



# BOARD OF ARCHITECTURAL REVIEW

## LANDMARK OVERLAY SITE SYNOPSES

**CITY OF CHARLESTON**  
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Charleston, South Carolina 29401

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The following properties have been placed under Landmark Overlay status by City Council due to their historic importance to the City of Charleston. This designation requires that any external changes to the property are under the purview of the Board of Architectural Review.

### CHARLESTON PENINSULA

<b>Colin McK. Grant Home for Aged Presbyterians</b>	<b>581 Meeting Street</b>	<b>Approx. 1.76 acres</b>
<p>Chartered in 1920, the Colin McK. Grant Home is a charitable organization established for the sole purpose of "conducting a home for indigent Presbyterians." Designed by well-known local architect David B. Hyer, the Grant Home is a row of six identical 2-story "L" shaped white brick buildings located on the southwest corner of Meeting and Huger Streets. Construction actually began in 1923, two years after Mr. Grant's death; the specifications were detailed in his will and carried out by his widow, Caroline Wilson Grant, and/or the executors of her will. Each building contains four dwelling units; two-story porches designed with arches and ornamental brickwork add a great deal of character and detail. The home operated as it was intended from the 1920's through the mid-1970s and is presently used as low-income housing.</p>		
<b>Florence Crittenton Home</b>	<b>19 St. Margaret Street</b>	<b>Approx. ½ acre</b>
<p>Built between 1924 and 1932, the Florence Crittenton Home retains integrity to its original period of construction. The building continues to be used for its original purpose as a residence and school for unmarried pregnant women. It is therefore significant not only for its early 20<sup>th</sup> century institutional architecture, but for its health/medical and social history as well.</p>		
<b>Greek Orthodox Church of the Holy Trinity</b>	<b>30 Race Street</b>	<b>1.7 acres</b>
<p>The Greek Orthodox Church of the Holy Trinity was built between 1950 and 1953. On this site there are three other buildings that serve as ancillary structures to the church: the school building (1960), the Hellenic Center (1941, modified 1980-81), and the church parish house (c. 1955). Despite the fact that the ancillary structures do not contribute to the significance of the church building itself, it is important that the entire property be covered under Landmark Overlay as the buildings are in close proximity and any alterations to these structures would directly impact the church.</p>		

<b>Immigration Center (Old Jail)</b>	<b>49 Immigration Street</b>	<b>Approx. 5.5 acres</b>
<p>Designed in 1911 by Walker and Borden Architects of Charleston, construction was completed in 1913 at the cost of \$70,000. The building is a two-story brick and concrete structure with Neo-Classical elements and contains 12,000 square feet of interior floor space. Although originally constructed to accommodate arriving immigrants, it building was never used for that purpose. It was briefly used to manufacture overalls during WWI, and then stood vacant until 1940, when Charleston County converted it to a jail housing up to 200 prisoners. It was used for this purpose until 1968. It remained unoccupied until 1991 when it was renovated for office use. The exterior of the building retains its original appearance and much of the interior detailing remains intact as well. In 1999 the S.C. State Historic Preservation Office deemed this property eligible for listing on the National Register for Historic Places.</p>		

<b>Lowndes Grove</b>	<b>260 St. Margaret Street</b>	<b>11.6 acres</b>
<p>Lowndes Grove was probably constructed around 1786 and depicts the Palladian influence in the architecture of South Carolina's Lowcountry. At one time the home of William Lowndes, United States Congressman, it later played an important role in the South Carolina Interstate and West Indies Exposition of 1901-02. Although there have been additions to both the front and rear of the house, the majority of the original fabric of the house remains intact and documents an important era of South Carolina's architectural heritage.</p>		

