canopy of oak trees once stood. Neighborhoods and subdivisions have grown up on each side, but do not connect with one another in a coherent way. Along with daily commuters, residents of these areas use Savannah Highway to visit one another, run errands, and go to and from work and school. In this way, Savannah Highway performs like a typical Main Street, but one with five lanes and large intersections. Nevertheless, opposition to land use regulation remains high, even as the need for it grows. James Howard Kunstler, noted journalist and writer, refers to this phenomenon in his book, *The Geography of Nowhere*.

Commuters and residents experience this phenomenon on a daily basis because the Savannah Highway has reached its maximum capacity and can barely handle current needs. To the extent that it meets existing demands, this ability will not last long. Against a backdrop of rising frustration, public support for new roads has become increasingly emotional and strident, with users looking to other places in Charleston County to absorb the increasing demand. In response to

this pressure, government officials support extending the existing I-526 across the Stono River, and crossing Johns and James Islands, blurring a once rural barrier and potentially impacting significant historic sites, including a battleground on Headquarters Island and a rare 18th-century plantation house, Fenwick Hall. Conservation groups point out environmental dangers to rivers and marshes that would result from interstate and bridge construction, along with loss of aesthetics and increased noise and light pollution. The debate can be summarized as follows:

PRO: Arguments in favor of extending I-526 tend to fall into three groups: convenience, profit, and safety. On one hand, commuters argue that new routes are needed into and out of the city from the area west of the Ashley River. Thus, I-526 will shorten time spent commuting. Next, many residents of this area believe that extension of I-526 will alleviate traffic near their homes. Still others argue that extending the I-526 will increase property values and allow new development opportunities. Finally, many residents of Seabrook and Kiawah Islands seek easier access across adjacent rural islands to other parts of Charleston County. They tout a need for improved



U.S. Department of Transportation's commemorative sign introduced in 1993 in honor of the system established during President Eisenhower's presidency. The five stars represent his rank as General of the Army during World War II.

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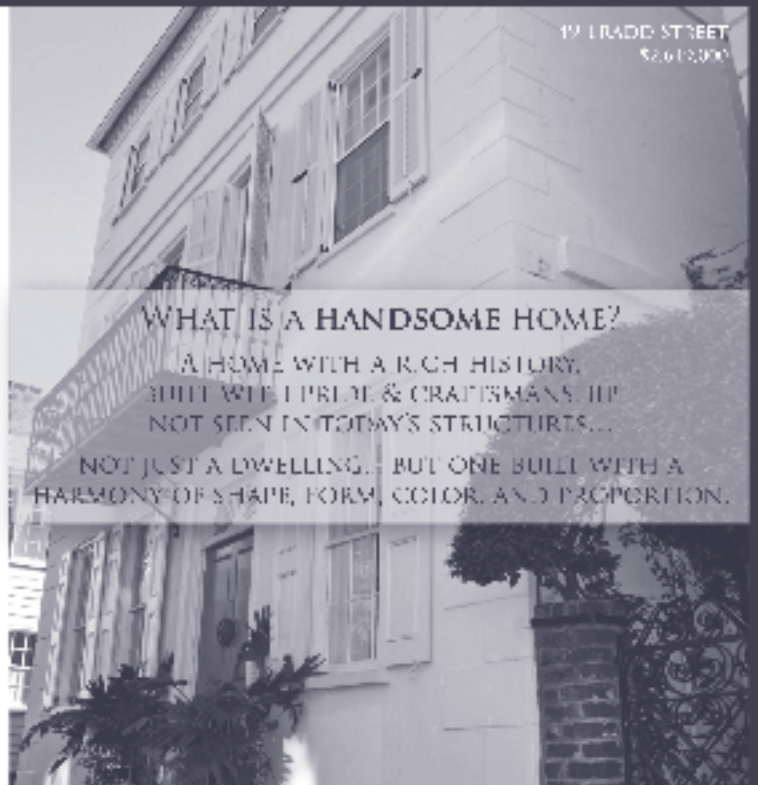


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Figure 2.—Estimated status of improvement of the National System of Interstate Highways as to lane width, in 1965.

