

AREA CHARACTER APPRAISAL
CANNONBOROUGH-ELLIOTTBOROUGH

PREPARED FOR:
THE CITY OF CHARLESTON, SOUTH CAROLINA
AUGUST 2009

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Acknowledgements

This signature project was made possible because of the vision of the City of Charleston and the Department of Planning, Preservation and Sustainability.

This project was also made possible by the efforts of citizens and members of the Cannonborough-Elliottborough Neighborhood Association who provided the consultants with an introductory walk through the neighborhood, were instrumental in generating interest about the project, and provided valuable information about the history, opportunities, and challenges of the neighborhood. The Karpeles Museum staff should also be thanked for allowing the City of Charleston and the consultant team to use their space for public workshops.

The project received a great amount of support from individuals and organizations that provided resources and research aid during this project. These include:

- Historic Charleston Foundation
- Preservation Society of Charleston
- Dr. Nicholas Butler, Archivist - Charleston County Library
- South Carolina Historical Society
- Dale Rosengarten, Curator – Special Collections, College of Charleston Libraries

Finally, all the participants of the public workshops held at Karpeles Museum in February and May 2009 should be thanked for taking their personal time to become involved in the development of the document. Their input was well received and crucial to developing a more comprehensive and thorough document that reflects their concerns and their pride in Cannonborough-Elliottborough.

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ACKNOWLEDGEMENTS

The activity that is the subject of this publication has been financed, in part, with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior.

This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U. S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington DC 20240. Federal funds were administered by the South Carolina Department of Archives and History.



Chapter 1: Introduction

Most planning studies tend to focus on land use rather than the actual physical development patterns of a community. This often results in a lack of attention given to the overall characteristics and qualities of what makes a community or neighborhood unique.

It is important to define the urban design elements that make up a particular neighborhood so that any future development will be compatible with and strengthen the established context. This is particularly important in historic neighborhoods expected to undergo future developmental pressure.



FIGURE 1.1. THE CORNER STORE: A NEIGHBORHOOD ICON.

Purpose

Area Character Appraisals (ACA) are one method of assessing and documenting the physical characteristics of a place. By assessing and understanding the patterns of development and their unique components, character defining elements that make a neighborhood special can be documented for future generations.

Not only do the ACAs serve a planning function, but also an educational and outreach function as well. ACAs should also be accessible to lay citizens to explore how each neighborhood fits into the historical and architectural development of Charleston and the elements that make the city special.

Charleston's recent annexation policies give it many of the qualities and diversity of a large city: very different areas within a short distance of each other, a large and growing land area, and significant development prospects. Balancing historic preservation with development pressure makes Area Character Appraisals for many neighborhoods an exercise that is especially worthwhile and relevant.

ACAs broaden the view of preservation from specific buildings to the fabric of the surrounding community. It is a neighborhood-based approach to preservation, in which elements that make up neighborhood character are articulated and preserved. ACAs describe the context of a neighborhood and the key components that characterize a place. This includes the scale, mass, and rhythm of structures, as well as streetscape and landscape elements. In addition, the current uses and historic and cultural elements are defined in the community.

ACAs will help ensure high-quality development in the City of Charleston, especially areas under heavy development pressure. Although some neighborhoods may not be regarded now as particularly historic, it is important to document the character of an area before substantial change renders it unrecognizable. The first ACAs are being conducted for the historic neighborhoods of Cannonborough-Elliottborough on Charleston's peninsula and Old Windermere and Byrnes Downs in the West Ashley area.

How Area Character Appraisals Work

Area Character Appraisals (ACAs) are not a road map for how a place should look, but rather a reflection of what exists and a guide for continuing established development patterns. ACAs have the ability to provide a neighborhood-specific framework for citizens, developers, Board of Architectural Review (BAR) members, and City staff to ensure that new development strengthens the established context.

Once completed, ACAs will provide a neighborhood-specific framework within which to evaluate new development. The information gathered from the ACAs will serve as a resource for future surveys

and survey updates and as a basis for evaluating current zoning regulations. The ACA produced for these neighborhoods will provide guidance for potential zoning ordinance revisions governing new construction and may eventually serve as justification in establishing a future Conservation District for those areas.

The ACA for Cannonborough-Elliottborough will be a vital resource for the neighborhood by providing guidance for City staff and architectural review boards. An immediate result of the ACA will be a comprehensive documentation of neighborhood characteristics that will guide City staff when re-

viewing projects and renovations in the neighborhood.

To be effective, Area Character Appraisals must adapt as areas change. City staff should initiate periodic updates to the ACAs as needed. ACA updates might be conducted in conjunction with survey updates. The appraisals should be succinct and straightforward, enabling easier updates.

ACA's Purpose

- ARTICULATE A HISTORIC CONTEXT AND STATEMENT OF SIGNIFICANCE FOR THE STUDY AREA
- DESCRIBE THE URBAN DESIGN OF THE AREA
- IDENTIFY CHARACTER-DEFINING FEATURES (BUILDING HEIGHT, SCALE, MASS, SETBACKS, ETC.)
- DEFINE NEIGHBORHOOD BOUNDARIES
- IDENTIFY AREAS WHICH ARE INTACT AND TRANSITIONAL
- EVALUATE THE UNIQUE QUALITIES OF THE NEIGHBORHOOD

Process

This Area Character Appraisal (ACA) for Cannonborough-Elliottborough has been prepared by Robert and Company, an Atlanta-based engineering, architecture, and planning firm. In December 2008, Robert and Company was selected by a panel of City of Charleston staff and local preservation professionals to prepare Area Character Appraisals for three neighborhoods. Included on the Robert and Company team was Glenn Keyes Architects. Glenn Keyes Architects is an architecture and historic preservation firm located in Charleston, SC.

Between January and July 2009, Robert and Company made five trips to Charleston to complete field work and research, participate in public meetings, collect community input, and consult with local experts. Throughout the development of the ACAs, close and regular communication with the client group has helped ensure that the research and final product reflected community concerns, priorities, and visions.

Robert and Company initiated the project by collecting relevant studies, historical maps, and photographs of Cannonborough-Elliottborough and the Lower Peninsula. Guided by the Charleston Department of Planning, Preservation, and Sustainability, Robert and Company reviewed copies of major surveys conducted in Charleston and plans prepared for specific areas of the city and the city as a whole. Robert and Company also obtained copies of relevant National Register nominations and researched local archives, including the South Carolina Room at the Charleston County Public Library, Historic Charleston Foundation Archives, the South Carolina Historical Society, and the Charleston Library Society.

In January 2009, the consultant team conducted a walking tour of the neighborhood with City of Charleston staff, community residents, and stakeholders of Cannonborough-Elliottborough. Robert and Company staff also conducted extensive field survey work of the Cannonborough-Elliottborough neighborhood throughout the process. Staff photographed and took field notes to gather informa-

tion on existing conditions and significant cultural resources in the neighborhood. This included a detailed inventory of land use, transportation, open space, historic resources, and architecture.

As community involvement is key to developing successful ACAs, a public meeting and workshop was held for the Cannonborough-Elliottborough neighborhood. The first public workshop was held on February 18, 2009 at the Karpeles Manuscript Museum. This meeting's purpose was to explain the intent of Area Character Appraisals and provide a framework for the completion of this study. This meeting focused on what the residents of the study area value about their neighborhood, the project team's initial thoughts about the existing conditions and surrounding context, and determining what urban design and cultural elements contribute most to the neighborhood's character.

The Area Character Appraisal was publicly presented in a meeting in June 2009, with subsequent opportunities for public feedback.

Chapter 2: Neighborhood Background

Cannonborough-Elliottborough is composed of two adjacent neighborhoods that together function as one. The neighborhood is located on the Charleston Peninsula, part of the Old City Historic District. The northern boundary of the area is the Septima Clark “Crosstown” Expressway (US 17), while Bee Street and Morris Street collectively form the southern boundary. President Street is the western boundary, and the eastern boundary is considered to be either King Street or Meeting Street, depending on the source. For the purposes of this study, King Street will be considered the eastern boundary. The boundaries of the Cannonborough-Elliottborough study area are shown in Figure 2.1.

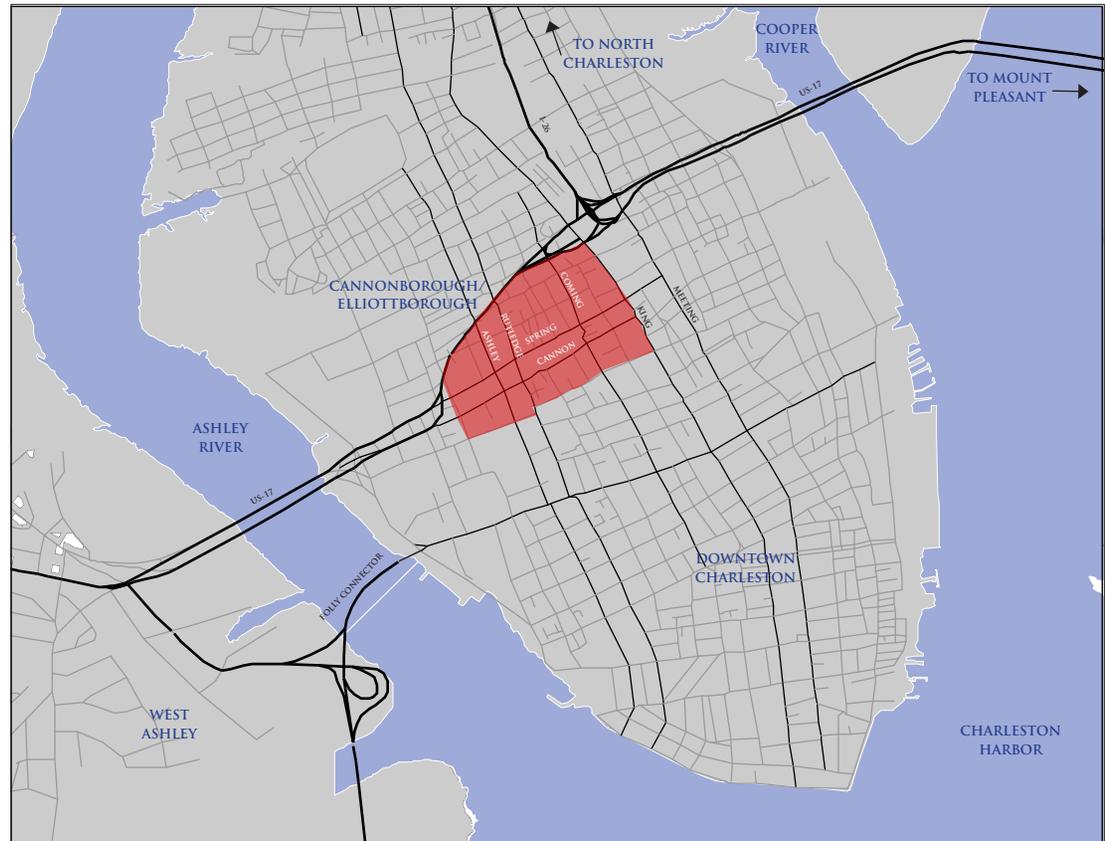


FIGURE 2.1. LOCATION MAP SHOWING CANNONBOROUGH-ELLIOTTBOROUGH AND ITS RELATIONSHIP TO THE CHARLESTON PENINSULA.

The boundary between Cannonborough-Elliottborough is roughly equivalent to Rutledge Avenue, with Cannonborough being Rutledge and west, and Elliottborough being everything east of Rutledge. As mentioned before, the two areas are

functionally one larger neighborhood, and there are no clear distinctions between the two in character.

General Context

Although not well documented, the neighborhoods has been significant in Charleston's history. When first developed, this area became home to the 'common Charlestonian' – a diverse mix of immigrants, freed slaves, and lower class workers of the time.

Despite its lack of published history, the area has a rich and flavorful past, and is currently enjoying a resurgence of vitality. Unlike parts of Charleston south of Broad St. where the trend is turning towards second homes for owners from all parts of the country; this neighborhood exhibits a 'close-knit' community quality of multiple generations of native residents.

Businesses in the community, nearly all of which are local, independent operations frequented by neighborhood residents, are interspersed among residences. Cannonborough-Elliottborough is a truly diverse area.

FIGURES 2.2-2.4. NARROW STREETS, DIVERSE HOUSING STOCK, AND CHURCHES ARE ALL COMMON FEATURES OF CANNONBOROUGH-ELLIOTTBOROUGH.



Planning Studies

As the mid-peninsula area has experienced a renewed interest to new residents and businesses, it has also become the focus of several planning studies.

Spring & Cannon Corridor Plan (1998)

Peter Drey & Company put together this plan for the Spring and Cannon Street corridors in order to help direct planning efforts in the area in order to improve the area's conditions which are heavily influenced by the Crosstown Expressway, Medical University of South Carolina, and the gateway commercial area between the neighborhood and the Ashley River. The inset below shows the numerous local challenges addressed by the plan.



FIGURE 2.5. TRAFFIC IS A SIGNIFICANT CHALLENGE ALONG THE SPRING AND CANNON STREET CORRIDORS.

City of Charleston Century V Plan (1999)

The *Century V Plan* is a comprehensive development plan for the City of Charleston. This City Plan presents a picture of Charleston today and recommends five areas of emphasis for the future. *Charleston Century V* is drafted as a working document for the citizens of the city. The Department of Planning will present an update of this plan later in 2010.

Charleston Century V will become more comprehensive over time as the city studies specific issues in more detail. Future plans conducted by the City of Charleston will represent additions to the *Century V Plan*. The goal of this effort is to make city planning more accessible and easier to understand for the citizens of Charleston.

Local Challenges, From the 1998 *Spring & Cannon Corridor Plan*:

- THE BARRIER CREATED BY THE CROSSTOWN EXPRESSWAY, SEVERING NEIGHBORHOODS THAT WERE ONCE LINKED TOGETHER
- DISCONTINUITY CREATED BY RADICALLY DIFFERENT LAND USES ON THE EAST AND WEST ENDS OF THE CORRIDOR
- HEAVY TRAFFIC VOLUMES ON THE EXPRESSWAY, SPRING STREET AND CANNON STREET, CAUSING STRESS FOR LOCAL RESIDENTS
- THE SIZE AND GROWTH OF THE MEDICAL UNIVERSITY OF SOUTH CAROLINA, GENERATING ADVERSE IMPACTS ON QUALITY OF LIFE
- THE LACK OF A CLEAR PLAN FOR RECOVERY IN THE NEIGHBORHOODS, LEADING TO UNCERTAINTY FOR RESIDENTS AND OWNERS

The Charleston Downtown Plan (1999)

The *Charleston Downtown Plan: Achieving Balance Through Strategic Growth* was completed in 1999 by Urban Strategies, Inc. with Development Strategies, Inc. and SBF Design. The plan's focus is to provide the Charleston Peninsula with a growth management strategy that allows the city to revitalize and grow where appropriate, and restrict growth where it is not appropriate. The scope of the plan is a 20-year vision.

The Plan identifies Spring, Cannon and Upper King Street as transitional corridors – areas where the city fabric still exists, but has been eroded by surface parking lots and demolition. It recommends new development along these streets in available parcels that will reinforce the existing character. The rest of the Cannonborough-Elliottborough area is identified as stable, meaning the plan recognizes this area as a residential neighborhood that should remain largely as it is in terms of form and land use.

Vision/Community/Heritage: A Preservation Plan for Charleston, SC (2008)

A new Preservation Plan was developed to address emerging preservation issues in the City of Charleston. The first preservation plan was developed in 1974 and a majority of that plan's recommendations have been implemented. The updated Preservation Plan is an extremely comprehensive document created with extensive public involvement and input. The community interaction culminated in over 600 recommendations, covering a wide range of issues from traffic concerns to expansion of the historic districts to the issue of affordable housing to the importance of cultural preservation. As the new Plan is intended to guide the City into the next 40 years, the recommenda-

tions are categorized as Immediate, Intermediate, Long Term, and Ongoing. This Area Character Appraisal process and document is one of the immediate recommendations of the 2008 Preservation Plan, and should serve as a vital resource for future preservation efforts in the neighborhood.

One of the major recommendations of the Plan concerning the Cannonborough-Elliottborough neighborhood is the expansion of the City of Charleston's National Register Historic District north of its current boundaries to the Crosstown Expressway. A 1985 survey by Geier-Brown-Renfrow recognized that the areas north of the current District and south of the Crosstown, which includes Cannonborough-Elliottborough, are worthy and eligible for listing on the National Register.



FIGURE 2.6. CHARLESTON'S MOST RECENT PRESERVATION EFFORT.

