Appendix M:
A Historic Resources Survey
For the Proposed Mark Clark Expressway Project in Charleston County, South Carolina
A Historic Resources Survey for the Proposed Mark Clark Expressway
Project in Charleston County, South Carolina

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Federal Highway Administration
Abstract

Wilbur Smith Associates conducted the architectural/historic resources survey portion of the Environmental Impact Statement (EIS) for the proposed Mark Clark Expressway (I-526) project. The project area is located in Charleston County and extends from the current terminus of I-526 at US 17 in West Ashley, across the Stono River onto Johns Island, crossing the Stono River again onto James Island, and ending at SC 30 (the James Island Connector). The Area of Potential Effects (APE) is a buffer of 300 feet from the right of way of each of the seven reasonable new location alternatives. The APE was examined for potential direct or visual effects by the project to resources listed on or eligible for the National Register of Historic Places (NRHP). Archaeological resources will be examined in a separate survey to be conducted once the Preferred Alternative for the project has been chosen.

An architectural survey was conducted in May 2009 to identify historic resources (defined as fifty years or older) in the designated project APE, determine their eligibility for listing on the NRHP, and assess the project’s effect on eligible and listed properties. Historic properties within the project area consisted of Civil War earthworks, former plantations, an equalization school, and homes of the early and mid-20th century. Twelve of these sites are eligible for or listed in the NRHP. Thirteen newly surveyed resources were evaluated as part of this study, with one resource recommended as a contributing resource to an historic district.

The following eligible or listed historic resources may be affected by the proposed project:

- The Fenwick Hall Historic District would be adversely affected by Alternatives A, C, D, E, F, and G by requiring right of way from within the NRHP boundaries. Impacts would occur to the viewshed, particularly the landscape setting of the district and known archaeological sites.

- The proposed Dill Historic District would be adversely impacted by Alternatives A and B by requiring right of way within the NRHP boundaries. Impacts would occur to a known archaeological site and to the setting of the district.

- Murray-LaSaine Elementary School would be affected due to the requirement of right of way from the school property with the widening of Riverland Drive. However, the effect would not be adverse since the requirement is minor and located to the side of the school.

A Memorandum of Agreement (MOA) would be required for any eligible or listed sites that would be adversely affected by the project. Mitigation of adverse affects may include but are not limited to documentation of the resource, landscape plans, or other measures decided upon by the Federal Highway Administration, the South Carolina Department of Transportation, and the South Carolina State Historic Preservation Office.
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Appendix
May 10, 2009 letter from SHPO to SCDOT
December 21, 2009 SHPO concurrence letter
Introduction

Wilbur Smith Associates (WSA) conducted the architectural/historic resources survey portion of the Environmental Impact Statement (EIS) for the proposed Mark Clark Expressway (I-526) project located in Charleston County. The South Carolina Department of Transportation (SCDOT) and Charleston County are proposing an extension of the existing I-526 from its current terminus at US 17 in West Ashley, across the Stono River onto Johns Island, crossing the Stono River again onto James Island, and ending at SC 30 (the James Island Connector). The purpose of the project is to increase the capacity of the regional transportation system, improve safety, and enhance mobility to and from the West Ashley, Johns Island and James Island areas of Charleston, South Carolina.

Six new location alternatives (Alternatives A through F) were determined through an alternatives analysis to be reasonable alternatives for the project. Alternatives A through E would continue I-526 as a four-lane divided interstate with controlled access from US 17 to SC 30. An additional new location alternative was added later in project development by looking at other reasonable routes for the parkway concept of Alternative F while addressing public concerns about the location of Alternative F. This resulted in Alternative G. Alternatives F and G would be a parkway from US 17 to SC 30 with reduced speeds, limited access, and a multi-use path. Alternatives A through G are shown in Figures 1 through 7.

An Area of Potential Effects (APE) was established for each of the seven reasonable new location alternatives as a buffer of 300 feet from the right of way. See Figures 1 through 7 for a map of each alternative’s APE. Collectively, these seven APEs are referred to as the project APE. An architectural survey was conducted in May 2009 to identify historic resources (defined as fifty years or older) in the designated project APE, determine their eligibility for listing on the National Register of Historic Places, and assess the project’s effect on eligible and listed properties. This survey was conducted in compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA) as amended, and the National Environmental Policy Act of 1969 (NEPA), Federal Regulation 36 CFR 800, and in accordance with the Secretary of the Interior’s Standards and Guidelines for Archaeology and Historic Preservation (NPS 1983), and the Survey Manual: South Carolina Statewide Survey of Historic Place (2007). Archaeological resources will be examined in a separate survey to be conducted once the Preferred Alternative for the project has been chosen.
Methodology

The purpose of this survey is to identify and assess the historical resources in the project APE that are over 50 years of age for eligibility to the National Register of Historic Places. Each listed, eligible or potentially eligible site was also evaluated to assess the potential impact of the proposed project. Field research was conducted by Jana Bean of Wilbur Smith Associates in May 2009 through written and photographic documentation. Background research was conducted at the South Carolina Department of Archives and History (SCDAH) and area libraries to review the history of the area and develop a historic context in which to evaluate the historical significance of these resources. National Register evaluations of each site were then developed in accordance with the National Register Criteria for Evaluation A, B, and C (36 CFR Part 60.4). All resources located within the project’s APE were surveyed with no restrictions. Newly surveyed sites identified were documented on SCDAH survey forms, digitally photographed in color, and recorded on 7.5 minute USGS topographic maps.

Historical Overview

Environmental setting
The project area is located in the Sea Island Coastal Region. The area is relatively flat with sandy and loamy soils and there are considerable marsh areas on the Sea Islands, particularly along the Stono River. Maritime forest, particularly pine, remains scattered throughout where areas have not been cleared for development.