<b>Magnolia Cemetery</b>	<b>U.S. 52/ Cunningham Street</b>	<b>92 acres</b>
<p>Magnolia Cemetery was chartered in 1850 and designed by the noted South Carolina architect Edward C. Jones. It is extensively landscaped with winding drives and paths interspersed with small ponds and a lake. The original design includes a chapel, formal garden, keeper's house, and a receiving tomb. Magnolia also contains a number of excellent examples of late 19<sup>th</sup> century cemetery architecture and sculpture and the graves of many prominent South Carolinians. Magnolia Cemetery—with its extensive landscaping, outstanding tombs, and monumental sculptures—is an excellent reflection of the art, tastes, and social mores of the 19<sup>th</sup> century.</p>		

<b>William Enston Homes</b>	<b>900 King Street</b>	<b>12.1 acres</b>
<p>The William Enston Home property of 29 historic structures on 12.1 landscaped acres was constructed between the initial acquisition of the property in 1882 and 1933. It is an early example of benevolent philanthropic housing for the elderly. The initial portions of the complex were built between 1884 and 1888, with additional structures put up in 1893, 1927 and 1933. The Home provides an unusual and well-preserved example of 19<sup>th</sup> century planning concepts adapted to a charitable, institutional function.</p>		

<b>Trolley Barn</b>	<b>645 Meeting Street</b>	<b>2.63 acres</b>
<p>Built in 1897 to house the city's first electric street cars, the Trolley Barn is constructed of solid brick walls with steel angle trusses. A glass and steel monitor runs the full length of its gable roof. By 1901 the street car system provided access to not only the downtown area but also Hampton Park, Chicora Park in North Charleston, Christ Church Parish (Mt. Pleasant), and Sullivan's Island and Long Island (Isle of Palms). Ridership peaked in the early 1920s, when the cars carried about 2,000 people each day. The trolley system was discontinued in 1938 with the advent of gasoline-powered motors, which led to their replacement with buses, and the growing popularity of private automobiles. However, the trolley barn continued to be used for repairs and maintenance of the buses, continuing its importance as a transportation center for the city.</p>		

### **CAINHOY DISTRICT – BERKELEY COUNTY**

<b>St. Thomas / St. Denis Church</b>	<b>1507 Cainhoy Road</b>	<b>Approx. 4.25 acres</b>
<p>The church on this site was constructed in 1819 after the original church (c. 1706) burned in 1815. The site consists of the main church, which is a fine example of an early 19th century rural parish church, and the small separate vestry building. Both buildings are constructed of stucco over brick, with terra cotta roof tiles. The surrounding graveyard contains graves as early as 1782. This church was the site of the 1876 Cainhoy Massacre, a serious riot between blacks and whites during the Reconstruction period.</p>		

### **JOHN'S ISLAND**

<b>Fenwick Hall</b>	<b>1709 River Road</b>	<b>Approx. 14 acres</b>
<p>Fenwick Hall, circa 1730, was built for John Fenwick, a wealthy South Carolina planter. Two-story brick flanker buildings were added in 1750, of which one survives today. In 1787 John Gibbes, a relative of the family, purchased the property and added an octagonal wing. Fenwick Hall is the finest surviving example of an early Georgian two-story brick plantation house, built on the Huguenot floor plan that was widely used in South Carolina plantation houses during the 18<sup>th</sup> century. The long drive approaching the house is shaded by a double stand of live oak trees, which add greatly to the site.</p>		

<b>Fort Trenholm</b>	<b>John's Island Airport</b>	<b>Approx. 3 acres</b>
<p>Fort Trenholm is a large earth fortification, circa 1864, located on the Stono River opposite Fort Pringle. The fort was designed to strengthen the batteries controlling the Stono River, particularly Fort Pringle. Additionally, Fort Trenholm was sited to prevent a flanking movement of the James Island batteries by a land force on John's Island. The fortification protected against naval activity on the river as well as a flanking attack or enfilading fire on the western James Island batteries.</p>		

## WEST ASHLEY

<b>Farmfield Plantation House</b>	<b>1 Farmfield Avenue</b>	<b>2.25 acres</b>
<p>Farmfield Plantation, circa 1854, is a 2½ -story vernacular plantation house adapted to a Greek Revival format. Located in St. Andrew's Parish, it is significant as a largely unaltered antebellum plantation house, one of the few which survived the Civil War. Farmfield is also locally important for its association with William Ravenel, a banker, shipping agent, merchant, and manufacturer.</p>		