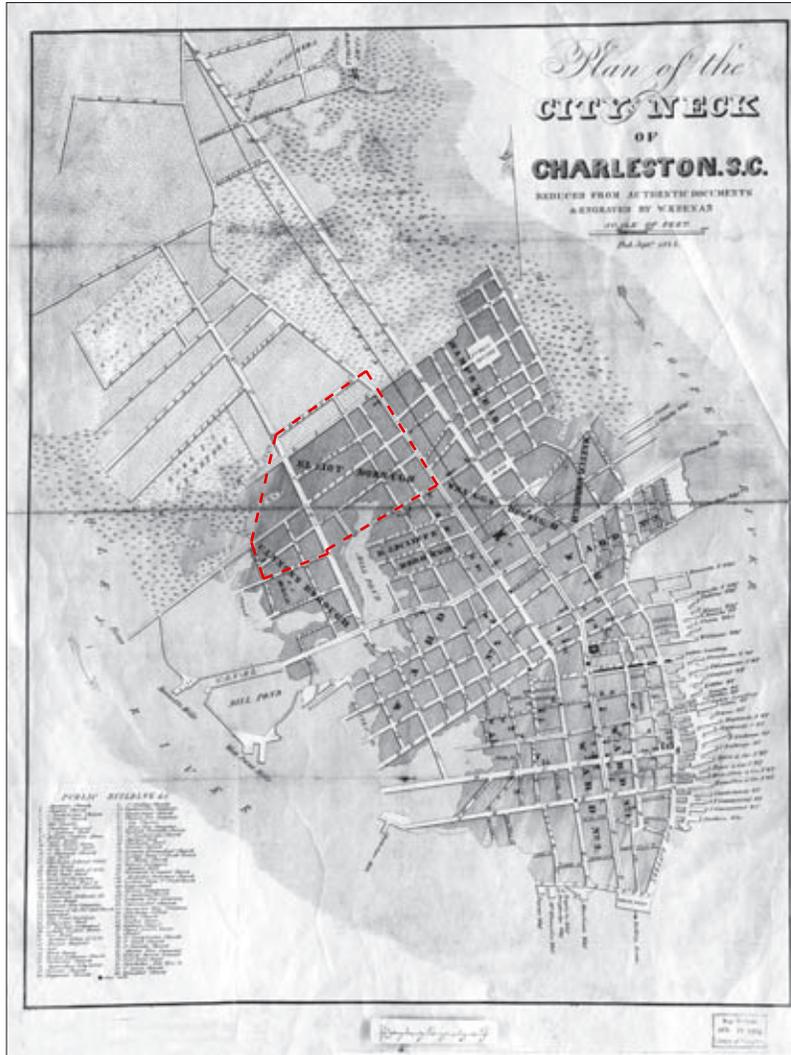


FIGURE 3.1. 1844 MAP OF THE CHARLESTON NECK, WITH APPROXIMATE MODERN BOUNDARY OF CANNONBOROUGH-ELLIOTTBOROUGH SHOWN BY THE RED DASHED LINE.

Chapter 3: History

In order to evaluate the existing conditions and qualities of a neighborhood, especially those in a city so steeped in history as Charleston, it is important to review the past to understand the present. This chapter provides a brief history of Cannonborough-Elliottborough. It is not intended as a complete and thorough history, but rather as a review of past development and characteristics that helped form the foundation of the present-day community.

Chapter 3 Summary

General History

- Cannonborough-Elliottborough originally began as two separate neighborhoods, but are today considered one community.
- Cannonborough-Elliottborough's history is of blue-collar workers, ethnic groups, and vernacular architecture, rather than famous historical figures, premier families and high-style mansions. It is a history of the common Charlestonian, rather than the elite.
- Compared to some other areas of Charleston, Cannonborough-Elliottborough's history is not well-documented.
- The construction of the Septima Clark Expressway through Cannonborough-Elliottborough in 1967 has been detrimental to the neighborhood.
- The neighborhood exhibits a rich culture and wide variety of land uses, small businesses and architectural styles.

Development History

- Historic physical development in the neighborhood is well-documented by several historic maps, including Sanborn Fire Insurance Maps.
- Early development in Cannonborough-Elliottborough was restricted by wetlands that were later filled.
- Line Street is named after a War of 1812 fortification that existed parallel to the present-day road. There are no visible remnants of this fortification.
- Most of Cannonborough-Elliottborough is within the Old City District (locally designated), but outside of the Old & Historic District and National Register District.

Local Landmarks

- Local landmarks include National Register properties, churches, iconic buildings, local gathering places, and other properties with significance or wide recognition.
- Freedman's cottages represent an important local vernacular architectural type and are common in the neighborhood.

Recommendations will appear at the end of this chapter and are denoted in the text by this symbol. **R**

General History

The Cannonborough-Elliottborough neighborhood is defined by US Highway 17 on the north, King Street on the east, President Street on the west, and Bee and Morris Streets on the south. Situated in Charleston's mid-peninsula, the Cannonborough-Elliottborough neighborhood includes the historic 6th and 8th Wards of Charleston.

Cannonborough was named for Daniel Cannon, a carpenter and mechanic who owned several lumber mills in the area. Cannon acquired a large amount of land north of Calhoun Street (then Boundary Street) and west of Comings Creek. Much of this land was marshland at the time, but has since been filled in.

Elliottborough was named after Colonel Barnard Elliott, a Revolutionary War era planter and member of the Provincial Congress. The original Elliottborough was bounded by Spring Street, Ashley Avenue, Line Street and Coming Street.¹ The area was settled as early as 1785 and was comprised of the northernmost neighborhoods. The Ashley River's marshlands bordered the neighborhood's boundaries at that time.

Significant development in the Cannonborough-Elliottborough neighborhood dates to the mid-nineteenth century, when rice production was experiencing a decline and commercial shipping and small-scale industries were developing as the economic base. Principal industries included rice and lumber mills, shipping and rail facilities, as well as small foundries and tanneries. The region's transition from an agricultural-oriented economy to a more diverse economic base was accompanied by an increased immigrant population of Irish and German families, who migrated to the area primarily from northeastern cities to fill the increased demand for labor. Many of Charleston's new industrial and manufacturing activities were located in the mid-peninsula, where land was cheap and housing was affordable.²

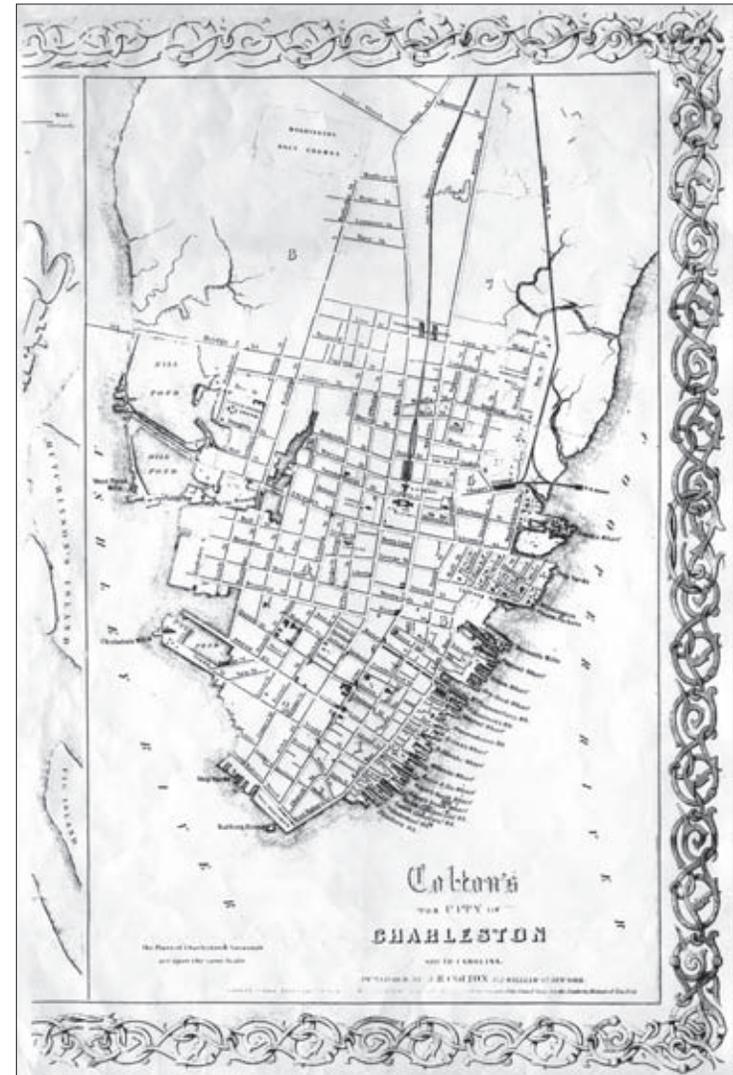


FIGURE 3.2. 1855 CHARLESTON MAP.

In addition to Irish and German populations, freed blacks, unskilled native-born whites, and a sizeable Jewish contingent also settled in the area. The oldest Jewish burial ground in Charleston, known as Beth Elohim Coming Street Cemetery, is located in the Elliottborough neighborhood at 189 Coming Street. Most of the graves in the cemetery date from the eighteenth and nineteenth centuries, while a small number of burials occurred in the twentieth century.³

Although the Cannonborough-Elliottborough neighborhood represents an important aspect of Charleston's mid-nineteenth and twentieth century history, the area has largely been undocumented and remains well off the "beaten path" of most tourism in Charleston. While there is not the concentration of grand mansions or historical markers found elsewhere on the peninsula, Cannonborough-Elliottborough provides a history of the common citizen, local commerce and vernacular architecture of Charleston. As it remains today, the community is a place of residence and business for genuine Charlestonians.

The Cannonborough-Elliottborough neighborhood is made up of a diversity of building types, the majority of which are structures of typical Charleston single house construction. While residences in the area vary greatly in size, some of the larger homes are located along Spring and Cannon Streets, and along Ashley and Rutledge Avenues. Smaller homes are dispersed throughout the neighborhoods on narrow streets including Kracke, Sires, Rose, Ashe, and Percy, as well as on the numerous courts and alleys in the area.

In addition to a mixture of small and medium sized businesses operating in the Cannonborough-Elliottborough neighborhood, numerous religious institutions are scattered throughout the area. Some of the largest of these include the Brith Shalom Beth Israel synagogue on Rutledge Avenue (just outside the neighborhood boundaries), the Francis Brown AME Church on Ashe Street, and the Holy Communion Church located at Cannon and Ashley. The area's largest contiguous land owner is the Medical University of South Carolina, located along the western boundary of Cannonborough.⁴

In 1967, the Crosstown Expressway was complete, establishing a connection between Interstate 26 and the Ashley and Cooper River Bridges. The expansive freeway effectively severed portions of Cannonborough-Elliottborough. This severance, along with heavier traffic volumes and the national trend of "white flight" movement to suburban areas, caused severe decline in Cannonborough-Elliottborough during the 1970s and 1980s. The lingering effects of this decline are still evident despite some significant revitalization. This is most apparent in the number of abandoned and/or dilapidated buildings in the neighborhood.

Corner stores represent a distinctive building type in the Cannonborough-Elliottborough neighborhood. The historical use of corner properties for small neighborhood businesses has played an important role in adding life and vitality to the area. Today, the Cannonborough-Elliottborough neighborhood exists as one of the most diverse residential areas in Charleston. Blue-collar workers, college students, older residents and young families live side-by-side in this evolving section of the city. As noted in an article in the *Post & Courier* (October 12, 2000), the changes that are taking place in the Cannonborough-Elliottborough neighborhood is dynamic in nature:

To understand the stresses on residents in Cannonborough-Elliottborough, one needs look no further than the neighborhoods' boundaries. At its north is the peninsula's busiest traffic artery – the Crosstown Expressway – feeding thousands of cars daily to city streets and river bridges. The ever-reaching arms of the Medical University of South Carolina (MUSC) continue to grab land to the south and west. Along the area's eastern end is the recent darling of peninsular prosperity – Upper King Street. Throw in bus loads of college students – forced out of areas further south by skyrocketing rents – and the collective forces spell change. "It's a two edged sword," said the neighborhood's former president, the Rev. Sidney Davis. "The positive side is people are taking dilapidated homes and fixing them up. The negatives of the desirability are rising property values, traffic congestion and parking shortages."⁵

-*Post & Courier*, October 12, 2000

In 1997, the City and the residents of Cannonborough-Elliottborough perceived a need to create a plan that would direct the future of their community. Around the same time, the Medical University of South Carolina (MUSC) was considering a major redevelopment effort with potential impacts to the neighborhood. This threat precipitated the need for the preparation of a development plan that would involve input from the community.

The result, known as the "Spring and Cannon Corridor Plan," addressed everything from building height restrictions to resident-friendly business hours. In the development of the plan, the neighborhoods focused on working with the City of Charleston to address zoning, infrastructure, development and preservation issues in an effort to promote positive community development that would not encourage gentrification. With the completion of the plan, planning efforts have continued between the neighborhoods and the City to promote collaborative measures that will improve the area while preserving its viability and unique historic character.

Development History

Historic Maps

Sanborn Fire Insurance Maps are an invaluable resource for researching historical development. These detailed maps of buildings and land parcels are well known for their accuracy, and are therefore an excellent window into past neighborhood development. The Cannonborough-Elliottbor-

ough neighborhood has Sanborn Maps preserved from 1888, 1902, 1920, 1944, 1951, and 1955. As a result, one can see the changing landscape of these neighborhoods over time.

Alfred O. Halsey's 1949 *Historic Charleston On a Map*, 'The Halsey Map', contains a vast amount of information. In addition to street and neighborhood locations, the map shows the peninsula's original high-tide water lines, locations of natural disasters (hurricanes, fires, and earthquakes), and numerous historic sites, with supplemental information. Although there are very few historic events or sites labeled in Cannonborough-Elliottborough, the map does show that large areas of Elliottborough's northwestern and southeastern areas were originally under water at high tide.

Another interesting feature noted on the Halsey Map is a fortification paralleling Line Street, which was built for the War of 1812, located approximately where the Crosstown Expressway exists today. Line Street was named after this fortification. Though no visible reminders of the fortification remain, it is an interesting historical fact – one that should be incorporated into a historical marker in the future. **R**



FIGURE 3.3. SECTION OF HALSEY'S 1949 HISTORIC CHARLESTON ON A MAP, WITH WAR OF 1812 FORTIFICATION LINE LABELED.

The Bridges and Allen Map of 1852 shows that development in Cannonborough-Elliottborough was very sparse at the time. While King, Cannon, St. Philip and Coming Streets were well developed, most blocks north of Spring Street, or west of Coming Street, were empty in 1852. Development in the western portions of the neighborhood between Rutledge Avenue and President Street was restricted by marsh and other wetlands. There appears to have been a walled fortification at the edge of the marsh, running just south of and parallel to Line Street, stretching from Ashley Avenue to what would have been President Street.



FIGURE 3.4. MAP PORTION SHOWING THE BOUNDARIES OF THE OLD CITY DISTRICT (BELOW THE DASHED LINE) AND THE OLD & HISTORIC DISTRICT (IN BLUE). CANNONBOROUGH-ELLIOTTBOROUGH BOUNDARIES ARE SHOWN BY THE RED DASHED LINE.

Inclusion in Old City District

Charleston’s landmark preservation ordinance of 1931, the nation’s first preservation ordinance, established the Board of Architectural Review (BAR). Although the BAR began with limited powers in 1931, it has since expanded its powers of review in both scope and area.

Parts of Cannonborough-Elliottborough first came under the BAR’s review in the 1970s following the recommendations of the 1974 Historic Preservation Plan, which included a comprehensive architectural survey of most of the city below Calhoun

Street. The Geier-Brown-Renfroe survey in 1984-85 expanded the inventory to include areas south of the Crosstown Expressway that were not covered in the original 1974 survey.

The 1984-85 survey area became part of the Old City District, and the BAR’s authority over the Cannonborough-Elliottborough area originated with demolition review and repairs and alterations review of buildings identified as over 100 years old or as highly-rated. Today, BAR also has review authority over all new construction and review of demolitions now includes structures over 75 years old.⁶

Cannonborough-Elliottborough below Line Street is currently part of the Old City District, but is not included within the Old & Historic District or Charleston’s National Register District. King Street buildings north of Morris Street are in the Old & Historic District, but not in the National Register District. Chapter 7: Preservation & Integrity, further explores the possibility of expanding the National Register District to include Cannonborough-Elliottborough, and the associated issues and benefits.

Local Landmarks

The map on the following page (Figure 3.7) shows the location of various landmarks in Cannonborough-Elliottborough. Landmarks can be defined in several different ways, but usually include buildings of significance or local gathering places. In general, landmarks are locations that people identify with, and usually everyone in the neighborhood knows these locations by name. The landmarks on this map were identified through local input at the Area Character Appraisal public workshop in February 2009. The map also includes the numer-



FIGURE 3.5. TWO FREEDMAN'S COTTAGES ON LINE STREET (155 AND 157).

ous churches that are located in these neighborhoods, several of which are certainly considered landmarks.