The project area can be divided into three distinct areas:
- West Ashley, a part of the coastal mainland separated from the City of Charleston by the Ashley River to the east and from the sea islands to the south by the Stono River;
- Johns Island, a sea island bordered by the Stono River on its eastern and northern sides, the barrier islands of Kiawah and Seabrook and the Atlantic Ocean to the south, and Bohicket Creek to the west;
- James Island, a sea island bordered by the Charleston Harbor to the east, Wappoo Creek to the north, the Stono River to the west, and the barrier island of Folly Beach and the Atlantic Ocean to the south.

West Ashley
This part of Charleston County did not have a specific designation until the twentieth century when it became known as West Ashley simply because it lies west of the Ashley River. West Ashley remained sparsely settled until the 1920s, when it was transformed into a bedroom community for Charleston. The project area in West Ashley is located
primarily south of US 17 (Savannah Highway) in the vicinity of I-526 and extends to the Stono River.

In reviewing historical maps such as the *Mills’ 1825 Atlas of South Carolina* (Figure 8) by Robert Mills and a Civil War era map, “Map of Charleston and Its Defenses” (Davis 1978) (Figure 9), plantations in the project area were small, with perhaps absentee owners, unlike nearby Drayton Hall which was family-owned and large. Despite its location along the main highway to Savannah, the area was not as easily accessible for transportation of goods like the plantations along the Ashley River.

Opened in 1860, the Charleston and Savannah Railroad crossed through this area to connect the ports of Savannah and Charleston. It was heavily defended during the Civil War with earthworks like Battery Wilkes, located just west of the project area along Savannah Highway. Battery Haig, within the project area, was an earthwork which guarded the Stono River in case Union forces were to invade from the river to capture the rail line. The batteries were named for the property owners. Severing this rail link was an important objective for the Union Army. Once the rail line was captured by Union forces
late in the war, it was summarily destroyed to prevent Confederate supplies and relief troops from arriving. It was repaired and reopened after the war (Stone 2008).

Plantations in the area declined after the war with most eventually turning to vegetable crops. One plantation owner subdivided the land into village plots sold to African Americans who either farmed the small plots or had jobs in Charleston. This African American enclave became the village of Ashley and the adjacent town of Maryville, both located east of the project area. This was the only settlement in West Ashley until suburban growth took over and old plantations were further subdivided (City of Charleston 2008).

With improved bridges in the 1920s connecting the area to downtown Charleston and the coming of the automobile enabling faster transportation, a few neighborhoods were developed in the eastern part of West Ashley like Windermere and the Crescent in 1926 and Byrnes Down in 1944 (City of Charleston 2008). After World War II, the construction of neighborhoods gradually progressed westward across the West Ashley area. Neighborhoods began to enter the project area by the late 1950s through the 1970s with infill construction in the late 1990s and 2000s. As shown in the figure below, these neighborhoods are Oakland, Stone Creek, Air Harbor, and Citadel Woods and are characterized by ranch style architecture. West Ashley was annexed to the City of Charleston in the 1960s.
With suburban living came large-scale shopping centers in West Ashley like South Windermere in 1955, strip shopping centers along Savannah Highway, and the Citadel Mall in 1981 which is within the project area. Recently, condominium complexes and vista homes (large homes oriented to landscape viewing) have filled in areas along the Stono River. The former Charleston and Savannah Railroad has been turned into the West Ashley Greenway, a biking/walking trail.

**Johns Island**

Original settlers to Johns Island received large grants of land from the Lords Proprietors to assist in colonizing the area for Great Britain. The majority of these plantations were located on the southern and eastern periphery of the Island because of access to the Stono River, the primary transportation route. The island remained relatively isolated, with access available only via public ferry or boat, until the coming of the railroad in the twentieth century. River Road was a main thoroughfare for the Island as it paralleled the river from the north to the east to the south side of the Island. It was commissioned in the
early 1700s but was sandy and difficult for travel most of the time (Jordan and Stringfellow 1998). Several plantations constructed causeways through the marsh to reach the Stono River, like the Fenwick Hall Causeway (38CH1146), for ease of transporting goods bound for markets.

Plantation life on the Island was agriculturally oriented as the owners typically maintained a residence in Charleston and only lived on the island part-time. Plantations with high acreage were the norm, and grew indigo, rice, and later cotton, or bred horses as at Fenwick Hall. Rice, indigo, and later cotton were labor-intensive crops and required a large number of slaves. Rice was favored because the marshy area at the river’s edge could be drained and flood-controlled with extensive ditches and dikes. As at Fenwick Hall plantation, the marshes were reclaimed to increase areas available for crop production. Fenwick advertised 1000 acres of rich savannah and 200 acres of high ground for pasturing the horses (Jordan and Stringfellow 1998). Indigo arrived in the 1740s but both crops dwindled after the Revolutionary War when the market with Great Britain was severed.

Large plantations in this area were typically Georgian or Greek Revival architecture with several dependencies to carry out the functions of a relatively self-contained business. Outbuildings included barns, stables, slave quarters and buildings for specific work-related function. For instance, Seven Oaks is described in 1836 has having a nine room house, slave cabins with brick foundations, and around 115 slaves (Jordan and Stringfellow 1998). The grounds of a plantation had ornate gardens and oak *allees* to guide the visitor from the road to the front door.

Edward Fenwick Jr. played a pivotal role on Johns Island during the Revolutionary War. Edward was a loyalist and spied for the British, resulting in a skirmish on the Island that was a defeat for the Americans. Because of this, following the war, his lands were confiscated and eventually sold in 1787 to his cousin John Gibbes, whose plantation was adjacent (Fick, et al. 1989). During the war, Johns Island was a staging ground for thousands of British troops in preparation for the siege of Charleston. When the British invaded the area again in February 1780, British General Clinton occupied Fenwick Hall as his headquarters (City of Charleston 2008) Because it was a headquarters for British and then American troops, locally it was known as Headquarters plantation for generations and is how Headquarters Island got its name (Jordan and Stringfellow 1998).