<b>Drayton Hall</b>	<b>3380 Ashley River Road</b>	<b>81.82 acres</b>
<p>Drayton Hall is one of the finest examples of Georgian Palladian architecture in the United States. Begun in 1738 and completed in 1742, this is the only plantation to survive the Civil War intact on the west side of the Ashley River. It was owned privately by the Drayton family until 1974, when it was purchased by the National Trust for Historic Preservation. Opened to the public in 1978, it remains basically unaltered with no plumbing or electricity and still retains areas of historic paint from the 1740s, 1880s, and 1930s. The house contains no furniture. Although the architect is unknown, Drayton Hall boasts a fireplace mantel which is a copy of an Inigo Jones design; an applied plaster ceiling in the Withdrawing Room which is only one of five in the country; and original cypress paneling throughout.</p>		

<b>Site of Old Charlestowne (Charlestowne Landing)</b>	<b>Highway 171/ Albemarle Point</b>	<b>Approx. 184 acres</b>
<p>Charles Towne Landing is the site of the original English settlement established by the Lords Proprietors in April 1670. The settlement was located on the Ashley River on a point of land known as Albemarle Point. In November 1670, the colonists were informed that the town in which they were settled was to be known as Charles Towne. By 1679, the settlement had been moved to Oyster Point, what is now peninsular Charleston. The site at Albemarle Point also possesses significance for its archeological potential, dating as far back as the Early Woodland Period.</p>		

<b>St. Andrew's Parish Church</b>	<b>2604 Ashley River Road</b>	<b>11.84 acres</b>
<p>St. Andrew's Parish was established in 1706. The original church was built in 1708, enlarged in 1723, gutted by fire in 1764, and rebuilt that same year. The present structure dates to the 1764 reconstruction. St. Andrew's Parish was once one of the richest and most important in the Low Country. The walls of the nave of its cruciform church are now the oldest structure of the Episcopal church in South Carolina. The Church is listed on the National Register for its architectural, educational, political, and social/humanitarian significance.</p>		

## JAMES ISLAND

<b>Unnamed Battery No.1</b>	<b>Bayview Farms Blvd. Common Area</b>	<b>Approx.1 acre</b>
<p>The unnamed battery near Clark's Point is an earth redoubt on the southeastern edge of James Island, circa 1862. Since this line of works was later regarded as ill conceived and was partially destroyed, this battery is one of two remaining from a line originally three miles long. It is a good example of an early, enclosed work or redoubt and the only one kept in good repair through the end of the war.</p>		

<b>Battery No. 1</b>	<b>Riverland Drive</b>	<b>16.5 acres</b>
<p>Battery No. 1 is an earth redan, circa 1863, approximately 400 yards from Battery LeRoy. This seven-gun battery is on the western portion of the James Island Siege Line, which runs from behind Secessionville on the east to Fort Pringle on the Stono River on the west. It was a key location in the defense of James Island and was the scene of heavy fighting.</p>		

<b>Battery No. 5</b>	<b>Seaside Plantation Road (Stonefield Subdivision)</b>	<b>1.5 acres</b>
<p>Battery No. 5 is an earth redan, circa 1863, and is the eastern terminus of the James Island Siege Line. It was designed to protect against an infantry attack via the Secessionville region of southern James Island. It also supplemented the firepower of the Secessionville batteries.</p>		

<b>Bozard House</b>	<b>699 Folly Road</b>	<b>0.14 acres</b>
<p>This 806 square foot, one-story vernacular building was constructed c. 1940 overlooking Ellis Creek. It was originally used as a boathouse. The façade porch has angled braces and replacement posts.</p>		