Three properties in the neighborhood are listed on the National Register of Historic Places, and one – St. Luke's Chapel - is located adjacent to the neighborhood's boundary. These buildings are included in the landmark map. Additionally, Freedman's cottages, although not listed on the National Register, are also noted on the map.

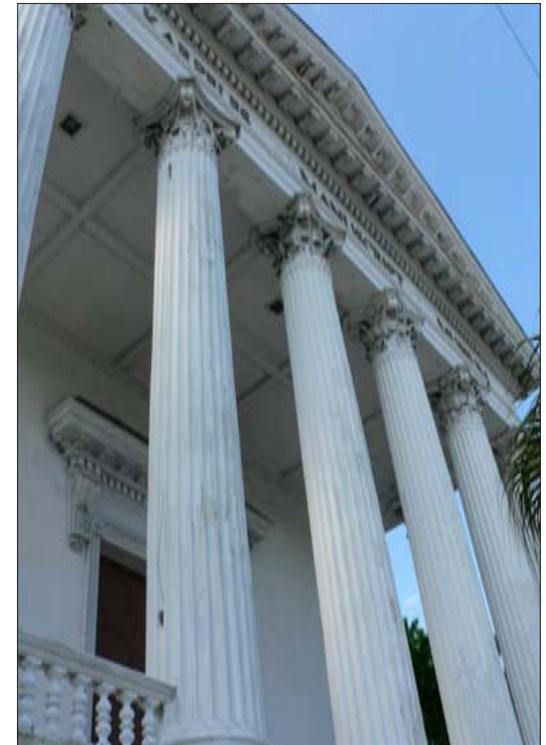


FIGURE 3.6. KARPELES MUSEUM: AN ICONIC LOCAL LANDMARK.

Freedman's cottages are a locally-originated building typology that appears primarily in the mid- and upper-Charleston peninsula, and they are highly valued in the Cannonborough-Elliottborough neighborhood. This typology is discussed in more detail in the chapters on Architecture (Chapter 5) and Preservation (Chapter 7).

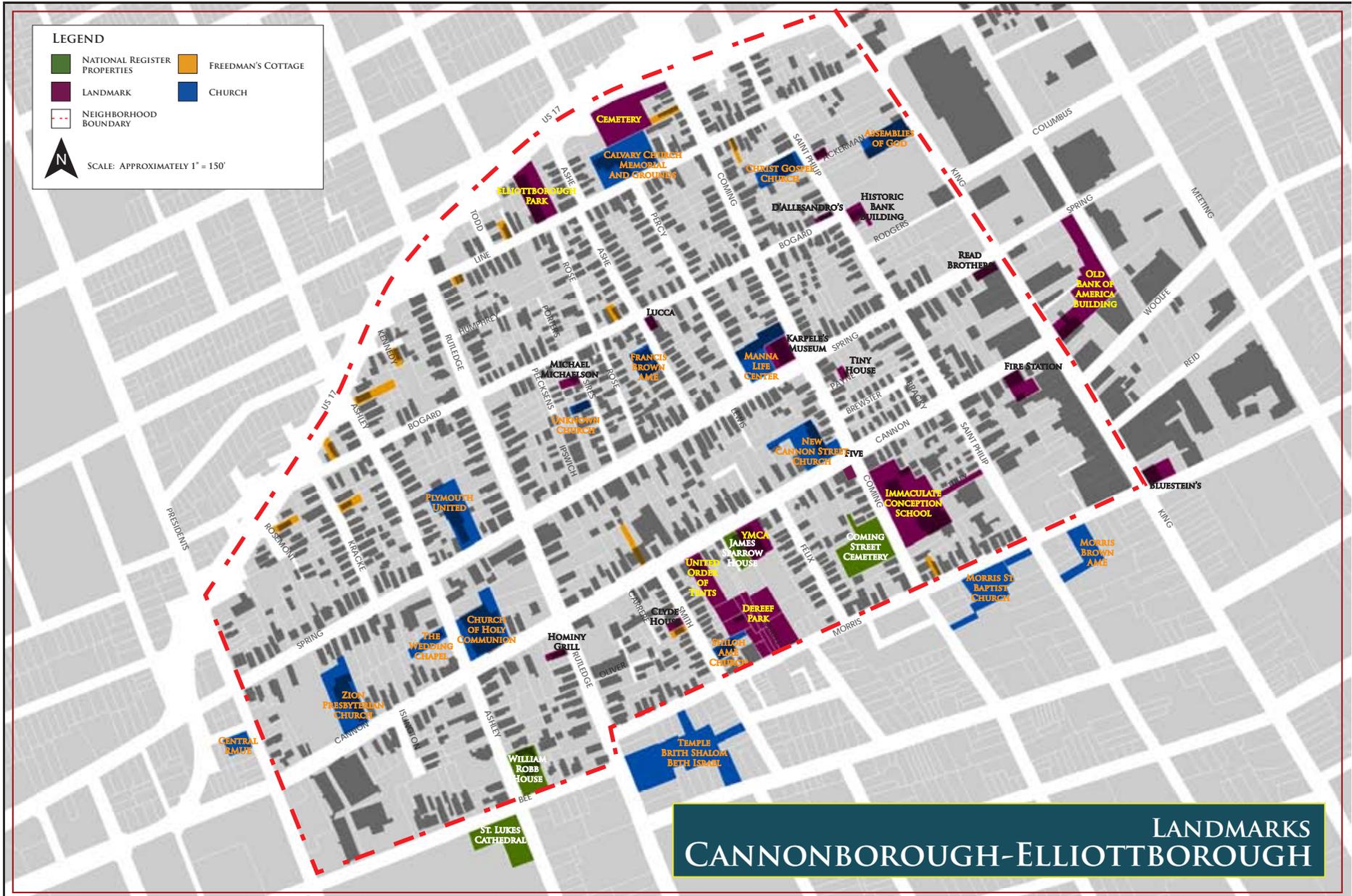


FIGURE 3.7. NEIGHBORHOOD LANDMARKS.

Chapter 3 Recommendations

- Conduct an in-depth survey and history of Cannonborough-Elliottborough, similar to *Between the Tracks* or the *Upper Peninsula Survey*.
- Conduct oral histories with residents of the neighborhood to develop a more detailed history of the area.
- Add historical markers noting the location of the War of 1812 fortification that existed near Line Street.

Endnotes

1 Dorothy, Givens, "Uptown group gets new name, identity," *The Post and Courier*, 10 October 1991. Page 1 "This Week."

2 Linda Stine, et al. (eds), *Carolina's Historical Landscapes*. Knoxville, TN: University of Tennessee Press, 1997. 172-184.

3 Solomo Breibart, *Explorations in Charleston's Jewish History*, Charleston, SC: The History Press, 2005. 171-172.

4 Ron, Menchaca, "Pressure Points," *The Post and Courier*, 12 October 2000. Page 1 "Downtown."

5 Ibid.

6 Debbi Rhoad, "The Board of Architectural Review in Charleston 1931-1993," *Preservation Progress*, special edition spring 1993. 13-18.

Chapter 4: Urban Form

Like most of the Charleston Peninsula, Cannonborough-Elliottborough represents a denser, urban development pattern. The neighborhood's development incorporated traditional features such as a grid layout, but grew in a more organic pattern defined by the neighborhood's needs and culture. This chapter will examine this pattern, as well as the land uses within the neighborhood.

Prevailing Character

- SMALL, WALKABLE BOCKS WITHIN A GRID STREET PATTERN
- A VARIETY OF USES INCLUDING A SIGNIFICANT NUMBER OF CORNER STORES
- A MIX OF HOUSING TYPES



FIGURE 4.1. THIS VIEW ALONG SIRES STREET SHOWS THE COMPACT PATTERN OF DEVELOPMENT IN CANNONBOROUGH-ELLIOTTBOROUGH.

Chapter 4 Summary

Edges, Nodes, & Corridors

- Cannonborough-Elliottborough's boundaries are the Crosstown Expressway to the north, King Street to the east, Bee and Morris Streets to the south, and President Street to the west.
- The Crosstown Expressway is a hard edge boundary, while Morris Street is a soft edge that provides a more seamless transition into and out of the neighborhood.
- Many of the neighborhood's main corridors are grouped in pairs - Spring and Cannon, Ashley and Rutledge, Bogard and Line - each group having a different development character.
- Upper King Street is a thriving district that provides the neighborhood with local shopping and nightlife.

Neighborhood Patterns

- Cannonborough-Elliottborough is a very high-density neighborhood with narrow lots, small blocks, and multiple housing units per lot.
- Lot sizes have a wide range throughout the neighborhood. Rutledge and Ashley Avenues, and Spring and Cannon Streets have larger lots. Rose Lane and Sires Street have very small lots.
- Corridors with primarily single-style residences have minimal or no front yard setbacks. Corridors with Victorian style houses have larger setbacks.
- The neighborhood has maintained a fairly consistent development pattern and mix of land uses throughout its fully-developed existence.

Land Use & Zoning

- Although a residential neighborhood, Cannonborough-Elliottborough exhibits a wide variety of land uses.
- Numerous corner stores throughout the neighborhood add convenience and vibrancy to the interior of the neighborhood.
- There are no industrial uses in the neighborhood.
- The neighborhood is lacking in park space - currently there are only two small parks at the far north and south.
- Most of the residential portion of the neighborhood is zoned DR-2F; most commercial areas are zoned LB, Limited Business (Spring and Cannon corridor), or GB, General Business (St. Philip and King Street).
- Height regulations are based on a height overlay - most of the neighborhood has a maximum height of 50 feet and a minimum of 25 feet.
- In some areas, the zoning code is inconsistent with existing historic development.

Recommendations will appear at the end of this chapter and are denoted in the text by this symbol. **R**

Edges, Nodes, & Corridors

The form of urban areas is commonly described through identification of its edges, nodes, and corridors. Edges form the boundary of a neighborhood or district; Corridors are the main thoroughfares - the primary paths that people take by car or foot through an area; and Nodes are the focal points or gathering places of a community.

Edges

Northern Edge

The Crosstown Expressway forms a rigid northern edge for Cannonborough-Elliottborough.

Southern Edge

Morris and Bee Streets form the southern boundary of the neighborhood. This is a soft edge boundary, because there is not an obvious transition from Cannonborough to Radcliffeborough.



FIGURE 4.2. THE CROSSTOWN EXPRESSWAY (US 17) FORMS A HARD. EDGE AS THE NORTHERN BOUNDARY OF CANNONBOROUGH-ELLIOTTBOROUGH.



FIGURE 4.3. MORRIS STREET, THE SOUTHERN BOUNDARY, CREATES A SOFT EDGE.

Eastern Edge

Depending on the source, the eastern boundary is either be King Street or Meeting Street.

Western Edge

President Street is generally recognized as the western boundary of the neighborhood. Here there is a transition from a mix of residential and neighborhood commercial uses to an area of more intense commercial and institutional uses.

Nodes

Nodes are central gathering places and focal points of a community. Usually these are centralized locations at a major intersection or around a square or plaza. Cannon Street at Rutledge Avenue is a vibrant node with popular restaurants located on three of the four corners (currently Hominy Grill, Fuel, and Lana) and office use at the fourth corner.

The new “Midtown” residential district is part of an emerging node on Cannon Street between St. Philip and Coming Streets, which also includes the very popular restaurant, Five Loaves.



FIGURE 4.4. LANA SITS ON ONE CORNER OF A VIBRANT NODE AT CANNON STREET AND RUTLEDGE AVENUE.

Corridors

Cannonborough-Elliottborough is a dense, mixed use community with a variety of different land use types. On a given block, you might find an apartment building, a church, single-family buildings, and a corner store with second and third-story apartments. Each corridor or group of corridors in the neighborhood has its own unique characteristics of development.

King Street

The southern half of King Street in Elliottborough (south of Spring Street) is made up of mixed-use buildings fronting the street with ground floor retail, and two or three stories of office or residential uses above the ground level. A few buildings (Morris Sokol furniture is an example) are either two story retail, or two-story with a high parapet wall. This area is part of the Upper King Street shopping district and it contains many historic buildings with outstanding architectural details.

North of Spring Street, King Street immediately loses the vibrancy and streetscape that exists to the south. The first block north of Spring Street has a storage and truck rental lot facing King Street on the east side, and an empty lot on the west side of the street. Temporarily, this is a “dead zone”; however, there is hope that the proposed “Midtown” mixed use development will help spur development further north on King Street to fill the voids on the street front.



FIGURE 4.5. UPPER KING STREET DISTRICT: A THRIVING AREA.

Spring Street & Cannon Street

Spring Street and Cannon Street are the two primary east-west corridors in the neighborhood, not including the Crosstown Expressway, which is a limited access highway.

Spring and Cannon Streets have a variety of uses and an eclectic collection of architectural types. Although both are mixed-use, Spring Street is primarily commercial, while Cannon Street is primarily residential. Both are currently one-way streets with opposite directions of traffic (Spring traffic flows west, Cannon flows east), but will be converted to two-way traffic in the near future.

Spring Street is a corridor of primarily commercial uses, but also has many residences and office structures. Spring Street is the one area in the neighborhood where strip commercial development is fairly common. However, there are also a large number of businesses housed in former residential buildings that are more characteristic of the neighborhood. Heavy traffic is common on Spring Street, which has harmed the residential character of this corridor. However, the street maintains a good stock of buildings and a neighborhood scale that should allow it to return to a vibrant street when converted to two-way traffic.

Cannon Street is the “sister” to Spring Street, another one-way corridor paralleling it one block to the south. From Ashley Avenue to Coming Street, Cannon Street is primarily residential. East of Coming Street, there are several businesses and other uses mixed in; west of Ashley Avenue, Cannon Street primarily serves the Medical University of South Carolina. Unlike other streets in the neighborhood, which usually reflect a particular architectural form, Cannon Street exhibits a scattered mix of Charleston single-house residences, Victorian houses, and modern structures.



FIGURE 4.6. RESIDENTIAL SCALE DEVELOPMENT ON SPRING STREET, JUXTAPOSED WITH REGIONAL-SCALE TRAFFIC VOLUMES.



FIGURE 4.7. CANNON STREET HAS AN ECLECTIC MIX OF RESIDENCES.

Bogard Street & Line Street

Bogard Street and Line Street are parallel streets in the northern section of the neighborhood. They are the essence of the residential character of Cannonborough-Elliottborough. Each street is a narrow residential street with parallel parking that serves to keep traffic at a slow pace conducive to pedestrian activity.

Bogard Street is characterized by modest-sized detached homes, often Charleston single home style, throughout the mid-blocks, and frequently with residences above corner stores at cross-street intersections. The ground level of these corner buildings are cut diagonally to address the corner, making them inviting to both Bogard and the corresponding cross street.



FIGURE 4.8. DETACHED HOMES ON BOGARD STREET.



FIGURE 4.9. LINE STREET FREEDMAN'S COTTAGE WITH NO FRONT SETBACK AND PLACED ON A SMALLER LOT.

Line Street is comparable in form and land use to Bogard Street with a similar characteristic of mid-block residences and corner stores. More civic uses (churches, schools, etc.) are incorporated into the mix on Line Street. Line Street is further behind Bogard Street in terms of revitalization, but retains its historic character of development.

Rutledge Avenue & Ashley Avenue

Rutledge Avenue and Ashley Avenue are parallel north-south avenues, separated one block apart. Ashley Avenue has one-way traffic moving north, while Rutledge Avenue has one-way traffic moving south.

They are very similar in architecture and lot frontage, as they both typically have larger homes on larger lots than most of Cannonborough-Elliottborough. There is a mix of residential and commercial buildings on Rutledge Avenue and Ashley Avenue from Spring Street south, but they are strictly residential corridors from Spring Street north to the Crosstown Expressway.



FIGURE 4.10. ASHLEY AVENUE HAS A MIX OF SINGLE-STYLE AND VICTORIAN HOMES

Rutledge Avenue is primarily residential and has larger, grander homes along it – most of which are Victorian style. Unlike the Charleston single-house, the homes along Rutledge and Ashley Avenues have their entrances facing the street rather than to the side. Whereas front yards are rare throughout most of Cannonborough-Elliottborough, there are ample front yards aligning Rutledge and Ashley Avenues throughout the neighborhood.

Ashley Avenue parallels Rutledge Avenue and is similar in scale; however, there is more of a mix between Victorian-inspired homes and Charleston single-style buildings. There are several elegant mansions on Ashley near the southern end of the neighborhood, between Bee Street and Cannon Street. Similar to Rutledge Avenue, most buildings are set back from the street with a yard and have street-facing porches.



FIGURE 4.11. VICTORIAN HOMES ON RUTLEDGE AVENUE.