Indigo had arrived on the Island in the 1740s. The main market for indigo was Great Britain, but after the Revolution planters had to turn to another crop (Jordan and Stringfellow 1998). Fortunately, Sea Island cotton came into production in the 1790s which made the Sea Islands highly valued for their ability to grow this higher quality cotton (Fick, et al. 1989). This crop proved to be so lucrative that rice fields were increasingly turned into cotton fields. When the Seven Oaks plantation was for sale in 1836, the advertisement stated it had 1100 acres, “2/3 of which are cultivated in fine cotton and provisions” (Jordan and Stringfellow 1998: 128).
This map drawn by planter Kinsey Burden provides a view of the plantation tracts between 1826 and 1836. Though these plantations were subdivided many times after the Civil War, many of the descendants of these planters still own portions of the original lands of their ancestors. (Courtesy of Charleston Library Society, Charleston, SC.)

Figure 11. Kinsey Burden, 1826-1836

Source: Haynie, 2007: 19
Within the project area, Fenwick Hall was sold shortly after the Revolution and divided into Fenwick Hall and Seven Oaks plantations. Plantations in the project area changed hands several times on the island during the intervening years between the Revolutionary and Civil Wars as noted in a comparison of the Mills’ Atlas of 1825 (Figure 8), a map created by Johns Islander Kinsey Burden in 1836 (Figure 11), and the Civil War map created in 1863 (Figure 9). For instance, Fenwick Hall was owned by Reynolds in 1825 and 1836 and then Townsend in 1863 and Seven Oaks by Colonel Ward in 1825 and 1836 when it was then sold to Stevens who also owned it in 1863.

During the Civil War, Fenwick was again used as headquarters for the Union and Confederate armies as Johns Island was again a focal point for a siege of Charleston. The Battle of Bloody Bridge occurred just south of the project area along River Road in July 1864 (Hayes 1978). After the war, planters came back to overgrown fields, ruined equipment, few laborers, looted or burned houses, and no livestock or stores. Former slaves either left the plantations permanently or stayed on to be tenant farmers. A few plantations were sold by a public commission if the owner had not returned. The 924 acres of Rushland were sold to freedmen in 42 lots in 1872. By the mid-1880s Seven Oaks was largely abandoned as was Fenwick. Seven Oaks, at the time 839 acres, was eventually purchased in 1901 by Quash Stevens, a former slave. In the early part of the twentieth century, John Limehouse rented land at Fenwick to raise pigs for pork sausage that he sold at his general merchandise store near present-day Limehouse Bridge (SR 20) (Jordan and Stringfellow 1998).

By 1920, cotton had failed and the Island had switched to growing truck crops like potatoes, cabbage, and snap beans. After a potato blight, many farmers turned to tomatoes after World War II (Fick, et al. 1989). The Seaboard Air Line Railway, running from Florida to the Northeast, was constructed across the Stono River in 1916 to Johns Island and local farmers brought their produce to open loading sheds at the depot on Main Road for shipment, mostly to places out of state. Profitable truck farming was enabled not only by the coming of a railroad to the island but also bridges connecting to the mainland. A wooden bridge was built in 1921 to connect the mainland and Johns Island and named after John Limehouse who had previously operated a ferry at this location. In 1958 it was replaced by the current concrete and steel bridge (Jordan and Stringfellow 1998). A swing bridge connecting Johns Island to James Island was constructed in 1928, altered in 1950, and replaced in 2004. Also, roads began to be paved in the 1940s. Truck farming continued until 1967 when the railroad ceased operation and farms became smaller as land use shifted toward becoming a rural bedroom community for Charleston.

But Fenwick and Seven Oaks saw a different event that was happening in the South. The 1920s and 1930s saw a return of northerners, this time by those interested in revitalizing the old plantations. The main house at Seven Oaks was torn down and a new one constructed in the Neoclassical style by part-time residents, the Pennys. Fenwick Hall was restored by Victor and Marjorie Morawetz who demolished some of the outbuildings and planted new gardens (Wheaton 1995).
Homes surveyed in the project area for Johns Island were constructed in the first part of the twentieth century and are primarily small single-family, one-story homes with few architectural details. Their shapes are ranch, end or side gables which are common to rural areas. Today, Johns Island’s rural character is fading as new housing developments and condominiums are constructed with the accompanying commercial establishments. Former Fenwick lands were subdivided in the 1970s and residential developments recently constructed.

**James Island**
Settlers first came to James Island to found James Towne in 1671 on New Town Creek (James Island Creek), only one year after the founding of nearby Charles Towne on the west bank of the Ashley River (Hayes 1978). Settlers soon moved away from the town sites on the creek to the rest of the island as the desire for land to produce cash crops increased. Large plantations were established on the Island through the 1700s. As on Johns Island, planters grew rice and indigo.

Early on, James Island was used in the defense of Charleston Harbor, notably with the construction of Fort Johnson on the island’s eastern edge. To access the fort, travelers came across the Wappoo Cut at the northwest end of the island by ferry and traveled down the King’s Highway, now called Riverland Drive, and turned east on Camp Road. During the Revolutionary War, James Island was a staging area in 1779-1780 to lay siege to Charleston and capture this valuable port city. British troops built earthworks and encamped at local plantations such as the Stono Plantation, then owned by the Hamiltons who were British loyalists (Fick, et al. 1989).

After the Revolutionary War, agricultural production shifted to growing Sea Island cotton which was well suited for the area. The Rivers family purchased Stono Plantation after the war and increased their landholdings and number of slaves as did many families on the Island (Brumgardt 2008).