<b>Fort Pemberton</b>	<b>221 Yates Avenue</b>	<b>Approx. 7.4 acres</b>
<p>Constructed in 1862 largely by slave labor from surrounding plantations, this pentagonal earthwork fortification was key to the defense of Charleston during the Civil War. An additional rampart was constructed in 1863, "directly flanking the original section on the southeast." Fort Pemberton served as the western anchor of the Confederate defense lines which stretched approximately 3 miles across James Island to Secessionville. Located on Elliott's Cut of the Stono River, Fort Pemberton was built to deny Union gunboats access to the Stono River. "Although strategically important in controlling the Stono River, Fort Pemberton was also designed to function as a land battery. As an enclosed work, many of Fort Pemberton's guns faced inland in readiness for a land attack."</p>		

<b>Fort Pringle</b>	<b>Riverland Drive</b>	<b>Approx.4 acres</b>
<p>Fort Pringle is a large enclosed earthwork, circa 1863, and was the western terminus of the James Island Siege Line. It was designed to prevent naval forces from ascending the Stono River as well as land forces from attacking up James Island or along the Stono River on John's Island. During the battle for James Island in 1863, Fort Pringle became the site of some of the heaviest artillery attacks made by the Union fleet. It was the key to the Siege Line and crucial in the defense of the Stono River.</p>		

<b>Cuthbert-Heyward House (aka Lawton Bluff House)</b>	<b>683 Fort Sumter Drive</b>	<b>1.58 acres</b>
<p>This house was originally constructed in 1740 under the will of Captain Thomas Heyward for his widow, Hester, and their five surviving children. A Heyward granddaughter married John Alexander Cuthbert in 1787 and the house and land were later sold to Winborn Lawton in 1848. By the early 20<sup>th</sup> century, the house and lands were being used as Lawton Dairy. The house was originally a two-room plan on both floors. In the late 19<sup>th</sup> century, the detached kitchen house was connected to the rear right (northeast) porch and a rear left addition was constructed c. 1900. A porch roof was later added to the façade (south) elevation (c. 1940); porch columns and balustrade were added c. 1960. Despite these alterations, the house retains significant exterior integrity.</p>		

<b>H.W. Frampton House</b>	<b>685 Folly Road</b>	<b>0.61 acres</b>
<p>This is an early 20<sup>th</sup> century building (c. 1920) which makes up part of a group of buildings constructed along Ellis Creek. This example of vernacular architecture is a 1½ story structure with a one story porch and two gable dormers with single windows. It has more recently been used as office space.</p>		

<b>McLeod Plantation</b>	<b>325 Country Club Drive</b>	<b>31.7 acres</b>
<p>McLeod Plantation, circa 1858, is a raised two-story clapboard structure with giant-order pedimented tetrastyle Roman Doric portico and pilasters at the returns. The present front of the structure was originally the rear, and the columned portico was added in 1926. A row of six clapboard slave quarters and an allee of oak trees parallel the drive to the house, with two larger slave quarters adjacent to the house. The drive originally ran to a landing on the Stono Creek where supplies were unloaded and produce was shipped to market.</p>		

<b>Stiles-Hinson House</b>	<b>940 Paul Revere Drive</b>	<b>1.4 acres</b>
<p>This back-to-back arrangement of a relatively unaltered 18<sup>th</sup> century cottage and a late 19<sup>th</sup> century Victorian mansion is most unusual and is unique to this area. Despite the wedded interior, the exterior of both houses are characteristic of their historical periods. The Stiles portion of the house was built in 1742 and reflects the mid-18<sup>th</sup> century planter's house in this area. The riverside house, built by William Hinson, is a large and elegant Victorian structure built in 1891.</p>		

<b>William Seabrook House (Elias L. Rivers House)</b>	<b>1687 Fort Lamar Road</b>	<b>2.7 acres</b>
<p>The Elias L. Rivers House is part of the Secessionville Historic District located on James Island. It is a Victorian residence constructed circa 1875 by Elias Lynch Rivers, a leading agriculturist who did pioneer work in the improvement of Sea Island cotton. This is a simple 1-1/2 story clapboard house set on low brick pillars. Victorian in detail, it is characterized by an asymmetrical design, multi-gabled tin roof and a bay window on the east facade.</p>		