FIGURE 4.12. ONE OF ASHLEY AVENUE'S GRAND MANSIONS

Neighborhood Patterns

The set of graphics on the next page (Figure 4.14) shows a comparison between Cannonborough-Elliottborough, two West Ashley neighborhoods (Byrnes Downs and Old Windermere), and a modern suburban community in North Charleston. These graphics, each representing an area of 16 square acres (836 feet x 836 feet) in size, show the differences between the compact urban form of early Charleston, early twentieth century suburban development as represented by West Ashley subdivisions, and the low-density sprawl of modern-day conventional suburban development.

Lot Sizes

As with most high-density urban neighborhoods, lot sizes in Cannonborough-Elliottborough are typically small and narrow. The lots throughout these neighborhoods are far from uniform, however, varying from street to street and block to block. For example, Freedman's cottages on Line Street have lots as small as 23 feet wide by 31 feet deep (just over 700 square feet). Many of the grand Victorian houses along Rutledge Avenue are on lots of approximately 60 feet x 140 feet (8,400 square feet) – quite a difference. Even within a single street block, there can be a great variation.

Yards & Setbacks

Setbacks are more uniform than lot sizes, but can still vary a good bit. Many of the streets within this neighborhood have very small setbacks, and a 0' setback is fairly typical in a lot of areas.



FIGURE 4.13. RUTLEDGE AVENUE RESIDENCES TYPICALLY HAVE LARGER LOTS SIZES AND SETBACKS.

The front yard setback tends to vary based on the type of architectural form in place. A street such as Bogard or Line Street has mostly Charleston single-style houses, which tend to come up to the sidewalk edge or have setbacks of just a few feet. On Rutledge Avenue and Ashley Avenue the predominant style tends to be Victorian and face the street and are typically set back 20 feet or more.

Despite the dense pattern of development, there are no rowhouses or townhouse, which are common in other dense, urban areas throughout the country. Except for some areas of strip commercial development, all buildings in these neighborhoods have some separation from one another. Most single houses have a zero-lot line setback on the north or east side, with a setback on the other side wide enough to accommodate a driveway or garden. This is the most typical pattern in the neighborhood. Again, the Victorian style homes along Ashley and Rutledge Avenues, and to a lesser degree Spring Street, Cannon Street, and other roads, exhibit larger side setbacks.

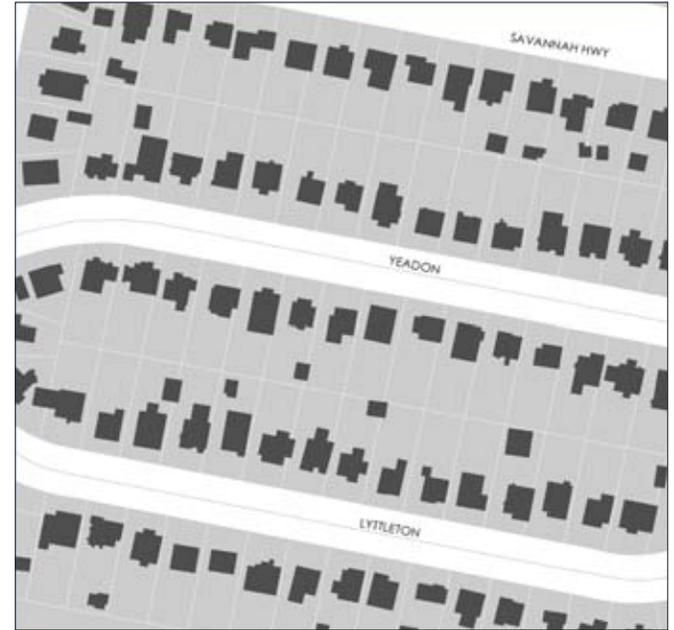


OLD WINDERMERE



CANNONBOROUGH-ELLIOTTBOROUGH

FIGURE 4.14.
DEVELOPMENT
COMPARISONS.



BYRNES DOWNS



COOSAW CREEK, NORTH CHARLESTON

Lot Coverage

Cannonborough-Elliottborough exhibits a wide range of lot sizes, with single lots ranging anywhere from under 1,000 square feet to greater than 11,000 square feet. Narrower, neighborhood-based streets such as Rose Lane, Smith Street, Sires Street, etc. have narrower and often shallower lots, while main thoroughfares such as Rutledge and Ashley Avenues and Spring and Cannon Streets on average have much larger lots.

In order to evaluate average lot sizes and lot coverages in Cannonborough-Elliottborough, a sampling of lots was taken from four different areas of the neighborhood. These four areas are:

- Area 1 - The block bounded by Bogard Street, Percy Street, Ashe Street and Line Street
- Area 2 - The long block bounded by Spring Street, Coming Street, Cannon Street, and Rutledge Avenue
- Area 3 - Rose Lane and Sires Street, between Spring Street and Bogard Street
- Area 4 - Rutledge Avenue, between Spring Street and Line Street

Each table shows the approximate square foot total of each of the sampled lots, the square foot total of the lot covered by buildings, and the associated lot coverage percentage. The range and average lot coverage percentages given at the bottom of each table represent the total of the sampled properties minus anomalous lots that were significantly higher or lower than the typical range of the sampled lots. In each area surveyed, the two highest and lowest percentages were thrown out of the calculations in order to prevent skewing the averages.

Conclusions

The results of this survey show that the overall neighborhood generally has an average lot coverage of 35 to 45 percent. This of course varies greatly. It appears that typically areas with larger lot sizes tend to have smaller lot coverages, showing that building sizes vary less than lot sizes. While this survey is effective in showing typical lots, there are many exceptions to the rule, including lots with multiple buildings that would tend to have a much higher lot coverage.

Area 1 - Bogard, Percy, Ashe, Line

No. of lots surveyed	13
Average lot size	2,857 s.f.
Typical Lot Coverage Range	37% - 56%
Average Lot Coverage	46%

Area 2 - Spring, Coming, Cannon, Rutledge

No. of lots surveyed	21
Average lot size	5,480 s.f.
Typical Lot Coverage Range	27% - 51%
Average Lot Coverage	38%

Area 3 - Rose, Sires, Spring, Bogard

No. of lots surveyed	15
Average lot size	5,536 s.f.
Typical Lot Coverage Range	28% - 45%
Average Lot Coverage	36%

Area 4 - Rutledge

No. of lots surveyed	15
Average lot size	2,434 s.f.
Typical Lot Coverage Range	39% - 50%
Average Lot Coverage	43%

Historic Density & Land Use

Cannonborough-Elliottborough developed in a dense urban pattern that squeezes many buildings into a grid of small rectangular blocks. This is achieved through narrow lots and the long, narrow Charleston single house. Additionally, a large percentage of the neighborhood’s residential buildings are subdivided into multiple housing units, and tandem houses and carriage houses often provide additional units elsewhere on the lot.

In May 2009, College of Charleston and Clemson University graduate students in historic preservation performed a survey and historical analysis of density in Cannonborough-Elliottborough. The survey area included all blocks within the boundaries of Cannon Street, Rutledge Avenue, Line Street and Coming Street - the bulk of the neighborhood’s interior.

Using historic maps and past surveys, the students were able to evaluate the change in land uses and building density throughout the built history of the neighborhood. The study concludes that by 1925, the neighborhood had achieved its highest densities, which have since remained consistent with present day conditions. It also found that densities throughout the neighborhood are relatively homogenous, with the exception of the most densely developed area of the neighborhood, which is the block between Sires Street and Rose Lane.¹

The chart below (Figure 4.15), from the students’ survey, shows historic proportions of land uses in the survey area, as well as the number of vacant buildings. Although the data is incomplete, one can see that the relative mix of residential and other types of uses has remained approximately the same since the 19th century. The biggest difference is perhaps the proportion of multi-family residential units, which has risen substantially.

STATISTICAL ANALYSIS OF GENERAL USE DATA AND BUILDING DENSITY ESTIMATIONS														
General Use	1888*	1902*	1925	1944*	1968**	1985**	1985**	2007**	1888*	1902*	1925	1944*	1968**	2007**
Single Residence	0	0.0%	0	0.0%	519	88.8%	0	0.0%	131	37.1%	0	0.0%	134	39.0%
Multi – Residence	0	0.0%	0	0.0%	45	7.7%	0	0.0%	165	46.7%	0	0.0%	139	40.4%
Total Residences	100	88.5%	532	94.5%	564	96.2%	567	94.7%	296	83.8%	69	97%	273	79.4%
Commercial Institution	11	9.7%	25	4.4%	10	1.7%	23	3.8%	30	8.5%	2	3%	19	5.5%
Vacant	0	0.0%	0	0.0%	8	1.4%	0	0.0%	22	6.2%	0	0.0%	0	0.0%
No Data	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	48	13.9%
Total Buildings	113	100%	563	100%	586	100%	597	100%	353	100%	71	100%	344	100%

*Residence not broken into Single Family versus Multi-Family Residence.

** The map used for representing the 1968 data did not include all outbuildings, lowering the total building count. The 1985 Architectural Survey has a low total building count because it included only those buildings the area considered architecturally significant. The GIS data from 2007 has contiguous building footprints with little definition so there may be a counting error and does not include all outbuildings.

FIGURE 4.15. HISTORIC LAND USE AND VACANCY CHART FOR CANNONBOROUGH-ELLIOTTBOROUGH, FROM THE COLLEGE OF CHARLESTON/ CLEMSON UNIVERSITY LAND USE AND DENSITY SURVEY.

Land Use

Cannonborough-Elliottborough exhibits a wide variety of uses mixed throughout the area (see Figure 4.18, next page), including a vertical mix of uses (different uses occupying different levels of the same structure). This diversity of uses is one of the most important aspects of the neighborhood’s character.

Most housing, rental and owner-occupied, is provided by the Charleston single house. Some are individual residences, but many are divided into separate multi-family units. Several lots also incorporate tandem houses and other accessory dwelling units (such as garage apartments and carriage houses) in the rear half of the property. Although not numerous, there are examples of apartment buildings or other buildings that were originally intended as multi-unit structures.

Spring Street, Cannon Street and King Street are the district’s commercial corridors. There is very little commercial use outside of these corridors, except for corner stores located at various intersections throughout the neighborhood. The corner store is one of the defining characteristics of the neighborhood. Most corner store buildings are mixed-use structures, with residences located on upper floors.



FIGURE 4.17. VERTICAL MIXING OF USES IS COMMON IN THE AREA. SHOWN: RESIDENCE OVER CORNER STORE ON ASHE STREET.



FIGURE 4.16. CHARLESTON SINGLE HOUSES - THE MOST COMMON DEVELOPMENT TYPE IN CANNONBOROUGH-ELLIOTTBOROUGH.

Currently there are no industrial or manufacturing uses within Cannonborough-Elliottborough, as industrial uses on the peninsula are primarily located along the Cooper River adjacent to the ports, or further north in the Neck Area. One land use that is lacking and sorely needed in the area is park space. Two parks – DeReef Park at the far south end of the neighborhood, and the new Elliottborough Park on Line Street at the far north of the neighborhood, are the only public parks serving local residents. Simonton Park in the Morris Square development is just outside the neighborhood’s boundaries. Although large-scale regional and citywide parks are certainly provided by the City of Charleston and the metropolitan region, small community parks are vital to city neighborhoods and a major contributor to their vibrancy. More local parks are recommended in Cannonborough-Elliottborough, preferably within the interior of the neighborhoods. **R**

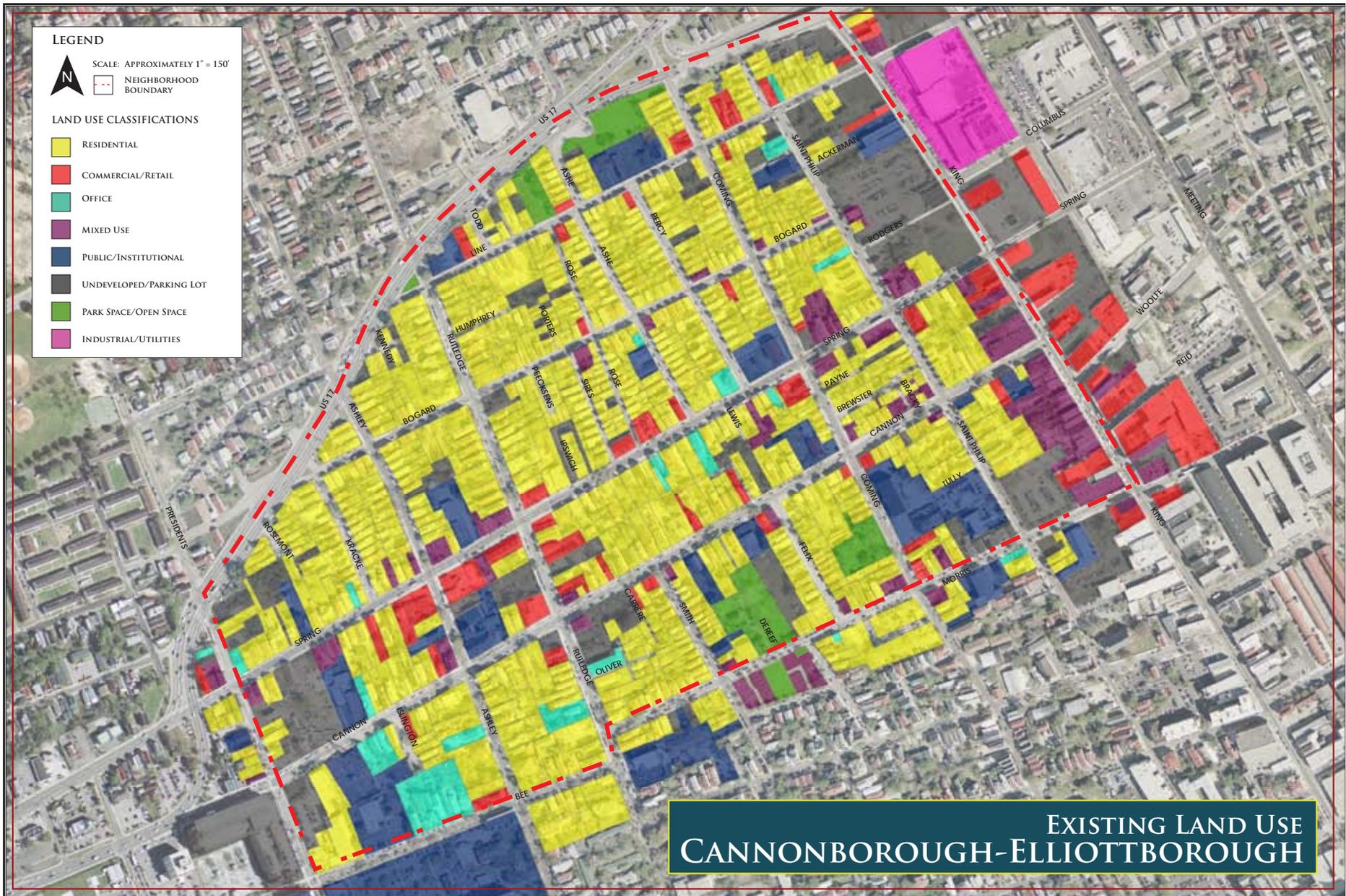


FIGURE 4.18. EXISTING LAND USE IN CANNONBOROUGH-ELLIOTTBOROUGH.

Zoning

Whereas land use describes the current use taking place on a property, zoning describes the regulatory framework for what is permitted on a property. A map of current zoning in the neighborhood is shown in Figure 4.19 on the next page.

Residential

In the residential areas of the neighborhood, most of the land is zoned DR-2F, which is Diverse Residential (front yards required). Parts of Morris and St. Philip Streets have DR-2 zoning (front yards not required); however, this district only comprises a small percentage of the neighborhood.

Non-Residential

General Business (GB) and Limited Business (LB) are the predominant non-residential zoning districts in the neighborhood. The King and St. Philip Street corridors are almost entirely zoned GB. The Spring and Cannon Street corridors are zoned LB, which is a slightly less-intensive zoning category than GB. Although GB and LB are business zoning districts, they allow for residential uses, helping to maintain a mixed-use environment along these corridors.

Mixed-Use & PUD

There are three city zoning categories specifically for mixed use development: MU-1, MU-2 and MU-2/WH. Only a few small areas are zoned mixed use,

located at the edges of the neighborhood along President Street on the west and King Street on the east. Planned Urban Developments (PUDs) in the neighborhood include Morris Square, Peecksens Court and the Midtown residential development. These are areas that were zoned collectively, rather than as individual parcels, and have their own specialized development plan with associated standards.

Height Regulations

Charleston’s Old City Height Ordinance was adopted in 1978, establishing height overlay zones throughout the peninsula. These overlay areas supplement the underlying zoning by providing a height maximum and height minimum in each district. The majority of the neighborhood is in the “50/25” height overlay, with a 50-foot maximum and 25-foot minimum. The only area in a different height overlay is east of St. Philip Street, where the overlay sets a maximum of 55 feet and a minimum of 30 feet. Taller zoning overlays border the neighborhood between Meeting & King Streets and on the Medical University of South Carolina (MUSC) campus.