During the Civil War, James Island became pivotal in the battle for Charleston. Earthworks were constructed throughout the Island in anticipation of both land and sea attacks. As seen in Figure 12, several earthworks like Fort Pringle, Battery Leroy, and Battery Tynes, all located in the project area, were set up along James Island’s western edge to defend against attack from Union boats plying the Stono River. The James Island Siege Line, constructed in 1863, extended from Fort Pringle on the Stono River east across the island to Secessionville. Another defensive line was aligned north to south down the center of the island and included Redoubts C and D earthworks which are also in the project area. James Island came under attack in June 1862 (Battle of Secessionville) and again in July 1863. Union forces did not overtake James Island, however, until Confederate forces evacuated in February 1865 (Chamberlain 1982). James Island citizens from plantations such as Dill (formerly Stono), Grimball, and McLeod, had already evacuated in May 1862.
The plantations of James Island lay abandoned for several years during the war and in ruin after the war. Without forced labor to farm the labor-intensive crops, plantation owners turned to tenant farming. Tenant farmers were paid wages to farm the former plantation lands that were overseen by white caretakers. They usually rented former slave quarters for housing and sometimes had to rent the tools used to do the farming. If a tenant wanted to go to a different plantation to work, that may have meant losing their home. One community that former Dill Plantation slaves formed was Ferguson Village, located across Riverland Drive from the plantation fields. They lived for several more decades in the same houses as they had during slavery. These houses were eventually torn down by the 1950s as part of a gentrification effort. Other sections of the former Dill Plantation, as shown in Figure 13 below, that became freedmen areas included Ficken, located where the Charleston Municipal Golf Course is today along Maybank Highway; Birchwood, a small area located where the James Island Senior Center is on Riverland Drive; Cross Cut at Central Park Road and Fleming Road; Cut Bridge which bordered Riverland Drive south of Central Park Road and north of today’s George Griffith Boulevard; and Turkey Pen to the south of Cut Bridge which stretched from Riverland Drive to Folly Road where the Meridian Place and Queensboro developments are currently. Of these, only Ferguson Village, Riverland Drive at Central Park Road, and the Central Park Road area retain their communities (Frazier 2006).
A few freedmen were able to buy land to start their own farms. Cotton was again the main crop after the war until the boll weevil ended production by 1920. Vegetables such as potatoes, sweet potatoes, cabbage, and later tomatoes became the main crops produced. Tenant farmers tended these truck crops on former plantation fields but would also grow their own vegetables on small plots at home and take them by boat to Charleston to sell for extra income (Frazier 2006).

Transportation on and off the island was limited to public ferry or individual boats until a permanent wooden bridge over the Wappoo Cut was built in 1899 to the mainland (Hayes 1978). It was later replaced by a concrete and steel swing bridge in 1926 to allow for boat traffic on the Wappoo Cut, and replaced again in 1956. The Maybank swing bridge was constructed in 1928 over the Stono River to connect to Johns Island (Bonstelle 2007). In 1992 the James Island Connector (SC 30) connected James Island directly to downtown Charleston. Transportation on the island was still limited to dirt roads until Folly Road was paved about 1930 (Hayes 1978).

The first planned suburban neighborhood, Riverland Terrace (089R) (as seen in Figure 13), was laid out in the northwest part of the island in 1928 and included parks and boat access to the Wappoo Cut. A public golf course along Maybank Highway was opened in 1929 (Bonstelle 2007). However, development stalled during the Depression. Another early residential area, Woodland Shores (089W) was developed extending south of Riverland Terrace with houses constructed beginning in the late 1930s. At the end of and
right after World War II there was an influx of those needing housing who worked at the Charleston Naval Shipyard and the neighborhoods began to grow again.

Homes surveyed in the project area for James Island reflected housing that continued to be dominated by small vernacular structures for area African American families. These homes are one-story, single-family homes with little architectural ornamentation, in part due to the minimalist style pervasive following WWII and to the economic conditions of the owners. The types of homes are primarily ranch, craftsmen, and side or end gabled. Many times a single plot contains several houses belonging to one family group, added as the plot was handed down within the family. This is most evident at Ferguson Village.

Area African American students attended Cut Bridge School located in a marshy area along James Island Creek at Riverland Drive and Camp Road. One of four schools begun in the Reconstruction era after the Civil War for the island’s African American children, it was a small schoolhouse that did not provide ideal conditions for the children’s education (Hayes 1978). A new school was constructed in 1955 located one mile north on Lucky Road at Riverland Drive as part of Charleston County’s School Equalization Program. This school became the existing Murray-LaSaine Elementary school, named for Albertha Murray, principal, and Dr. Alice LaSaine, former supervisor of schools (Dobrasko 2005; Bonstelle 2007).

Recent decades have seen James Island grow in population with infill housing and new developments. Neighborhoods of moderate-sized homes are filling in areas along Riverland Drive and Central Park Road within the project area. The former Dill Plantation, however, was turned over to the Charleston Museum in 1985 for retention of its lands as a wildlife refuge. Part of the former Dill property is now the James Island County Park. Both of these areas have been spared development.
Previous Investigations

A background search of previously identified historic resources in the project area revealed that several resources within or adjacent to the project area are listed on the NRHP. They include Fenwick Hall (1972) within the project area and nearby Battery Tynes and Fort Pringle (1982). (See Figure 14 for a map of these and the following resources)

There have also been several architectural surveys intersecting or within the project area that have recommended historical resources as eligible to the NRHP (see Table 1 below). Preservation Consultants, Inc. surveyed the historical and architectural resources of Johns and James Islands in 1989 (Fick, et al 1989). They surveyed 330 sites, 201 on James Island and 129 on Johns Island. Of the sites they recommended eligible that are within or adjacent to the project area are the Sons and Daughters of Jerusalem lodge, Seven Oaks house, Woodland Shores neighborhood, and Gibbes House Ruins, and the potentially eligible Oak Point House.

In 1995, the South Carolina Battleground Preservation Trust conducted a GPS survey of Civil War earthworks in relation to the defense of Charleston Harbor (Wheaton 1995). Sites surveyed that are within or adjacent to the project area include an unnamed earthwork located within the James Island County Park and Redoubts C and D located in the interior of James Island. No archaeological evaluations were made but these earthworks are assumed to be potentially eligible. Trinkley and Fick surveyed Civil War fortifications in 2000 in Charleston and surrounding counties that had not previously been recorded, of which Battery Haig is located within the project area.