1955 map showing Interstate Highway System as originally envisioned.

highway safety and more efficient evacuation in case of hurricanes.

CON: The first line of attack argues that interstate extension does not make sense in light of the facts. Citing out-of-date traffic studies used over two decades ago to justify the need for interstate expansion, the Coastal Conservation League argues that even though a new interstate may relieve congestion in some places temporarily, any relief will be short-lived because I-526 is already obsolete. Recent traffic studies by the Urban Land Institute show that most of Savannah Highway's traffic arises not from commuters, but residents moving amongst adjacent communities. Because these residents have no other transportation options, and live in neighborhoods that do not inter-connect, they use Savannah Highway not by choice, but due to a lack of one.

Moreover, an extended interstate will not alleviate current traffic congestion but, rather, increase it at other points throughout Charleston County where it currently does not exist—a conclusion consistent with predictions of the Berkeley-Charleston-Dorchester Council of Governments. For example, the Savannah Highway and Folly Road will still have failing levels of service immediately after I-526 is built. Building parallel roads alongside existing ones, the League argues, provides a more efficient solution and represents sound urban planning. No new bridges should be constructed in order to preserve Johns Island's rural character, and future growth should concentrate in places where people already work and live. The City of Charleston opposes a traditional interstate, but supports two new bridges and a parkway of a smaller scale to promote connectivity between different regions. The City, too, supports construction of parallel roads, but far fewer of them, along with a roadbed it describes as a parkway, divided by planted medians. Both groups have submitted their plans to the S.C. Department of Transportation, which has taken them under review.



Approximate Proposed I-526 Route from SCDOT

Photo Credit: City of Charleston 2008

Planning, Preservation and Economic Innovation Dept.

Connections between the Interstate System and Historic Preservation Law

INTERSTATE HIGHWAY DEVELOPMENT: The link between interstate highway construction and historic preservation is a subtle, but important one. It also shows a distinct, but parallel development in terms of how the laws governing these areas have evolved. The Dwight D. Eisenhower National System of Interstate and Defense Highways, started in 1956 and commonly known as the Interstate Highway System, is a network of limited-access highways, named after President Eisenhower, who promoted their cause. President Eisenhower, who first encountered the German Autobahn during his World War II service in Europe, viewed interstate highways as an important component of national defense and commerce. U.S. car manufacturers joined his efforts, forming a powerful coalition.

As of 2006, over 46,000 miles of U.S. interstates account for the longest system of highways in the world. They also share another distinction as the largest public work project undertaken by government anywhere since the Roman Empire. Interstates serve almost every major U.S. city, with many interstates passing through urban centers. One final aspect is that although the federal government provides 90% of funding and the means of regulation, state governments bear responsibility for the final 10% of funding, along with complete responsibility for interstate construction, operation, and ownership. South Carolina, for example, owns its portions of I-20, I-26, I-77, I-85, and I-95, along with any spurs or extensions such as I-385 and I-526. Plans are also underway for the construction of I-73 that will connect the Grand Strand with Michigan.

CONNECTIONS WITH HISTORIC PRESERVATION LAW: In recognition of the inevitable destruction that interstate construction brings, federal, state, and local governments rallied in the early- to mid-1960s. They were

spurred on by the efforts of First Lady “Lady Bird” Johnson to beautify America, namely its roadways. The pressure exerted by these efforts led Congress in 1966 to pass the National Historic Preservation Act, or NHPA; the National Environmental Policy Act, or NEPA; and Section 4(f) of the Department of Transportation Act, otherwise known as Section 4(f). Although a full explanation of these statutes exceeds the scope of this article, they provide the federal law that lays out the national policy for the preservation of cultural and historic resources. Even though these statutes lack enforcement power, they provide important procedural protections to the extent federal undertakings and historic resources are involved.