Residential Zoning Regulations

DR-2F / DR-2

- FRONT YARD SETBACK: 25 FT. (DR-2F); 0 FT. (DR-2)
- SIDEYARD SETBACKS OF 3 FT. AND 7 FT.; 10 FT. TOTAL
- MAX. LOT COVERAGE: 50% (DR-2F); 35% (DR-2)
- HEIGHT LIMITS OF 3.5 STORIES

LB – RESIDENTIAL

- NO FRONT YARD REQUIRED
- SIDEYARDS OF 9 FT. AND 3 FT.; 15 FT. TOTAL
- MAXIMUM 35% LOT COVERAGE

GB- RESIDENTIAL

- NO FRONT YARD REQUIRED
- SIDEYARDS OF 9 FT. AND 3 FT.; 15 FT. TOTAL
- 35% LOT COVERAGE MAXIMUM

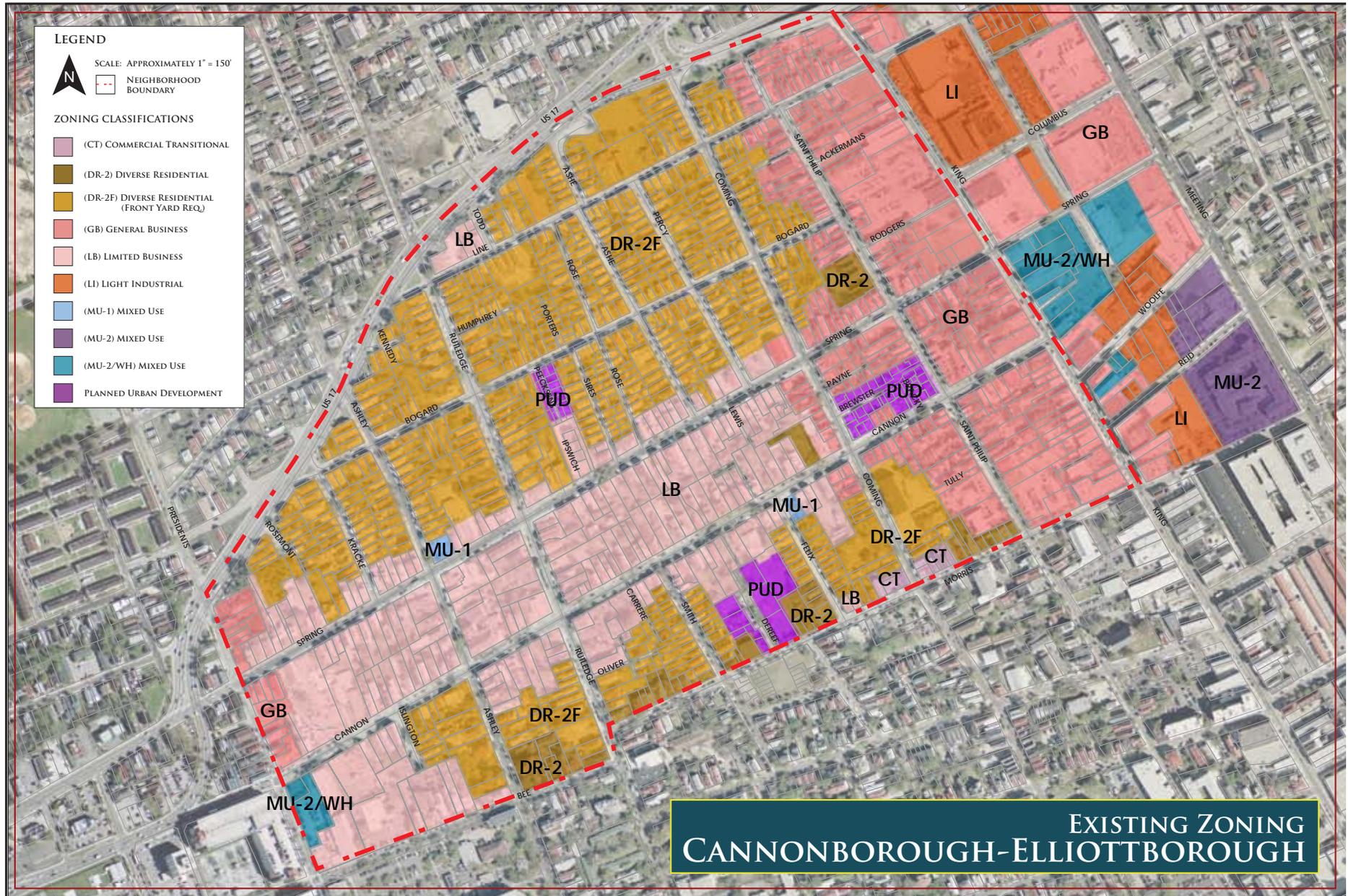


FIGURE 4.19. EXISTING ZONING IN CANNONBOROUGH-ELLIOTTBOROUGH.

Zoning Compatibility

Often problems may arise in older neighborhoods when modern zoning regulations are inconsistent with historic development of lots and buildings. This can create a situation where the zoning code is too restrictive, and would not permit new development that follows the existing form in terms of heights, setbacks, lot width requirements, etc. Similarly, zoning that is too loose will permit com-

plementary development, but may also allow development that is out of scale or out of character with existing properties.

In some cases in Cannonborough-Elliottborough, zoning is inconsistent with historic development, and may prevent compatible future development. The DR-2F zone is incompatible where it re-

quires a front yard with a minimum depth of 25 feet and requires sideyard setbacks on both sides of the lot; whereas many historic lots lack a front yard and have a zero lot line on one side of the property. The ordinance provides exceptions for the front yard requirement that allow proposed buildings to align with the front yard setback of the closest building on a block; however these exceptions would not allow small or no front yards in all cases.²

Additionally, there is no exception for sideyards so that new development may have a zero lot line on one side, as is common with single houses. As a general recommendation, it is suggested that the zoning code be revised if and where it discourages new development from matching the historic precedent. Additionally, local zoning should encourage the variety of use, scale, styles and materials that is present in Cannonborough-Elliottborough. **R**



FIGURE 4.20. MUCH OF THE NEIGHBORHOOD'S HISTORICAL DEVELOPMENT IS BUILT WITHOUT FRONT YARDS.



FIGURE 4.21. CORNER STORE BUILDING AT CANNON AND COMING STREETS.

Corner stores are a unique and character-defining feature of the mid-Peninsula, and are firmly rooted in the culture of Cannonborough-Elliottborough. The loss of a long-standing corner store would be a detriment to neighborhood. As a recommendation, both the downzoning of the first floor of a corner store building to residential use, or the demolition of a corner store should be prohibited. The map on the next page (Figure 4.22) shows the location of corner store buildings in the neighborhood. **R**

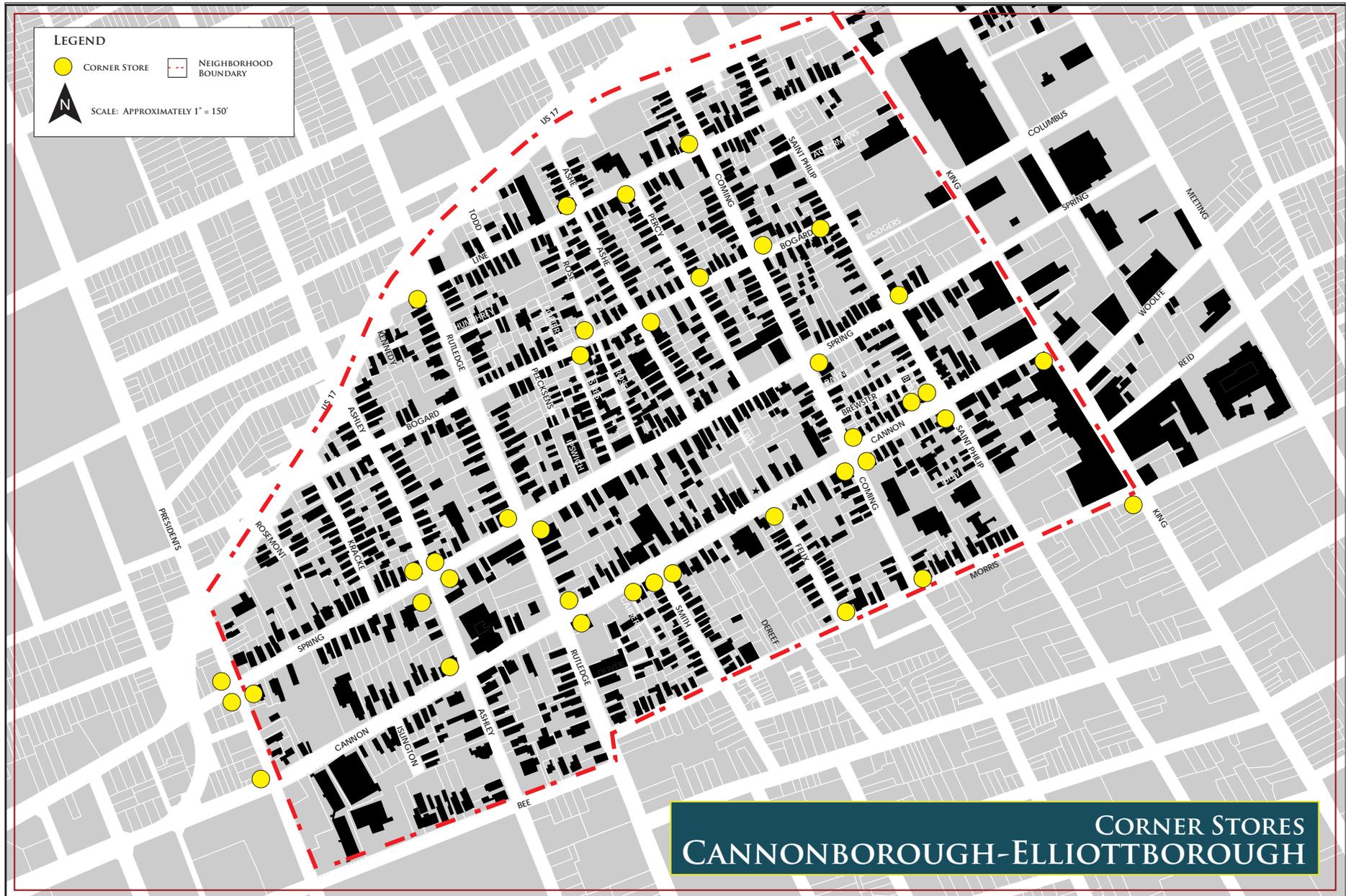


FIGURE 4.22. LOCATIONS OF CORNER STORES.

Future Approaches to Zoning **R**

Some revisions to the city’s zoning code may be warranted in order to more easily promote character-sensitive new development and redevelopment. In a historic area such as Cannonborough-Elliottborough, there is a precedent for a wide variety of architectural styles, building heights, lot widths, setbacks and other physical standards. Zoning codes need to encourage variety within a range set by historically contributing structures,

while discouraging anomalous development that is out of character and/or scale.

Revisions to the code should gear the ordinance more towards utilizing existing ‘contributing structures’ as the reference point by which to judge new development. This approach is used for setbacks in the special exception for DR-2F front yard setbacks where it allows new buildings to have a front yard setback that is as small as the

smallest setback for a contributing building on the same block or as large as the largest setback on the block. In this case, the developer is allowed the flexibility of setting the structure within a range determined by existing contributing structures – and as long as it is within this range, the new development will not be out of character with the rest of the block. This approach should also be applied to building heights, bulk, sideyards and rear setbacks, so that these dimensions also allow for flexibility and contextual appropriateness. **R**

The neighborhood may benefit from height limits that are based on the number of stories as is recommended in the Preservation Plan, rather than a height measurement. Height provisions might also be better served in a context-sensitive format, where the minimum and maximum heights followed the corridor type. For instance, greater heights would be allowed on a busier, wider corridor like Spring Street or Rutledge Avenue, while lower heights would be in place for small residential streets like Percy and Ashe Streets. Some information on heights and number of stories throughout the neighborhood is provided in the next chapter on Architecture. **R**



FIGURE 4.23. HOMES ALONG CANNON STREET AT THE SMITH STREET INTERSECTION. A GOOD EXAMPLE OF THE VARIETY OF DEVELOPMENT WITHIN THE NEIGHBORHOOD.

Chapter 4 Recommendations

- Promote appropriate infill development on King Street above Spring Street.
- Add more park space to Cannonborough-Elliottborough, particularly on the interior of the neighborhood.
- Revise the zoning ordinance where it may limit the ability of new development to match historic development.
- Prevent downzoning of corner store buildings to residential on the ground floor in order to maintain a diversity of uses.
- Base height regulations on the most common number of stories (corridor by corridor), rather than a specific height measurement.

Endnotes

1 *Land Use and Building Density Study for a Section of the Cannonborough-Elliottborough Neighborhood*.
College of Charleston & Clemson University, May 2009.

2 City of Charleston Zoning Ordinance, Article 5, Part 2, Section 54-506(b).

Chapter 5: Architecture

Cannonborough-Elliottborough comprises an area that is one of peninsular Charleston's earliest suburbs. It was annexed by the city in 1849, but contains buildings dating to the early 1800s. The neighborhood encompasses a variety of uses and styles, and has recently become home to developments of traditional and modern architecture. Both multiple dwelling and single structure infill development must adhere to current requirements in building codes, yet also remain sympathetic to the aesthetic of the surrounding area.

Prevailing Character

- GREAT VARIETY OF BUILDING TYPOLOGIES BECAUSE OF THE DYNAMIC LAND USE CONDITIONS
- A MIX OF OLD AND NEW BUILDINGS, MATERIALS, AND HEIGHTS EXIST WITHIN THE SAME BLOCK
- FREEDMAN'S COTTAGES AND CHARLESTON SINGLE HOUSES ARE PRESENT WITHIN THE NEIGHBORHOOD



FIGURE 5.1. THE CHARLESTON SINGLE HOUSE.

Chapter 5 Summary

Forms & Uses

- The single house is the predominant form in Cannonborough-Elliottborough.
- Multiple unit apartment houses and single-family dwellings occur with the greatest frequency.
- Neighborhood churches are also common and serve as civic as well as religious buildings.
- The majority of buildings are two- or two-and-a-half stories.
- Dwellings in the neighborhood usually range between 2000 and 3000 square feet.
- Most houses feature a typical single house floor plan or a variation thereof.

Styles & Typologies

- With the exception of a few localized areas, high-style architecture does not exist in-mass in the neighborhood.
- There is a diversity of architectural styles within each block in the neighborhood.

- Corner stores are a prevailing feature throughout the neighborhood.
- Victorian is the predominant high style architecture and is concentrated on Rutledge and Ashley Avenues.
- Corner stores, freedman's cottages, and the Charleston single house are the prevailing building types.

Materials

- Most commonly wood frame construction, typical materials and details on neighborhood houses are as follows:
 - Gabled standing seam roof
 - Six or two lite sash windows
 - Front porch or double side piazza
 - Turned balusters and columns
 - Simple moulding profiles and casings
 - Wood panel doors, often with transom and hood above

Infill Development

- Compatible contemporary infill, both modern and traditional is present.

Non-Contributing Architecture

- Twentieth-century medical buildings and inappropriate commercial infill are located in and around the neighborhood.
- Bricked-in corner stores detract from the neighborhood.
- Modern materials that replace historic materials is present but detracts from the architectural character of the building.

Recommendations will appear at the end of this chapter and are denoted in the text by this symbol. **R**

Forms & Uses

The eclectic variety in types of buildings from many stylistic categories is apparent throughout Cannonborough-Elliottborough. Although forms reoccur, most notably historic single houses, there is no one “look” of the neighborhood. One block may contain single-family residences, a church, a business and an apartment house. Local businesses are a familiar sight on corners and on well-traveled streets. The neighborhood has an impressive array of historic buildings, and the fabric is generally intact, with a consistency of structures along the public right-of-way.

Single-Family Residential

Over time, the residences of Cannonborough-Elliottborough have evolved with the demands of new owners. Changes are sometimes minimal; instead of making major modifications, long-time owners conducted necessary maintenance, saving many historic houses from irreversible changes. Throughout the neighborhood are mid-twentieth century houses, most of which have belonged to the same family since their construction.



FIGURE 5.2. MULTI-UNIT LOT ON BOGARD STREET.



FIGURE 5.3. A SERIES OF SINGLE HOUSES.

Multi-Family

Some larger historic homes have been divided into multiple condominiums, often by floor. Duplexes are another building use; the single house at 11 Bogard Street has been divided into two units, with a new rental cottage at the back of the property. Throughout the neighborhood, additional dwellings have been constructed where the lot depth is sufficient to accommodate an outbuilding. In many cases the modern infill is minimally visible from the public right-of-way.