Rebekah Dobrasko conducted a survey in 2005 of Charleston County’s schools that were constructed under the county’s School Equalization Program of the early 1950s. One school within the project area, Murray-LaSaine Elementary School, was recommended eligible. The project area was surveyed in 1995 by New South Associates for an earlier version of the current project. The study corridor used was a smaller area within the current project area. No historic resources were located in West Ashley or on Johns Island. Seven resources were located on James Island but none were recommended eligible in this survey (Wheaton 1995).

When the Fenwick Hall plantation was listed on the NRHP in 1972, a nine-acre portion was designated on the nomination form, but no specific boundaries were provided (Schuette 1972). Through several archaeological surveys conducted in the past twenty years, numerous archaeological sites have been located on the former plantation lands in relation to eighteenth century activities. These will be detailed in the archaeological survey report to be completed on the preferred alternative for the project. Following is a discussion of the development of the current NRHP boundaries.

In 1995, Wheaton recommended eligible an eighteenth century causeway that led from the property, across the marshlands and Penny Creek, to the Stono River. Testing on a
portion of the causeway was completed by Roberts in 1998 who found the middle portion of the causeway (38CH1146) to be non-contributing due to subsurface disturbance but found the ends of the causeway to be eligible (Ramsey-Styer and Roberts 1998).

In 2000, a survey was conducted by Rust and Harvey on Tract C. An oak allee leading to Maybank Highway and ornamental ponds, both constructed in the 1930s, were found to be contributing elements to the Fenwick Hall property. Finally, a 2002 survey of Tract D by Baluha and Hendrix recommended the Johns Island Stud Discontiguous District to include the house and its environs, causeway, and several archaeological sites located on former Fenwick lands. The South Carolina State Historic Preservation Office (SHPO) requested additional information in order to confirm expanding the NRHP boundaries.

A compilation of known data concerning Fenwick Hall and surrounding properties was presented to the SHPO in 2009 by the author of this report. This information plus additional survey work currently in review by the SHPO led to an expansion of the original Fenwick Hall NRHP listing to include the immediate property and adjacent undeveloped lands, land to the south of Maybank Highway encompassing archaeological sites (38CH1656 and expanded 38CH1291), a causeway on the south side of the Maybank Highway bridge leading to Pennys Creek (38CH2263), and a causeway leading north from the property to the Stono River (38CH1146). (See Appendix for SHPO letter)

Contributing sites to the expanded Fenwick Hall boundary include:

- Fenwick Hall (38CH84);
- oak allee leading to River Road,
- oak allee leading to Maybank Highway;
- ornamental ponds;
- causeway to Stono River (38CH1146, Fenwick Hall Causeway);
- causeway to Pennys Creek (38CH2263, Seven Oaks Causeway; and
- archaeological sites 38CH1291/1292 and 38CH1656.
<table>
<thead>
<tr>
<th>Site number</th>
<th>Name</th>
<th>Location</th>
<th>Eligibility</th>
</tr>
</thead>
<tbody>
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<td>26</td>
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</tr>
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<td>106</td>
<td>Battery Tynes</td>
<td>James Island</td>
<td>Listed</td>
</tr>
<tr>
<td>1280</td>
<td>*Sons and Daughters of Jerusalem lodge</td>
<td>James Island</td>
<td>Eligible</td>
</tr>
<tr>
<td>1341</td>
<td>*Oak Point (Welch House)</td>
<td>James Island</td>
<td>Potentially Eligible</td>
</tr>
<tr>
<td>1425</td>
<td>Gibbes House Ruins</td>
<td>Johns Island</td>
<td>Potentially Eligible</td>
</tr>
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<td>1383</td>
<td>Seven Oaks</td>
<td>Johns Island</td>
<td>Eligible</td>
</tr>
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<td>089W</td>
<td>Woodland Shores Road Historic Area</td>
<td>James Island</td>
<td>Eligible</td>
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<tr>
<td>109</td>
<td>Unnamed Earthwork</td>
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</tr>
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<td>81</td>
<td>Redoubt C</td>
<td>James Island</td>
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<td>79</td>
<td>Redoubt D</td>
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</tr>
<tr>
<td>38CH1800</td>
<td>Battery Haig</td>
<td>West Ashley</td>
<td>Potentially Eligible</td>
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<td>4261</td>
<td>Murray-LaSaine Elementary School</td>
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<td>38CH84</td>
<td>Fenwick Hall Historic District</td>
<td>Johns Island</td>
<td>Listed</td>
</tr>
</tbody>
</table>

*The Sons and Daughters of Jerusalem lodge was destroyed during Hurricane Hugo in 1989 and therefore is recommended not eligible.
*The Oak Point House was moved to its current location from across Folly Road (Bonstelle 2007) and therefore is recommended not eligible.
Legend

- Earthworks
- Listed National Register Site

Historic Structures
- Eligible
- Potentially Eligible
- SHPO Non-Contributing Area

National Register Polygons
- Listed National Register Site
- Earthworks (polygon)

Historic Areas
- Listed
- Eligible
- Woodland Shores Historic Area
- Fenwick Hall Historic District
- Project Area of Potential Effect
- Dill Historic District

FIGURE 14
NRHP RESOURCES WITHIN THE PROJECT APE
Results of Survey

Resource 5726 – 2014 Lucky Road – James Island

This resource is a one-story residence constructed c. 1925 according to property tax files. The house is in a T-configuration and rests on brick piers with masonry fill that has been stuccoed. The roof has asphalt shingles, boxed eaves, and the windows are primarily paired 6/6. There is a shed addition to the rear and a side entrance on the north elevation. It has a partial-width porch with gabled roof, concrete flooring, and concrete block piers and decorative metal supports.