Section 4(f)—the “highway law”—is considered the strongest preservation law at the federal level. It deserves special recognition here for several reasons. In summary, unlike NHPA and NEPA, Section 4(f) prohibits federal approval or funding of transportation projects that require the “use” of any historic site, public park, recreation area, or wildlife refuge, unless (1) there is “no feasible and prudent alternative to the project,” and (2) the project “includes all possible planning to minimize harm to the project.” For example, the effects of a proposed highway on the economic vitality of a nearby historic district (listed on the National Register under NHPA) from nearby commercial activity would probably mandate application of Section 4(f). To date, the U.S. Department of Transportation has canceled several major highway projects because of Section 4(f) that would have negatively affected historic properties. Court action pursuant to Section 4(f) has stopped others.

Looking Ahead

Because an extension of I-526 may impact historic areas such as Headquarters Island and Fenwick Hall, and could destroy valuable archaeological sites, such as Civil War shipwrecks under the Stono River and former plantations in its vicinity, NEPA will likely require public disclosure, hearings, and consideration of I-526’s impact. At the local level, the special character of this region demands that government leads in a positive direction, one that honors the special character of this region and lessens sprawl. Preservationists, therefore, must ensure that zoning laws are re-studied and updated to protect the built and natural environment from the increased development pressures that always come with expanded roadways. Although the jury remains out on whether the proposed extension of I-526 will move forward, one thing is clear: to the extent that interstate highway expansion jeopardizes this area’s cultural and historic heritage, preservationists and advocacy groups have powerful legal tools to further their missions.

William J. Cook is an Assistant Professor at the Charleston School of Law. In addition to teaching courses in property, constitutional law, and appellate practice, the author teaches historic preservation law and serves on the Society’s Board of Directors.



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External Links:

Interstate Highway information <http://www.fhwa.dot.gov/programadmin/interstate.cfm>)

U.S. President's Advisory Committee on a National Highway System Records, 1954-1955, Dwight D. Eisenhower Presidential Library http://eisenhower.archives.gov/Research/Finding_Aids/U.html)

Documents regarding the Interstate Highway System, Dwight D. Eisenhower Presidential Library http://eisenhower.archives.gov/Research/Digital_Documents/InterstateHighways/InterstateHighwaysdocuments.html)

THE PRESERVATION SOCIETY RETURNED TO THE SITE OF ITS 1920 FOUNDING TO EXPERIENCE ONE OF CHARLESTON'S EARLY CULTURAL TRADITIONS, CELEBRATING WITH AN

“EVENING OF MADEIRA IN THE TRADITIONS OF 18TH CENTURY CHARLESTON.”

The importance of Madeira in Charleston's 18th, 19th and early 20th century history is a reflection of the city's cultural sophistication. The evening at 20 South Battery provided the Preservation Society the opportunity to combine the city's architectural heritage with its history and culture. Madeira was Charleston's overwhelming wine of choice in the 18th century and for many years beyond.

This relatively sweet product of the vintner's art was highly prized throughout Colonial America and it eventually came to symbolize far more than a pleasant accompaniment to a robust dining event. It was not taxed by the British; thus its consumption was something of a silent protest to the Crown. The Carolina colony imported a substantial volume of Madeira through the port of Charleston. From 1740 to 1744, nearly 24 percent of the Carolina Provincial duties derived from imports of Madeira alone. Such a high percentage strongly demonstrates the popularity of the wine during a formative stage of South Carolina.

The greatest of the Madeiras are the vintage wines, produced exclusively from grapes of a single year. These wines remain in casks for a minimum of two decades, after which they typically require 30 to 75 years to fully mature. Beginning the tastings with an 1862 Sercial, nationally syndicated columnist, international wine judge and author John R. Hailman then presented an 1880 D'Oliveira Terrantez, a 1916 Cossart Gordon Malmsey, and the 1922 D'Oliveira Bual, returning to the Sercial to complete the century spanning tour with a 1969 D'Oliveira offering of that variety.