Apartment Houses

Given the convenience and affordability of Cannonborough-Elliottborough, college students choose to live in the neighborhood. Kitchens and bathrooms have been added to large historic homes, compromising the integrity of their interiors by adding plumbing and partition walls. A prime example is the three story single house at 12 Bee Street that, with its dependency, contains twenty-three apartments.



FIGURE 5.4. THE WILLIAM ROBB HOUSE AT 12 BEE STREET IS A HISTORIC MANSION THAT IS NOW DIVIDED INTO MULTIPLE UNITS.

Ecclesiastical

Sizes and styles of various neighborhood churches are as diverse as the denominations they serve. Houses of worship are not confined to busier streets; many appear alongside residences in the heart of Cannonborough-Elliottborough. For example, Ashe, Percy and Morris Streets are all home to neighborhood churches. Historic churches with more prominent locations include: The Church of the Holy Communion at Ashley Avenue and Cannon Street, Morris Street Baptist Church, and Zion-Olivet Presbyterian Church at 134 Cannon Street. A historic church on Sires Street with a shingled steeple and gable end has been converted into a residence.



FIGURE 5.5. SHILOH AME CHURCH ON SMITH STREET.

Light Commercial

Most businesses in Cannonborough-Elliottborough are concentrated along streets with high traffic, such as the east-west thoroughfares of Spring and Cannon Streets. However, some stores and restaurants do not rely on high visibility, but instead on word of mouth or neighborhood familiarity. New, or relocated, businesses have flourished with the increase of investment in the area. Retail, restaurants, and local businesses appear throughout the neighborhood. A few stores and offices occupy what were originally built as single family dwellings. The south side of Spring Street on either side of Rutledge Avenue includes one and two-story modern brick infill development with large parking lots adjacent to the street.



FIGURE 5.6. FORMER RESIDENCE, CONVERTED TO GROUND FLOOR RETAIL, ON SPRING STREET.



FIGURE 5.7. RESIDENTIAL LIVING SPACE ABOVE A COMMERCIAL USE.

Residential-Above-Commercial

Corner grocery stores are a common sight in the neighborhood and can serve up to a four-block radius. Historically, many proprietors of neighborhood businesses lived above the stores they owned. This organization of space still exists, even if the businesses themselves have changed. First floor commercial spaces have tall, undivided fenestration that addresses two streets. To accommodate traffic from different directions, the front door is at a 45 degree angle to both streets, with the overhanging corner supported by a cast iron column. The new “Midtown” residential development maintains this historic arrangement in its corner buildings at the intersections of Cannon and Coming Streets, and Cannon and St. Philip Streets, providing space for new businesses below with apartments above.

Typical Height/Number of Stories

A range of heights is evident in the neighborhood, with most historic construction built at two or two and one-half stories, and construction within the last five to ten years frequently taller. In order to maximize efficiency on a narrow lot, multiple stories are generally the rule. However, there are exceptions to this paradigm, as illustrated in the following examples.

One-Story Commercial

Commercial space of this height falls under several distinct building types - free-standing wood or masonry structure on an interior lot, corner store, or street-facing addition to an existing dwelling. Small commercial spaces of this height category add variety of materials, and often color, to a street.



FIGURE 5.8. ONE-STORY COMMERCIAL BUILDING.



FIGURE 5.9. A FREEDMAN'S COTTAGE.

One-Story Residential

Freedman's cottages are the most abundant type of one-story house in Cannonborough-Elliottborough. Some of the cottages have incorporated an extra half story into their attic spaces. Rose Lane contains several contemporary variations on this historic typology. In general, dwellings composed of only a single story are rare in the neighborhood.

Two-Story Residential

Modestly-sized single houses without dormers and a few modern outliers compose the majority of this height category. The greatest consistency in height can be found on interior north-south streets above Spring Street, but Bogard and Line Streets also provide good examples of two-story single houses. The single house is the model architectural form and variations on it have been repeated in modern infill.

Two-and-a-Half-Story Residential

Buildings of this height are commonly found along wider streets, and are frequently of a larger single-house or Victorian style. Spring and Cannon Streets and Rutledge and Ashley Avenues contain the most examples of this type. There is a noticeable shift in height from interior streets to the main one-way thoroughfares. Dormers are more common on the taller single houses along the previously mentioned routes.

Three-Story Residential

Most new development falls into this height category, including new live/work spaces on Spring Street west of St. Philip Street. Residences in the “Midtown” residential development along Cannon Street appear to be two stories; the third floor steps back from the street façade, so that it is primarily visible only from a distance. Residences within Brewster Court itself are three stories, but are minimally visible from surrounding streets.



FIGURE 5.10. THREE STORY RESIDENCE ON BREWSTERS COURT.

Three-and-a-Half-Story Residential

Buildings of this height are outliers in the neighborhood, and provide diversity of height on their respective streets. The tallest historic buildings in the neighborhood are on wider one-way streets, Rutledge Avenue and Cannon Street. Two examples are 207 and 235 Rutledge Avenue, which are residential-over-commercial and single-family, respectively. The building at 73 Cannon Street houses a social organization.



FIGURE 5.11. TWO-AND-A-HALF STORY VICTORIAN RESIDENCES ON RUTLEDGE AVENUE.



FIGURE 5.12. THIS THREE-AND-A-HALF STORY STRUCTURE AT 235 RUTLEDGE AVENUE IS ONE OF THE TALLEST IN THE NEIGHBORHOOD.

Size

In areas of the neighborhood where there is a consistency in architectural form and massing, it is possible to convey an approximate size range of dwellings. A typical two-story single house without additions or enclosures, with an unfinished attic, usually has no more than 2,500 square feet. A typical freedman's cottage in its unaltered condition may provide approximately 1,000 square feet of living space. It is possible for total living space in larger homes to exceed 3,000 square feet, but historic homes of this size are frequently divided into apartments. For an additional example, new homes in the Midtown residential development range from 1,900-2,300 square feet, while new Peecksens Court homes are only around 1100 square feet.



FIGURE 5.13. FREEDMAN'S COTTAGE. WITH REAR ADDITIONS ON PRESIDENT STREET.

Floor Plans

Single House

Although variations may occur, the single house is the most commonly repeated floor plan typology in Cannonborough-Elliottborough. The division of space in a basic Single house is two rooms over two rooms, with a central stair hall dividing the house. Public rooms are on the first floor, with bedrooms above and often a third floor attic or additional living space.

Freedman's Cottage

In its original condition, this house type provides approximately 1000 square feet of living space. It includes one bedroom, one bathroom, a living area and kitchen. The piazza is often a few steps up from the sidewalk and is divided from the right-of-way by a screen wall containing a door. The bedroom is closest to the street, followed by the living area into which the front door opens, with the kitchen and bathroom at the back. Variations to this plan exist, but the size and rooms are typically consistent from one house to the next.

One-Story Commercial

One-story corner buildings are typically either brick veneer or concrete block, occupy more square footage, and have replaced historic wood frame corner stores. The size and construction of the smallest commercial buildings on interior lots allow the floor plan to be uninterrupted by structural support. A few wood frame examples do not exceed nine or ten feet wide.

Styles & Typologies

Cannonborough-Elliottborough has an extremely diverse architectural fabric with examples of multiple styles from the Federal Period to Neo-Traditional. Most growth occurred in the late 1800s, and the Victorian influence can be seen in buildings of that period as well as in details of previously existing buildings that were adapted to reflect the prevailing style.



FIGURE 5.14. CORNER STORE.

Corner Stores

Corner stores are inviting and add interest to the streetscape; their details and construction allow them to be identified stylistically. The most commonly repeated corner business layout includes large, minimally divided windows on two street-level elevations, a lower bracketed cornice and angled front door. However, as exemplified in 114 Cannon Street, corner stores do not always have a 45° configuration. The large two over two divided life windows and glass and wood double entry doors face Cannon Street only. This structure is an earlier example of a corner store, in contrast with those further into the neighborhood. The recently restored mixed-use frame buildings at the corner of Bogard and Ashe Streets and Bogard and Percy Streets have helped to re-establish the presence of the corner business in Cannonborough-Elliottborough. As a result, several other structures are undergoing rehabilitation. There is a frequency of corner markets and businesses seen in this neighborhood that is rarely found elsewhere. They encourage pedestrian activity and promote local business. For a map of corner store locations, refer to Figure 4.22 in Chapter 4. R

One-story Commercial

Buildings of this size and use in Cannonborough-Elliottborough stand out not only for their style, but materials, details and colors as well. Several twentieth-century filling stations occupy valuable corner lots on Rutledge and Ashley Avenues and Cannon Street. They have been rehabilitated to support a variety of new occupants, including offices, retail and restaurants. Additional single-story commercial spaces are concrete block structures, such as the bakery at 59 1/2 Cannon Street, and a former millinery businesses at 85 1/2 Spring Street, which has a stepped parapet. Two buildings, 9 and 13 Cannon Street, are wood frame with high parapets concealing gabled standing seam metal roofs beyond. At Sires and Spring Streets is a one-story modern brick convenience store and apparel shop with parking in front. A one-story building at 61 Cannon Street was built for the downtown branch of the YMCA in the early 1950s.



FIGURE 5.15. ONE-STORY BAKERY AT 59 1/2 CANNON STREET.



FIGURE 5.16. GAS STATION CONVERTED INTO A RESTAURANT - 211 RUTLEDGE AVENUE.

Filling Stations

Several former corner gas stations in high traffic areas of the neighborhood have been adaptively used and provide office and retail space. The design office at Spring Street and Ashley Avenue rehabilitated the existing station and improved the surrounding landscape. The business on the opposite corner also enclosed the station's drive-through bay and underwent an interior and exterior rehabilitation. In the case of the restaurant at 211 Rutledge Avenue, more elements of the original station were retained, including the metal garage doors, glass block wall and concrete floor. It is notable that these remaining filling stations differ greatly from each other stylistically. The streamlined modern design at 211 Rutledge Avenue contrasts with the Spanish eclectic at 125 Spring Street and Georgian eclectic at 131 Spring Street.

Single House

As viewed from the street, the Charleston single house is composed of two main elements: the body of the house and a one or two-story piazza. The first level of the piazza is separated from the sidewalk by a screen containing a door. Massing is simple and often symmetrical, with two windows at street level aligned with two windows above. The roof typically has a gable end, sometimes with a full return cornice or a single small third floor window.

Beginning in the late nineteenth century, a common variant of a single house façade was the enlargement of the first floor, street-facing parlor, and sometimes the bedroom above, achieved by adding a three-sided bay on the front elevation. A good example is 129 Cannon Street. The location of the front door could also be moved from the piazza to the opposite side of the house, so that the front door accessed an interior stair hall and not an exterior space. One example of this layout is 165 Spring Street.



FIGURE 5.17. CHARLESTON SINGLE HOUSE ON PERCY STREET.



FIGURE 5.18. FREEDMAN'S COTTAGE ON MORRIS STREET.

Freedman's Cottage

This dwelling typology is typically a one-story wood frame structure with one or more fireplaces, a street-facing gable, and south or west-facing piazza. The piazza often has an end wall containing the door, maintaining privacy between it and the sidewalk. Freedman's cottages are usually one room wide, and at least two rooms deep. Over time, additions may have been constructed to the back, or part of the piazza enclosed, to provide additional living space.

American Victorian & Queen Anne

Common on Rutledge and Ashley Avenues, the Victorian style is evident at 257, 259, and 261 Rutledge Avenue. All have street-facing gables, and 257 Rutledge Avenue has intersecting gabled roof forms. Window sash are two-over-two lite double-hung and simply detailed. On these and other homes of this style, it is common to find a pediment over the entry bay to the porch. Unlike a single house, porches are found on the front of the structure and are frequently two-stories. 54 Cannon Street and three neighboring houses at 50, 52 and 54 Spring Street reflect this construction detail. Instead of being classically detailed, porch columns are turned and have smaller diameters, sometimes resting on a square pier. Victorian homes, like the Queen Anne sub-category, may include gingerbread detailing and decorative gable spandrels.

As with other Victorian styles, Charleston has a unique way of articulating the Queen Anne style while remaining within the confines of a narrow and deep urban lot. Eliminating projecting side bays and towers, neighborhood examples of this style feature patterned wood shingles in the gables and walls, compound roof forms and decorative detailing. Front porches have spindlework, or gingerbread, ornamentation, and turned balusters and columns. Examples are more often found on the more traveled streets; addresses of note include 82 1/2 Spring Street, 236 Ashley Avenue and 78 Cannon Street.



FIGURE 5.20. ITALIANATE BUILDING,
SIRE'S STREET AT BOGARD STREET.



FIGURE 5.19. AMERICAN VICTORIAN HOMES ON RUTLEDGE
AVENUE.

Italianate

Identifying elements of this subset of the Victorian style include tall, narrow windows, paired brackets at the eaves and projecting bays. 53 Bogard Street is a restored corner residence that includes large two-over-two double-hung windows with hoods, detailed brackets under the wide eaves and low pitch hipped roof.

Outstanding Examples

Architecturally, the single house tends to define the residential aspect of the neighborhood, although within that subset are varying degrees of detail that lend to the character of each dwelling. Corner stores and businesses have become neighborhood landmarks, but some original or unaltered structures contribute most to Cannonborough-Elliottborough's sense of place. Regardless of use, many buildings in the area stand out as significant works of architecture, of which only a few are listed below.

James Sparrow House

65 Cannon Street, circa 1818

The Federal-style Sparrow House was built before the area was annexed to the city in 1849. It is a two and one half story single house of stucco on brick, with stucco quoining at the corners and a full-returning dog-tooth cornice. A stucco belt course delineates the first and second floors. Its original 9-over-9 lite windows and surviving interiors convey a late-Federal style unique to the area. The one story piazza was restored on its original footprint.



FIGURE 5.21. JAMES SPARROW HOUSE.

Karpeles Manuscript Museum

(formerly St. James United Methodist Church)

68 Spring Street, 1858

Occupying a prominent corner lot at Spring and Coming, this impressive Roman Revival church was based on a temple form. Like other churches of the period, it lacks a steeple. It is two soaring stories on a full height basement and features Corinthian columns supporting a modillioned pediment.



FIGURE 5.22. KARPELES MANUSCRIPT MUSEUM.



FIGURE 5.23. CHARLESTON FIRE STATION #6.

*Charleston Fire Department, Station 6,
7 Cannon Street, circa 1885*

Constructed in the Italianate style, this two-story fire station was completed around the same time as its nearly identical sister stations on Meeting Street and appears to be two identical buildings side by side. It is highly detailed, with brick quoins at the corners, a belt course with one row of bright red bricks and alternating arched and triangular window hoods. The upper pediment, which conceals the gabled roof beyond, has engaged piers and round, louvered vents, emphasized by red bricks at the cardinal directions.

*Immaculate Conception School,
200 Coming Street, 1920*

This monumental brick Gothic-inspired building at 200 Coming Street was used as a Catholic school for African American students until it closed in 1973. The school is three stories on a raised foundation with tall six over six double hung windows. The symmetrical Coming Street façade features a crenellated central entry tower with ten equally sized fenestrated bays on each side. Engaged pilasters rise two stories and are capped with the same stone that comprises the foundation base, belt course and cross detailing. The building was recently converted to senior residences.



FIGURE 5.24. IMMACULATE CONCEPTION SCHOOL BUILDING.



FIGURE 5.25. WILLIAM ROBB HOUSE.

William Robb House,

12 Bee Street, 1858

The grand brick Italianate mansion at the northeast corner of Bee Street and Ashley Avenue has maintained its original appearance, with the exception of a metal egress stair on the west facade. The Robb House is a three story single house with brick quoins, three-tiered south-facing piazzas, bracketed cornice and highly detailed door surrounds. The classical influence prevails in each of the three piazza levels, which are supported by columns of different orders; Tuscan columns are at the first level, followed by Doric and finally Corinthian.

216 Ashley Avenue, circa 1853

This three-and-a-half story wooden residence features Italianate-style bracketed cornices on the front gable. The double portico features wood columns with cast iron Corinthian capitals.



FIGURE 5.26. 216 ASHLEY AVENUE.

217 Ashley Avenue, circa 1805

This grand antebellum mansion has a two-story portico with a Greek Revival parapet roof. It has a raised basement and three-sided bays on each side of the house.



FIGURE 5.27. 217 ASHLEY AVENUE.

Materials

Historic Construction R

Neighborhood dwellings are primarily wood frame construction on a raised masonry foundation. Exteriors are clad in wood siding, which are simple sawn boards or feature a cove or bead. Siding with a cove detail, called novelty siding, was frequently used around the turn of the twentieth century. The added detail resulted in a play of light and shadow on the elevations.

Most commonly reserved for churches and commercial structures, exposed brick is found on few residences in Cannonborough-Elliottborough. One prominent brick structure is the former School of Immaculate Conception at 200 Coming Street. Built in 1920, the school was recently converted into senior apartments. The most notable brick residence is a grand 19th century Italianate mansion at 12 Bee Street.