Figure 15- Resource 5726

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
This resource is an abandoned one-story residence that, according to property tax files, was constructed c. 1945. This cross-gabled house has a standing-seam metal roof, exposed rafters, broken, 6/6 aluminum windows, and rests on a concrete slab. The front porch has a gabled roof, new wooden railings and square supports. The porch floor is wood and the steps are concrete. There is a chimney at the rear.

A second resource (5727.01) at the front of the property appears to be of later construction. It is unknown whether this was used as a dwelling or a storage unit. It is in a T-configuration sheathed in weatherboard with asphalt shingles. It rests on a concrete slab, all of the windows are broken, and some of the walls are missing in the rear of the structure. The entry porch has a gable roof constructed of particle board and square wooden porch supports that appear to be a 1960s addition.
This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5728 – 1930 Central Park Road– James Island

This resource is a one-story, side-gabled residence that was constructed c. 1945 according to property tax records. The walls have been stuccoed so that the foundation is not visible. The windows are new, 6/6 and the cross-gable roof has asphalt shingles. There is a brick chimney located in the northwest elevation and gabled dormers have been added at a later date. The front gable porch is enclosed with brick and has an aluminum awning over the entry door, concrete steps, and a large, multi-pane picture window. There is a side entry porch on the east elevation. A metal garage has been attached to the west elevation.

There are two other buildings, a house and a store, on the property that were constructed at a later date.

Figure 18 – Resource 5728

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5729 – 1870 Central Park Road– James Island

This resource, c. 1950, is a one-story residence, approximately two rooms deep, with a side-gabled wing on the west elevation to the rear. The cross-gabled roof extends to create an engaged carport and utility wing to the house. The carport has decorative metal supports. The exterior brick has been stuccoed and the roof is standing-seam metal. The steps to the front door are concrete and the paired windows are 2/2 with decorative shutters. The foundation was not visible.

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5730 – 1808 Central Park Road– James Island

This abandoned resource, c. 1944, is a front-gabled, single story residence on a concrete slab. All of the windows are boarded and the walls have been stuccoed so that the foundation is not visible. The roof has standing seam metal and there is a shed addition to the rear. The porch has a shed roof, the supports are metal, and the flooring is concrete. There is also a shed roof porch on the west elevation.

Figure 20 – Resource 5730

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5731 – 1840 Lowland Lane– James Island

This resource was constructed c. 1950 according to property tax records. It is constructed of concrete block and is in an L-configuration. The windows are double 2/2 and the roof is standing-seam metal. There is a shed porch tucked into the L with square wooden supports.

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5740 – 704-G Riley Road– James Island

This resource, c. 1953, is an L-shape with the front gable portion sheathed in stucco and the side gable has vertical board. There is a screened porch to the rear on the northeast elevation, a brick chimney on the east elevation, and a partial brick chimney on the south elevation. There are metal awnings over the windows which are barred so that the configuration could not be seen. The partial-width porch has square supports and balustrade that are new and the roof has asphalt shingles.

Figure 22 – Resource 5740

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
FIGURE 23
NEWLY SURVEYED RESOURCES WITHIN THE PROJECT APE - JAMES ISLAND
Resource 5732 – 2665 Rushland Landing Road – Johns Island

This resource is a one-story residence constructed of concrete block with 1/1 and 6/6 windows. This structure was constructed c. 1950 according to property tax files. The front gable has horizontal boards and a tripartite window. The standing seam metal roof has exposed rafters. There are two chimneys, one on the ridge and one located to the rear. The full-width porch has a shed roof, wooden, square supports and is enclosed with a screen. There is an engaged addition to the rear and a concrete block garage northeast of the house.

Figure 24 – Resource 5732

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5733 – 1538 River Road – Johns Island

This resource is a one-story, front gable residence constructed c. 1933 according to property tax records. Sheathed in weatherboard on a brick pier foundation, it has 6/6 windows. The roof has asphalt shingles and exposed rafters. The porch is screened and has metal and wood supports and concrete flooring. There is a small side addition on the west, rear elevation.

Figure 25 – Resource 5733

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5734 – 1540 River Road – Johns Island

This resource, c. 1944, is a one-story residence in a T configuration on a stuccoed masonry foundation. Sheathed in weatherboard, it has 4/4 windows plus a multi-paned picture window on the front gable. There is a screened porch constructed of particle board to the rear. The roof is standing-seam metal. The front porch has a shed roof and metal supports.

Figure 26 – Resource 5734

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5735 – 1852 River Road – Johns Island

This resource is an abandoned one-story, front gable residence with asbestos shingle siding and an asphalt shingled roof. There is a full-width, shed roof porch with square posts on the front of the house and a rear gable addition with awning to the rear. The windows are double but the configuration could not be determined as the property could not be accessed. Property tax records state it was constructed in c. 1940.

Figure 26 – Resource 5735

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
Resource 5736 – 2035 River Road – Johns Island

This resource is a one-story, side gable residence constructed in c. 1940 according to property tax files. It is on a concrete block foundation with weatherboard exterior and a concrete block chimney to the rear. The partial-width gabled porch on the front has metal supports and concrete flooring. A screened, frame constructed porch is to the rear, north elevation. The windows are 6/6 and the roof is standing-seam metal.

Figure 28 – Resource 5736

This resource is not recommended eligible as it has no identifiable connections to a significant person or event. This resource is a common vernacular architectural style for the area and has no significant architectural features.
FIGURE 29
NEWLY SURVEYED RESOURCES WITHIN THE PROJECT APE - JOHNS ISLAND

Legend
- Surveyed Resource
- Alternative A
- Alternative B
- Alternative C
- Alternative D
- Alternative E
- Alternative F
- Alternative G
- Project APE
Resource 5737 – Caretaker’s House at the Dill Sanctuary – James Island

Located off of Riverland Drive south of George Griffith Boulevard, this resource, c. 1915, is a two-story frame house resting on a brick pier foundation with masonry infill. It has a wraparound porch with shed roof and square porch supports and balustrade. The windows are 2/2 and are paired or in sets of three, particularly on the second story south and west elevations. The entry door has a transom and sidelights. The side gable roof with exposed rafters has standing seam metal and slopes to the rear of the house with a center, gabled dormer. There is a stovepipe brick chimney on the exterior rear elevation. A one-story weatherboard addition is to the rear with an entry porch and concrete steps. A concrete block secondary addition appears to be used for storage.