Mr. Hailman's book, *Thomas Jefferson on Wine*, contains

references to correspondence between Jefferson and members of the Drayton and Rutledge families. In 1786, Jefferson sent William Drayton acorns from the cork oak tree that grew in southern France and Portugal in hopes it might grow in South Carolina. An ongoing problem in the 18th century was having enough bottles and corks for many of the wines, including Madeira, which arrived in casks.

"I can think of no wine with a more interesting history than that of Madeira," said Dennis Perry, sommelier at Peninsula Grill.

"Madeira is a time capsule, always provoking thought and providing pleasure. It delights me to see a resurgence of appreciation for it and not just with connoisseurs of fine wine but with enthusiasts who are exploring wines from other parts of the world." The Peninsula Grill, instrumental in securing the Madeira selections for the evening, offers an historic flight of four, including a 1937 Sercial, a 1912 Verdelho, a 1968 Bual and an 1875 Malvasia.

Evidence of the importance of Madeira in Charleston's early

customs is noted in the memoirs of the city's most prominent residents, in the dreams of her patriots, and even immortalized on the walls of some its most important homes. Gabriel Edward Manigault recalled in his 1890's family memoirs the recovery of the family Madeira wine in the aftermath of the Civil War. It was the "choicest Madeira wine," the remnant of a 2,000-bottle lot his father had purchased in 1838 or earlier. Until the federal bombardment began, the bulk of the precious wine was being stored in the old colonial powder magazine, within range of the Yankee cannons, and it had to be moved to safer quarters. About



Special guest John R. Hailman and the Madeiras on November 7, 2008.



The Ballroom at 20 South Battery

600 remaining bottles were removed to the Manigault plantation outside the city.

The garrets of Lowcountry houses and plantations provided the ideal storage for Madeira through three centuries. In 1944, Preservation Society founder Susan Pringle Frost-referencing the Miles Brewton House- observed that "on the walls of the garret are inscriptions by the young sons of the house, stating how many bottles of Madeira had been drawn off and how many bottles were still left" proving that even the youngest of early Charlestonians recognized the importance of this vintage wine.



Miss Susan Frost

Susan Frost Circle

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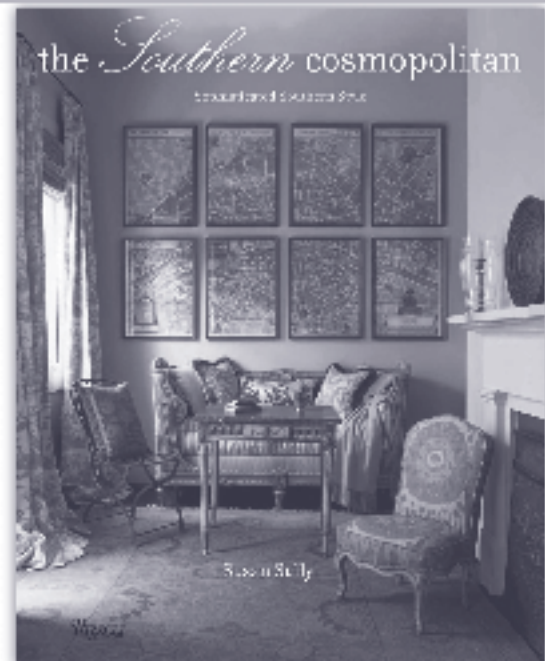
Make a planned gift and become a member of the **Susan Frost Circle**, a special group who has made bequests or major gifts on behalf of the Preservation Society of Charleston.

For more information on planned giving strategies or questions please contact Elizabeth Huggins at: ehuggins@preservationsociety.org or call 843-722-4630.