Another notable application of brick was that of one or two-story additions to the front of wood single houses, or infill construction at the first floor, typically added in the 1920's and 1930's. Examples of this type are a unique characteristic of Spring Street, such as a recently rehabilitated barber shop at 147 Spring Street, and a store at 162 Spring Street. Some examples include details in a contrasting color brick, and when executed well, add character to the original structure.

Stucco is a rare application in the area; the most prominent historic examples are the public Karpeles Museum and the Church of the Holy Communion, and private residence at 65 Cannon Street.



FIGURE 5.28. AN EXAMPLE OF A NON-RESIDENTIAL BRICK ADDITION TO A WOOD FRAME RESIDENCES ON SPRING STREET.

Modern Construction

Commercial structures built in the twentieth century, such as the filling stations and similar one-story spaces, are typically concrete slab on grade. Walls were frequently constructed of concrete block, often painted or stuccoed.

Historic wood siding is often concealed under modern materials that have been added in hopes of limiting required maintenance. One such material is asbestos siding. A popular cladding material beginning around mid-twentieth century, asbestos commonly appears in the form of a textured tile, but may also be patterned to look like coursed ashlar. Durable and resistant to fire and termites, asbestos often protects the original wood siding beneath so when removed, the wood can be restored. Other houses have been clad in aluminum or vinyl siding, which often traps moisture between it and the wood, causing water damage. These materials are no longer permitted on existing or new construction. Modern structures, such as residences in Midtown or infill single-family homes, may feature brick veneer.



FIGURE 5.29. ASBESTOS SIDING.

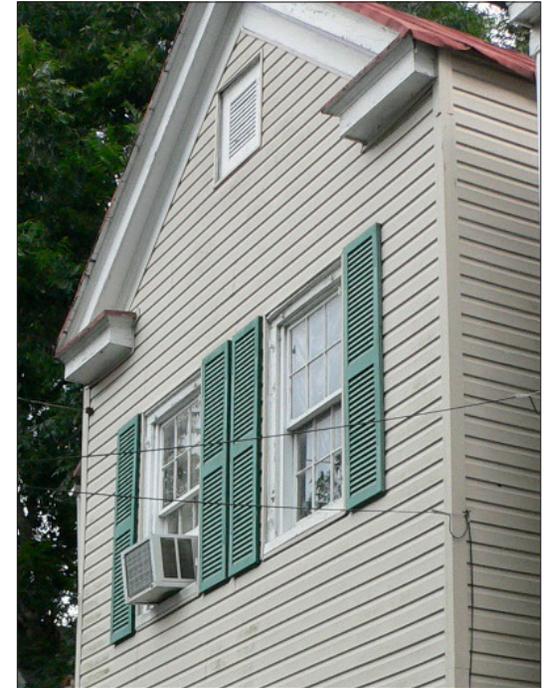


FIGURE 5.30. VINYL SIDING.

Details R

The architectural diversity of Cannonborough-Elliottborough can be seen not only in the large scale variances - form, height and style - but in the design elements that further differentiate one building from another. For some buildings, detail is expressed in the interaction of materials and building components, while others convey detail through turned balusters, carved brackets and classical orders. The maintenance of historic wood windows, doors, surrounds and ornament contributes significantly to the character of the neighborhood. Regardless of style or age, preservation of all elements is important in keeping the integrity of the neighborhood.

Shutters

Shutters add interest and contrast to the facade of a structure with their colors and textures. The absence of shutters on neighborhood homes is sometimes due to either deterioration or removal by the owner. Cast iron shutter dogs and pintels may still remain, indicating the presence of shutters at one time. Louvered wood or vinyl operable shutters may be found on homes throughout the neighborhood. Some residences feature different types of shutters at the first versus second and, if present, third floor; shutters at the first floor level are paneled, to provide security when closed; second and third floor shutters are louvered so that when closed, airflow was maintained if the window was kept open. Louvered shutters, however, are the most common shutter on the first floor. Board and batten shutters are also present in the neighborhood.

Awnings R

Metal awnings were most popular in area suburban developments after World War II, but downtown residences did not escape this trend. Historic houses on which the awnings were installed did not necessarily have their shutters removed, as illustrated in Figure 5.30. Awnings protect windows and promote energy efficiency in warm weather. The neighborhood features several styles of awnings. One example at 253 Ashley Avenue features curved metal awnings on two facades.



FIGURE 5.31. AWNINGS.

Windows

Window types in Cannonborough-Elliottborough are as varied as the architecture. The lack of consistency in fenestration from house to house adds interest to each street. Often repeated window configurations are six over six, two over two or one over one, nine-over-six, but replacement or added windows may not match the previous style. Some older homes in the neighborhood that maintain their original windows have nine-over-nine lite sash, since larger sheets of glass were not available until around 1850. Historic wood windows are single pane and uninsulated, allowing the house to breathe. Most modern replacement windows are double pane and not true divided lite.



FIGURE 5.32. TWO-OVER-TWO LITE BAY WINDOW.



FIGURE 5.33. SIX-OVER-SIX LITE WINDOW.



FIGURE 5.34. THIS UNIQUE WINDOW ARRANGEMENT IS AN EXAMPLE OF THE VARIETY OF DETAILS IN THE NEIGHBORHOOD.

Doors & Door Hoods

Each dwelling style addresses the street in a different manner. In their original forms, single houses and freedman's cottages feature two entries: one at the street and one into the house. Doors are most often paneled wood and have a styled wood surround. More elaborate houses feature doors with a transom and sidelites. A Victorian-style house typically has a single door that may lead into a vestibule, or may lead into the house itself. If a front porch is absent, a door hood provides shade and rain protection when entering a house from the street. A hood seldom projects more than three feet, usually only enough to cover the landing. Door hoods were frequently clad in standing seam metal, which may have been replaced with asphalt shingles. They are often hipped and supported by detailed wood brackets.



FIGURES 5.35 - 5.38. THESE IMAGES DISPLAY A VARIETY OF DOORS THAT EXIST IN CANNONBOROUGH-ELLIOTTBOROUGH. MANY HAVE UNIQUE DETAILING IN BOTH THE HOOD AND THE DOOR ITSELF.



Porches & Piazzas

In Cannonborough-Elliottborough, porches and piazzas provide a semi-private, or semi-public, space on which to interact with neighbors or passers-by. They are one of the most recognizable elements of a Charleston house, and provide an additional layer of detail to the façade. A side porch would originally have run the full depth of the dwelling, but subsequent enclosures may have been added to create bathrooms, closets, or additional living space. On a single house, the piazza is divided from the street façade by a screen wall within which the door is found.



FIGURE 5.39. DOUBLE PORCH.



FIGURE 5.40. DOOR HOOD OVER THE ENTRANCE TO A SINGLE-HOUSE PIAZZA.



FIGURE 5.41. A DETAILED PORCH IN THE QUEEN ANNE STYLE.

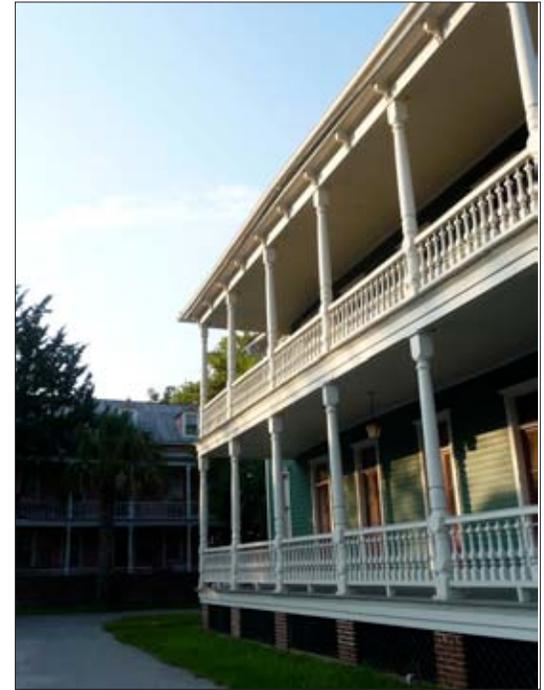


FIGURE 5.42. A PIAZZA.

Roofs

The rooflines are a defining element of houses in the Cannonborough-Elliottborough neighborhood. Adjacent street-facing gables on well-preserved interior streets and sections of main thoroughfares maintain a consistency in height and form. Roofs frequently include multiple dormers, and can also be screened by a parapet.

Metal standing seam roofs are the prevailing roof type in the neighborhood. Historically, the most common roof material was wood shake. As a result of the city's fires and increased availability of standing seam metal, wood roofs were replaced with the fire-resistant metal. In some cases, the original wood shakes are still present under the subsequently added metal roof. Standing seam was economical, practical and easy to maintain.

Asphalt shingles are commonly applied to new homes and have also been used as a replacement for metal or other historic materials. Membrane roofs can be found on modern masonry structures with low parapets, such as filling stations and most contemporary one-story commercial buildings.

Although not as common, asbestos roofing and slate roofing are also found in the neighborhood. Asbestos was installed on roofs, and often replaced historic slate or metal roofs. Extremely durable, asbestos roofs can be seen throughout the neighborhood today. Slate roofs can still be found on older residences in the area. It is also applied as siding on dormers, for example, on 101 Spring Street, which was built circa 1852.



FIGURE 5.43. STANDING SEAM METAL ROOF IS THE MOST COMMON ROOFING MATERIAL IN THE NEIGHBORHOOD.



FIGURE 5.44. SLATE ROOFING CAN BE SEEN ON THIS DORMER WINDOW.

Chimneys

Chimneys in the neighborhood complement the architecture of the buildings. Typically stuccoed, chimneys are often exposed brick. For example, 210 Rutledge Avenue features two red brick chimneys dentilled at the crown with a sloped masonry cap. The most common feature is the termination of the chimney at one or more gothic arched caps, the number of which matches the number of fireplaces the chimney services. Other chimney designs occur less frequently, including straight or corbelled.

Garages, Sheds, & Outbuildings

Cannonborough-Elliottborough residents typically rely on street or side driveway parking, so there currently few garages. However, according to a 1944 Sanborn Map, "auto houses" did exist in the backyards of neighborhood houses. Some homes are set back so there is room to park in front. Historic outbuildings have frequently been removed and replaced with parking for multiple tenants, but in some cases, additional rental units have been added at the rear of some properties.



FIGURE 5.45. OUTBUILDING LOCATED AT THE REAR OF A PARCEL.



FIGURE 5.46. OUTBUILDING LOCATED AT THE REAR OF A PARCEL.

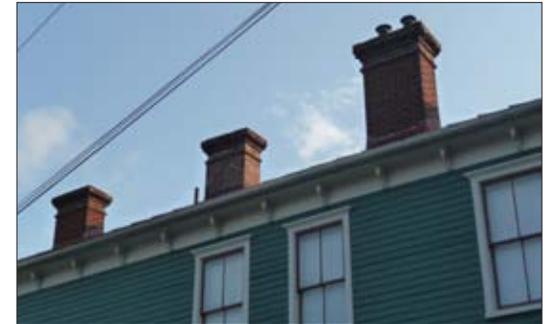


FIGURE 5.47. EXPOSED BRICK CHIMNEYS.

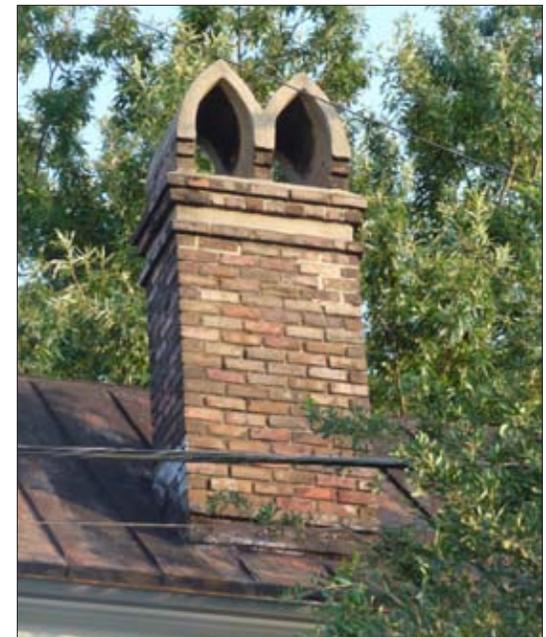


FIGURE 5.48. A CHIMNEY WITH A GOTHIC ARCH CAP.

Infill Development R

The neighborhood's unique identity is a result of many factors. Cannonborough-Elliottborough contains buildings representing a remarkable array of architectural styles, and even elements within an individual house may originate from various time periods. Additionally, the coexistence of building types and uses contribute to the distinctiveness of the neighborhood. Multiple inner-city

churches, local businesses and the high number of owner-occupied residences give this neighborhood a vibrant quality. There is a wider range of colors here than in most other peninsular areas. The notable polychrome helps distinguish houses and reinforces an already diverse palette. Signs and advertising painted on the sides of buildings also add interest to otherwise blank walls.

Midtown Residential Development

Using precedent from the surrounding area, Midtown uses common materials and detailing to maintain compatibility with Cannonborough-Elliottborough. While resembling the single house typology, the development does not duplicate it. Midtown re-opened the one-block long east-west street of Brewster Court, and is located between Coming and St. Philip Streets.



FIGURE 5.49. MIDTOWN RESIDENTIAL DEVELOPMENT, CANNON STREET AT ST. PHILIP STREET.

Peecksens Court

This workforce housing development off Bogard Street consists of a non-thru street and small-scale two-story houses with front porches and side driveways. Styling is traditional, with street-facing gables, one-over-one lite windows and standing seam roofs.

Tully Alley

Inspired by a variety of eclectic historic styles, this enclave of houses off St. Philip Street presents a diversity of traditional architecture and historic construction techniques. The homes take as their precedent the form of the Charleston single house, but a few apply unconventional twists. A Moorish style portico appears on one home, and the raised courtyard of another house conveys elements of Byzantine architecture. The orientation of the homes on the site provides unique views into the area from both St. Phillip and Cannon Streets.



FIGURE 5.50. PEECKSENS COURT.



FIGURE 5.51. TULLY ALLEY.

Non-Contributing Architecture

The evolution of a building is reflected in the materials that are used to repair, replace and add to the existing structure. In Cannonborough-Elliottborough, these changes can add to the character, but in some cases are detrimental to the historic fabric. Corner stores whose windows have been bricked in or otherwise enclosed conflict with the use for which the buildings were intended. Modern brick door screens that have replaced the original wood do not fit aesthetically with the house and do not have the street presence of a typical surround and bracketed hood. On porches where wood columns have failed, metal supports have sometimes been added in their place. Typically, when a material is not replaced in kind, it detracts from the character of the building and ultimately the neighborhood.

Most buildings on the Medical University (MUSC) campus are limited to the area south of Bee Street and west of Ashley Avenue. Some facilities built in the 1960s and 1970s replaced neighborhood residences, and were not designed to be sympathetic with the existing styles of the neighborhood; in one example, the entire street façade of a wood

single house has been covered with brick veneer, leaving only the door surround and attic window preserved.

The area in need of the most improvement occurs at the Rutledge and Spring intersection. Two of the four corners feature inappropriate 1970's infill, and another contains an unrestored filling station. This building is now used for automobile repairs and its lot is consistently filled with cars. This corner is particularly unfriendly to pedestrians because it has no green space, is paved from the sidewalk to building edge and the businesses do not address the street in the typical fashion. The designs do not relate to the historic fabric, lack detail and use low quality materials.



FIGURE 5.52. A NON-CONTRIBUTING BUILDING ON BEE STREET CURRENTLY USED AS A MUSC HEALTH CARE FACILITY.

In residential architecture, poorly detailed contemporary structures detract from the prevailing styles and rhythm of the neighborhood. One and two-story houses built in the mid-twentieth century replaced some of the neighborhood's historic architecture. The new infill does not always address the streetscape in the manner of its neighbors, often being set back from the sidewalk to provide a fenced front yard. They are commonly constructed with brick veneer or vinyl siding and asphalt shingle roofs. Offices built in the same time period are concrete block construction with brick veneer and metal windows.



FIGURE 5.53. TWO-STORY CONTEMPORARY BRICK RESIDENCE.