![Figure 30- Resource 5737](image_url)

**History**

Paul Hamilton purchased the Stono Plantation prior to 1737 and resided there until the Revolutionary War. A British loyalist, he fled to Bermuda during the war. The British army encamped on his property in preparation for their siege of Charleston as evidenced by artifacts found on the property (Brumgardt 2008). Thomas Rivers purchased the property after the war when Hamilton decided to stay in England. For the next several decades, the Rivers family increased the property and began to grow Sea Island cotton with their numerous slaves (Pecorelli 1999). At one time the Stono Plantation extended from the Wappoo Cut south to the Grimball Plantation and east to the McLeod Plantation (Frazier 2006).

During the Civil War the property was in the hands of Sarah Rivers, widow of Captain John Rivers. Stono Plantation became part of James Island’s line of defense with the
construction of Batteries Pringle, Tynes, and Leroy to guard against attack from Union gunboats on the Stono River.

After the Civil War, the property passed to the Dill family through the marriage of a daughter of Captain Rivers, Eleanor, to Joseph Dill, a wealthy merchant. It was at this time that the Stono Plantation became known as the Dill Plantation. Like the rest of James Island, the plantation changed from the slave system after the war to a tenant farming system. Several former slave families remained on the property, as evidenced through archaeological excavations, while others lived across Riverland Drive and worked either the main plantation or one of the satellite farms on the island (Frazier 2006). By the turn of the twentieth century, the remaining Dills, sisters Pauline, Francine, and Julia, were residing in downtown Charleston and only a caretaker was needed to oversee agricultural operations. Crop production became solely vegetable truck crops including tomatoes and potatoes (Pecorelli 1999).

The Caretaker’s House is located on the former Dill Plantation. It was constructed after the family house, constructed in 1850, burned in 1911. The house was used until the 1970s as a residence for the caretaker who oversaw crop production for the Dill family. When the last of the Dill family died in 1985, the property was willed to The Charleston Museum for use as a wildlife sanctuary.

Previous surveys of the property

Batteries Pringle, Tynes, and Leroy listed on the NRHP in 1982 via a thematic nomination on the Civil War defenses of Charleston. An initial archaeological survey of the Dill Wildlife Refuge was completed in 1986 by Debi Hacker and Martha Zierden. This survey produced sites 38CH464-465 and 38CH852-864. Jeanne Calhoun completed a preliminary history on the plantation in 1986 and Ron Anthony updated the information in 1995. In 2008, a survey of the two cemeteries on site, the Dill Slave Cemetery (38CH564) and the Devil’s Nest Cemetery (38CH464), was completed by Museum staff. Currently, the property is used by the College of Charleston as an archaeological field school (Brumgardt 2008).

Recommendation

The property is in the process of being nominated by The Charleston Museum to the NRHP as the Dill Historic District. The proposed boundaries are the 581 acre property currently owned the Museum (see Figure 32), bounded by James Island Creek on the north, Riverland Drive on the east, the Stono River on the west, and private properties on the south. The historic district would include the following features:

- Dill Slave Cemetery
- Devil’s Nest Cemetery
- Battery Tynes
- Fort Pringle
- Battery LeRoy
- Caretaker’s House
- 15 archaeological sites including former slave quarters, 18th and 19th century main houses and dependencies, Civil War and Revolutionary War related
encampments, a military road from used during both wars, and prehistoric artifacts.

The district contains several features that should be preserved in place, most notably the Civil War batteries and the cemeteries. Other archaeological sites are eligible for their information potential which further investigation may result in a recommendation of preservation in place. The district is related to several significant events in local and national history, such as the Revolutionary and Civil Wars and slave and tenant farming systems, as well as significant local persons, the Hamilton, Rivers, and Dill families.

Resource 5737, the Caretaker’s House, is not independently eligible but rather is a contributing feature of the proposed Dill Historic District. The house has no identifiable connections to a significant person and possesses no significant architectural features. The house does contribute to the District through its connection to a significant event, that of post-Civil War tenant farming on James Island.
Potential Effects by the Proposed Project

Following is a discussion of the potential effects of each of the reasonable new location alternatives to historic resources within each alternative’s APE that are eligible to, potentially eligible to, or listed on the NRHP:

Alternative A
- The Fenwick Hall Historic District would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to the viewshed, particularly the landscape setting of the district. Within the district, Alternative A would also affect the Fenwick Hall Causeway (38CH1146) but not adversely, due to the alternative crossing over non-contributing portions of the causeway. Widening along Maybank Highway would adversely affect archeological sites 38CH1291/1292.

- Dill Historic District, as proposed, would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to a known archaeological site (38CH0857) and the setting of the District.

Alternative A would have no effect to other previously identified eligible, potentially eligible, or listed architectural resources.

Figure 31 – Fenwick Hall Historic District and Alternatives A and C
Alternative B
- Dill Historic District, as proposed, would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to a known archaeological site (38CH0857) and the setting of the district.

Alternative B would have no effect to other previously identified eligible, potentially eligible, or listed architectural resources.

Alternative C
- The Fenwick Hall Historic District would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to the viewshed, particularly the landscape setting of the district. Within the district, Alternative C would also affect the Fenwick Hall Causeway (38CH1146) but not adversely, due to the alternative crossing over non-contributing portions of the causeway. Widening along Maybank Highway would adversely affect archeological sites 38CH1291/1292.