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The main house and swimming pool at Auldbrass. Photo Credit: Dr. Fred C. Sales

President's Letter, continued from p.2

down to an elegant, relaxing lunch together. The day could not have been more perfect!

In the month of February we completed a number of upgrades, additions, and improvements to the Preservation Society web site. The Society has been working to improve our communication with you, the members, and with the public. For those of you who spend time online I encourage you to use our site to stay current on upcoming events, preservation



Copper pendant downspout.
Photo Credit: Dr. Fred C. Sales

issues and with our position as advocates. For example, our site links directly to information concerning city and county meetings and public forums. Another exciting new addition to the site, under Preservation Education, is the Halsey Map page, a multi-layered research project emphasizing buildings, street patterns, and historic development on the peninsula. We are currently in the process of highlighting fifty of those references with archival research text, historic photos and maps.

If you would like to receive e-mail newsletters, just visit our home page at www.preservationsociety.org and sign up for the E-Alerts option for your areas of interest. You can also communicate with us through our blog and via our Facebook page. We hope to hear from you. We would love your feedback!

Thank you,
Lois Lane

We would like to thank the following businesses for making this event possible: Rhode Construction Co., Inc; Snyder Event Rentals and Staffing; Iverson Catering; Sugar Bakeshop; The Wine Shop. The Society extends a special thanks to Mr. and Mrs. Joel Silver for sharing Auldbrass with us.

THE PRESERVATION SOCIETY ANNOUNCES ITS APRIL 26TH HISTORIC HAMPTON PARK TERRACE TOUR OF HOMES

The Preservation Society of Charleston will host a special tour of Charleston's only 20th Century neighborhood currently listed on the National Register of Historic Places on **Sunday, April 26, 2009 from 2:00 p.m. to 5:00 p.m.** The tour of Hampton Park Terrace, located adjacent to both The Citadel and historic Hampton Park, will be a self paced walking tour including the interiors of at least eight architecturally significant houses that contribute to the character of this National Register district.

Even though Hampton Park Terrace is less than three miles from Charleston's famous Battery, one hundred years ago the area was still a mix of small farms, a dairy, lumber yards, and tiny clusters of small houses. In the late 19th century, Charleston's industries were sputtering, the economy was reeling from the Great Earthquake of 1886, and traditional agricultural businesses were on the decline.

By the turn of the century, things were looking up. In 1901 alone, the Navy located its new Navy Yard just north of the city, and the South Carolina Interstate and West Indian Exposition (a regional version of a World's Fair) opened on the grounds of the old Washington Race Course (Hampton Park) to promote Charleston's commercial potential. Trolley lines were extended into the upper peninsula, and development edged north.

By 1911, three developers had acquired almost all of the property west of Rutledge Ave. between Congress St. and Hampton Park and planned over two-hundred lots within two years. Lured by promises of convenience, gracious sidewalks and streetlights, and freedom from the flooding that plagued the lower peninsula, the city's new business executives and upper-middle class began building or buying homes in Hampton Park Terrace.

The economy soured after World War I, but by the late 1920s three-quarters of Hampton Park Terrace had already been built. However, the houses did not reflect Charleston's architectural heritage. Popular magazines created a sense of American architecture of the middle-class, and Hampton Park Terrace followed those trends. The American foursquare is the most common house form, but examples of Spanish Colonial and Tudor Revival homes, bungalows, and other styles can all be found.

The houses on tour will range from an 800 square foot early freedman's cottage to a 1937 Colonial Revival house situated on nearly an acre. All of the properties on tour are privately owned and are open to the public exclusively for this event. Trained volunteer guides will interpret the history, architecture, and decorative arts of each property. Tickets are \$20.00 per person and may be purchased only through the Preservation Society of Charleston online at www.preservationsociety.org or by calling (843)722-4630.



View of Hampton Park Terrace Neighborhood. Photo Credit: Charlie Benton

The 12th Annual Holiday Book Signing



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