Alternative C would have no effect to other previously identified eligible, potentially eligible, or listed architectural resources.
Alternative D

- The Fenwick Hall Historic District would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to the viewshed, particularly the landscape setting of the district. Within the district, Alternative D would also affect the Fenwick Hall Causeway (38CH1146) but not adversely, due to the alternative crossing over non-contributing portions of the causeway. The alternative would also cross over the Seven Oaks Causeway (38CH2263) causing an adverse effect to the setting.

Alternative D would have no effect to other previously identified eligible, potentially eligible, or listed architectural resources.

Alternative E

- The Fenwick Hall Historic District would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to the viewshed, particularly the landscape setting of the district. Within the district, Alternative E would also affect the Fenwick Hall Causeway (38CH1146) but not adversely, due to the alternative crossing over non-contributing portions of the causeway. The alternative would also cross over the Seven Oaks Causeway (38CH2263) causing an adverse effect to the setting.

Alternative E would have no effect to other previously identified eligible, potentially eligible, or listed architectural resources.
Alternative F

- The Fenwick Hall Historic District would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to the viewshed, particularly the landscape setting of the district. Within the district, Alternative F would also affect the Fenwick Hall Causeway (38CH1146) but not adversely, due to the alternative crossing over non-contributing portions of the causeway. A connector road for this alternative would adversely affect an archaeological site (38CH1656).

- Murray-LaSaine Elementary School would be affected due to the requirement of right of way from the school property with the widening of Riverland Drive. However, the effect would not be adverse since the requirement is minor and located to the side of the school.

Alternative F would have no effect to other previously identified eligible, potentially eligible, or listed architectural resources.

Alternative G

- The Fenwick Hall Historic District would be adversely affected by right of way requirements within the NRHP boundaries. Adverse effects would occur to the viewshed, particularly the landscape setting of the district. Within the district, Alternative G would also affect the Fenwick Hall Causeway (38CH1146) but not adversely, due to the alternative crossing over non-contributing portions of the
causeway. A connector road for this alternative would adversely affect an archaeological site (38CH1656).

Alternative G would have no effect to other previously identified eligible, potentially eligible, or listed architectural resources.

Figure 35 - Fenwick Hall Historic District and Alternatives F and G
Coordination

On August 5, 2008, Jana Bean (WSA), Chad Long (SCDOT), and David Kelly (SCDAH) field reviewed known above-ground historic sites eligible for or listed on the NRHP. Battery Haig, Redoubt D and an unnamed earthwork located in James Island County Park were located in the field. The setting of the Fenwick Hall Causeway was reviewed as well. The Sons and Daughters of Jerusalem lodge was confirmed to be demolished and Oak Point House was confirmed to have unsympathetic changes making both sites ineligible for the NRHP.

The Charleston Museum requested a meeting of agencies to conduct a field review of the Dill Sanctuary property. This meeting occurred on June 9, 2009 and involved representatives from the following agencies: SCDHEC, SCDAH, NOAA, SCDOT, USACE, SCDNR, and USFWS. As a result of this meeting, The Charleston Museum proceeded with nominating the property to the NRHP, which is currently in review by the SCDAH. The SCDAH indicated a preliminary determination of eligibility.

On August 6, 2009, Jana Bean (WSA), Chad Long (SCDOT), and David Kelly (SCDAH) met to determine the expanded boundaries for the Fenwick Hall Historic District. (See Letter dated August 10, 2009 in the Appendix)

On August 19, 2009, representatives from SCDOT (Chad Long) and SCDAH (David Kelly) met to discuss impacts to historic resources in the project area that would potentially occur from the proposed project.
Summary

Background research revealed a variety of eligible and NRHP-listed above-ground historic resources within the project’s APE for the Mark Clark Expressway project. They include a house ruins, historic house, historic neighborhood, six Civil War earthworks, a school, and a historic district. A field survey was conducted of the project APE which documented twelve resources, none of which are recommended eligible, and one contributing resource to a potentially eligible historic district.

<table>
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<tr>
<th>Site Number</th>
<th>Location</th>
<th>Eligibility</th>
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</thead>
<tbody>
<tr>
<td>5726</td>
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<tr>
<td>(Caretaker’s House)</td>
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</table>

The following table lists the potential effects of the project’s seven new location alternatives on eligible, potentially eligible, or listed historic resources. The school, an historic district, and a potentially eligible historic district would be affected or adversely affected by one or more of the project alternatives.

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<thead>
<tr>
<th>Name</th>
<th>Location</th>
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<th>Type of Effect</th>
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<tr>
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<td>Visual Effect-Alternative F</td>
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<td>Fenwick Hall Historic District</td>
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<td>Adverse Effect-Alts. A, C, D, E, F, G</td>
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<tr>
<td>*Dill Historic District</td>
<td>James Island</td>
<td>Potentially Eligible</td>
<td>Adverse Effect-Alts. A and B</td>
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</tbody>
</table>

* District was not surveyed for this report but is currently under evaluation by the SHPO.
• Murray-LaSaine Elementary School would be affected due to the requirement of right of way from the school property with the widening of Riverland Drive. However, the effect would not be adverse since the requirement is minor and located to the side of the school.

• The Fenwick Hall Historic District would be adversely affected by Alternatives A, C, D, E, F, and G by requiring right of way within the NRHP boundaries. Impacts would occur to the viewshed, particularly the landscape setting of the District and to known archaeological sites.

• The proposed Dill Historic District, as proposed, would be adversely impacted by Alternatives A and B by requiring right of way within the NRHP boundaries. Impacts would occur to a known archaeological site and to the setting of the district.

A Memorandum of Agreement (MOA) would be required for any eligible or listed sites that would be adversely affected by the project. Mitigation of adverse affects may include but are not limited to documentation of the resource, landscape plans, or other measures decided upon by the Federal Highway Administration, the South Carolina Department of Transportation, and the South Carolina State Historic Preservation Office.
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