Chapter 5 Recommendations

- Because of the existing diversity of architectural styles, any design direction may be considered, as long as they are compatible with the height, scale, and mass of adjacent structures.
- Alterations to a structure can often establish significance in their own right and should be considered for protection. Specifically, red and yellow brick commercial spaces that have been added to existing residences along Spring Street are distinctive architecturally and often worthy of preservation. Other items such as metal awnings, applied tin window hoods, etc., have often achieved value and should be retained. These items contribute to the vast architectural diversity of the neighborhood.
- Corner stores are an asset to Cannonborough-Elliottborough; they appear more frequently here than in any other peninsular neighborhood and should be maintained. It is important to rehabilitate those that have been altered, enclosed or changed in use.
- Similarly, small-scale commercial buildings are a defining characteristic in many instances. Their value to the neighborhood as a whole versus their individual integrity should be considered prior to redevelopment.
- Consideration should be made to maintaining the interiors of all historic buildings in such a manner that retains their original use. The division of interior space for apartments should be limited to preserve the integrity of original details and historic construction.
- When a larger property is developed at one time, a variety in design of new structures should be encouraged in order to maintain the neighborhood's stylistic diversity.
- Upper King Street storefronts have a diverse mix of architectural styles, materials and proportions. This eclectic feel should be encouraged as the area undergoes further rehabilitation.
- Because the existing architecture includes a diversity of styles, elements, features, etc., new development and redevelopment should respect and relate to these features.



FIGURE 6.1. A LARGE RESIDENTIAL GARDEN ON RUTLEDGE AVENUE.

Chapter 6: Landscape

Cannonborough-Elliottborough can best be described as diverse, and its diverse histories, people, cultures, buildings, and streets are evident in its landscape features. As a historic neighborhood which impacted Charleston long before it was incorporated into the city limits, Cannonborough-Elliottborough has seen a number of changes over the years. These layers of history remain intact and are visible in its street patterns, setbacks, driveways, fencing, and walls, and parks.

Prevailing Character

- OVER 15 DIFFERENT KINDS OF DRIVEWAY TYPES AND OVER 80 DIFFERENT KINDS OF FENCES/WALLS
- MINIMAL PUBLIC OPEN SPACE WITH A NEED FOR MORE
- DIVERSITY OF STREET TYPOLOGIES ALL WITH MINIMAL TREE CANOPY AND LANDSCAPE BUFFERS

Chapter 6 Summary

Public Space

- Because the neighborhood lacks public greenspace, greater emphasis is put on private space and streetscapes.
- Each streetscape conveys a different character and scale of development.
- There are five different streetscape types in the neighborhood: Highway, Major Roads, Secondary Roads, Local Streets, Alleyways/Courts.
- Alleyways are an important part of Cannonborough-Elliottborough's character.
- The new Elliottborough Park on Line Street and Simonton Park and Morris Square just south of the neighborhood provide a sorely needed public space. Additional community parks are needed.
- Urban gardens are an effective use of otherwise vacant properties.
- The tree canopy throughout the neighborhood is inconsistent, but provides a nice canopy in some areas.

- Rutledge Avenue's distinctive slate sidewalks and brick drive aprons are different than the rest of the neighborhood.
- Brick stamped concrete patterns are present throughout the neighborhood. These mark the historic location of driveways.

Private Open Space

- Much of the private space in the neighborhood is used for utilitarian purposes.
- Rutledge Avenue, Ashley Avenue, and Bee Street have greater setbacks and larger yards and gardens spaces.
- Most buildings have little or no setback with vegetation located to the rear or adjacent to the buildings.
- Two parallel strips of hardscape (typically separated by vegetation (typically) is the most common driveway pattern throughout the neighborhood. There are fifteen different variations of this pattern involving a number of materials.

- The construction of walls, fences, and enclosures has been a vernacular tradition in the neighborhood. There are over 80 different variations of walls, fences, and enclosures in Cannonborough-Elliottborough.

Viewsheds

- Streetscape viewsheds have been retained and have similar characteristics, including minimal building setbacks, no greenway buffers, on-street parking, overhead utilities, and wider sidewalks.

Floodplains

- Cannonborough-Elliottborough is located in either the 100-500 year floodplain or the 100 year floodplain.

Recommendations will appear at the end of this chapter and are denoted in the text by this symbol. **R**

Public Space

What Cannonborough-Elliottborough lacks in traditional greenspace, it makes up for in visible and approachable streetscapes. The general lack of setbacks and the close proximity of buildings to the street provide a very public and community-oriented feel to the neighborhood.



FIGURE 6.2. COMING STREET STREETScape.

Streetscapes

Cannonborough-Elliottborough has multiple streetscape patterns. Charleston streets do not correspond exactly with standard road classifications because of limited setbacks/right-of-way and a dense, interconnected neighborhood pattern. As a result, the streetscapes in Cannonborough-Elliottborough have been categorized based on their use and their design using modified terminology.

These include:

- **Highway:** regional connections offering limited access with few at-grade crossings.
- **Major Roads:** connections throughout an urban area, which also serve as boundaries and have signalized intersections. Typically the right-of-way is greater on these roads.
- **Secondary Roads:** Primary feeder streets with signalized intersections when needed, and which occasionally serve as boundaries.
- **Local Streets:** Streets that provide local service only.
- **Alleyways/Courts:** Roadways which provide local services and access to rear lots. Many of these are de-facto cul-de-sacs with dead ends.

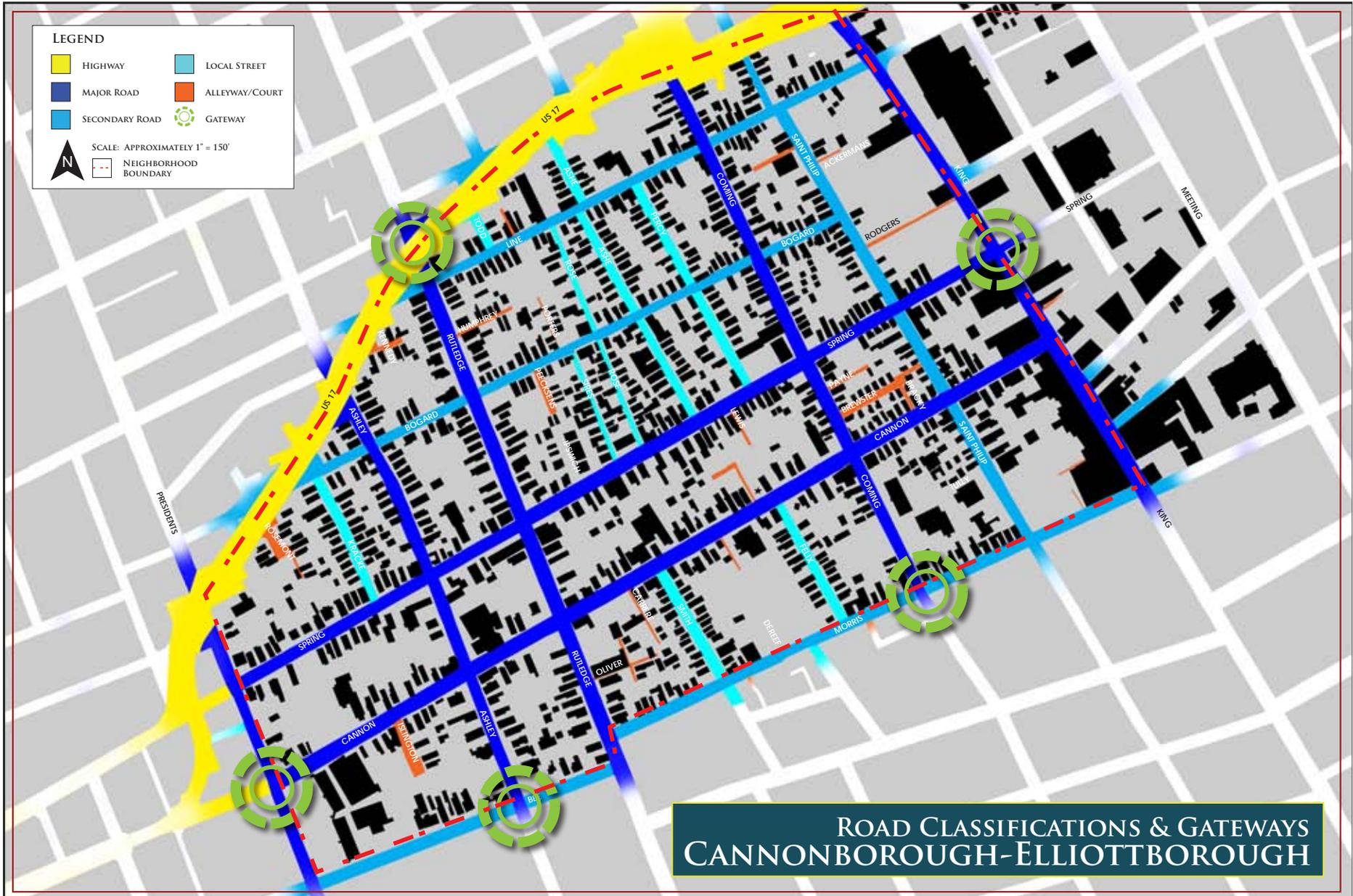


FIGURE 6.3. ROAD CLASSIFICATIONS AND GATEWAYS IN CANNONBOROUGH-ELLIOTTBOROUGH.

Highway Streetscape R

The Septima Clark Expressway (US Highway 17) known locally as the Crosstown Expressway, serves as the northern border of Cannonborough-Elliottborough. The Crosstown is a multi-lane highway with minimal landscaping, four-foot sidewalks on either side of the road, and both at-grade and above-grade crossings. It is not a pedestrian friendly corridor, nor does it offer aesthetically pleasing gateways into the neighborhood.



FIGURE 6.4. CROSSTOWN EXPRESSWAY.

Major Roads Streetscape

King Street is the only streetscape classified as a “Major Road” within the neighborhood and serves as the eastern boundary for Cannonborough-Elliottborough, effectively dividing the neighborhood from the East Side community. A major commercial corridor with traditional street-front commercial uses, the section of King Street within the study area has been recently improved. Improvements include historically appropriate street lights, street trees (palmettos), and brick crosswalks. Although the two lanes of traffic, make for a busy street, on-street parking with the above-mentioned improvements encourage pedestrian movement.



FIGURE 6.5. KING STREET: MAJOR ROADWAY.

Secondary Roads Streetscape

In Cannonborough-Elliottborough there are a number of secondary roads which can be considered feeder streets, transporting people and traffic through the neighborhood. These streets include:

- Cannon Street
- Spring Street
- Morris Street
- Bee Street
- Coming Street
- Saint Philip Street
- President Street
- Rutledge Avenue
- Ashley Avenue
- Line Street

Three of these streets serve as partial boundaries for the neighborhood:

- Morris and Bee Streets (southern border)
- President Street (western border)

Characteristics of these major roads include:

- Road width is between 29 and 36 feet
- Sidewalks are seven to ten feet wide
- No consistent buffer strips, but there are street trees and tree wells
- Tree canopy is mixed throughout the neighborhood; some portions of streets have an intact tree canopy, others are lacking trees and shade
- Setbacks are minimal or none
- On-street parking is consistent

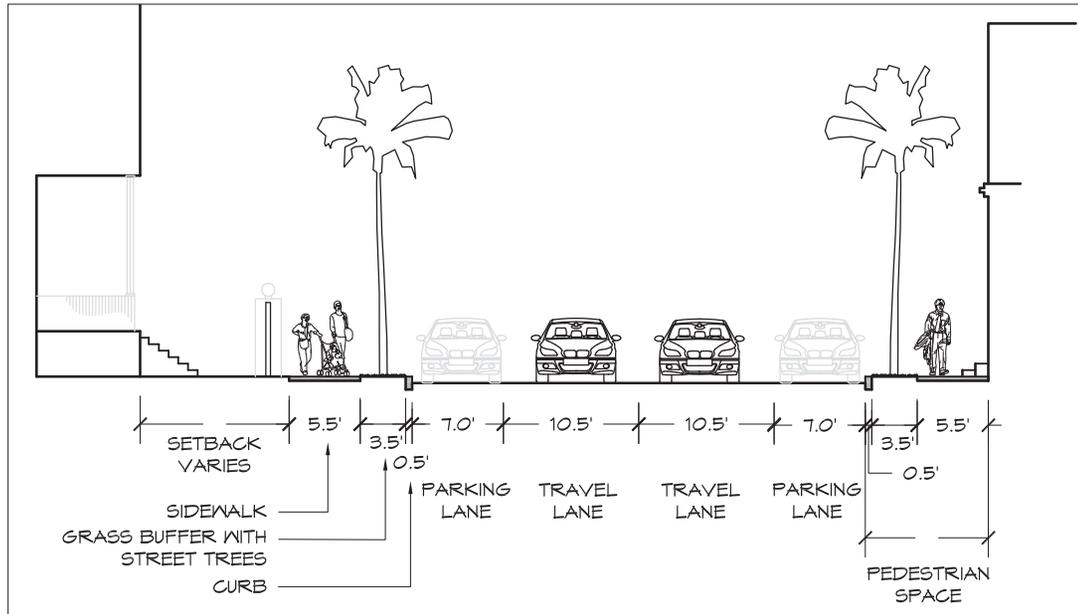


FIGURE 6.6. SECONDARY ROAD CROSS-SECTION SUCH AS CANNON STREET.

Exceptions to the characteristics listed above include President Street, where there is no on-street parking, and Ashley and Rutledge Avenues which have consistent planting buffers separating the pedestrian zone from the vehicular zone. Rutledge Avenue is also distinctive because its sidewalks are constructed of bluestone with brick driveway aprons. This only occurs on the east side of Rutledge Avenue between Bogard and Line Streets

(There is also one property on St. Philip Street with a bluestone sidewalk). Rutledge and Ashley Avenues are also distinctive because the setbacks on these streets are consistently 20 to 30 feet. This is due to the front-oriented Victorian homes as opposed to the more traditional side-facing Charleston single houses.



FIGURE 6.7. BEE STREET: SOUTHERN BOUNDARY.



FIGURE 6.8. BLUESTONE SIDEWALKS AND BRICK DRIVE APRONS ON RUTLEDGE AVENUE.

Local Streets Streetscape R

Local streets serve to connect road networks together. These streets are residential (with the occasional corner store) and exist only within the Cannonborough-Elliottborough neighborhood.

These streets include:

- Rose Lane
- Sires Street
- Kracke Street
- Felix Street
- Smith Street
- Percy Street
- Ashe Street
- Bogard Street

These roads are narrower and generally give the feeling of a dense residential neighborhood. They have the following characteristics

- 15 to 30-foot road widths
- Five to seven-foot wide concrete sidewalks
- No permanent buffer strips with street trees and tree wells
- Minimal if any setback

There are a few exceptions to these characteristics. Smith Street serves as a local street, but its streetscape is more representative of a Secondary Street such as Morris or Bee Streets. It has wider road lanes (30 feet) and includes a buffer strip with street trees (similar to Ashley and Rutledge Avenues). It only extends two blocks south from Cannon Street but continues into the adjacent neighborhood, Radcliffeborough. It is a hybrid street with no true classification.

Rose Lane and Sires Street also do not fit the above criteria. While they serve as local streets, they are more narrow (Sires Street is 15 feet wide; Rose Lane is 12 feet wide) and have no vegetation on them. Rose Lane only provides a sidewalk on one side of the street.



FIGURE 6.9. LINE STREET: A TYPICAL LOCAL STREET.



FIGURE 6.10. ROSE LANE: A NARROW LOCAL STREET.

Alleyway/Courts Streetscape R

There are numerous small lanes, dead-end streets, and alleys throughout Cannonborough-Elliottborough. Their conditions vary; some are comprised of many vacant homes, others are associated with new developments and high-end residential enclaves. These small roads include:

- Rosemont Street
- Islington Court
- Carrere Court
- Kennedy Street
- DeReef Court
- Tully Alley
- Bracky Court
- Brewster Court
- Payne Court
- Lewis Court
- Peecksens Court
- Ipswich Court
- Porters Court
- Humphrey Court
- Ackerman Court
- Rodgers Alley
- Todd Street

Although all are very different, commonalities include:

- Sidewalks are not always present
- They are often one-way streets
- Some are dead-ends with a common entry and exit point



FIGURE 6.12. BREWSTER COURT: NEW DEVELOPMENT.



FIGURE 6.11. ROSEMONT STREET: EXISTING HISTORIC FABRIC.



FIGURE 6.13. PEECKSENS COURT: WORKFORCE HOUSING.

Open Space R

Cannonborough-Elliottborough has little official park space. Of its open spaces, some are heavily used and visible, and others are not. The successful spaces only begin to address the community's needs. The lack of greenspace will affect the neighborhood's ability to continue to redevelop.



FIGURE 6.14. ELLIOTTBOROUGH PARK: NEW OPEN SPACE.

Elliottborough Park

The Elliottborough Park, completed in 2009, is a welcome addition to the north end of the neighborhood. The western border of the park is a former garage that faces east. The interior space includes a small stage, planting beds, lawn, and children's play area. The northern and eastern borders are lined with community garden plots with a variety of herbs and vegetables. The park extends north to US 17 and has an eastern access point from Ashe Street. The park is heavily used throughout the day.



FIGURE 6.15. ELLIOTTBOROUGH PARK: FORMER GARAGE NOW DEFINES THE WESTERN EDGE OF THE PARK.

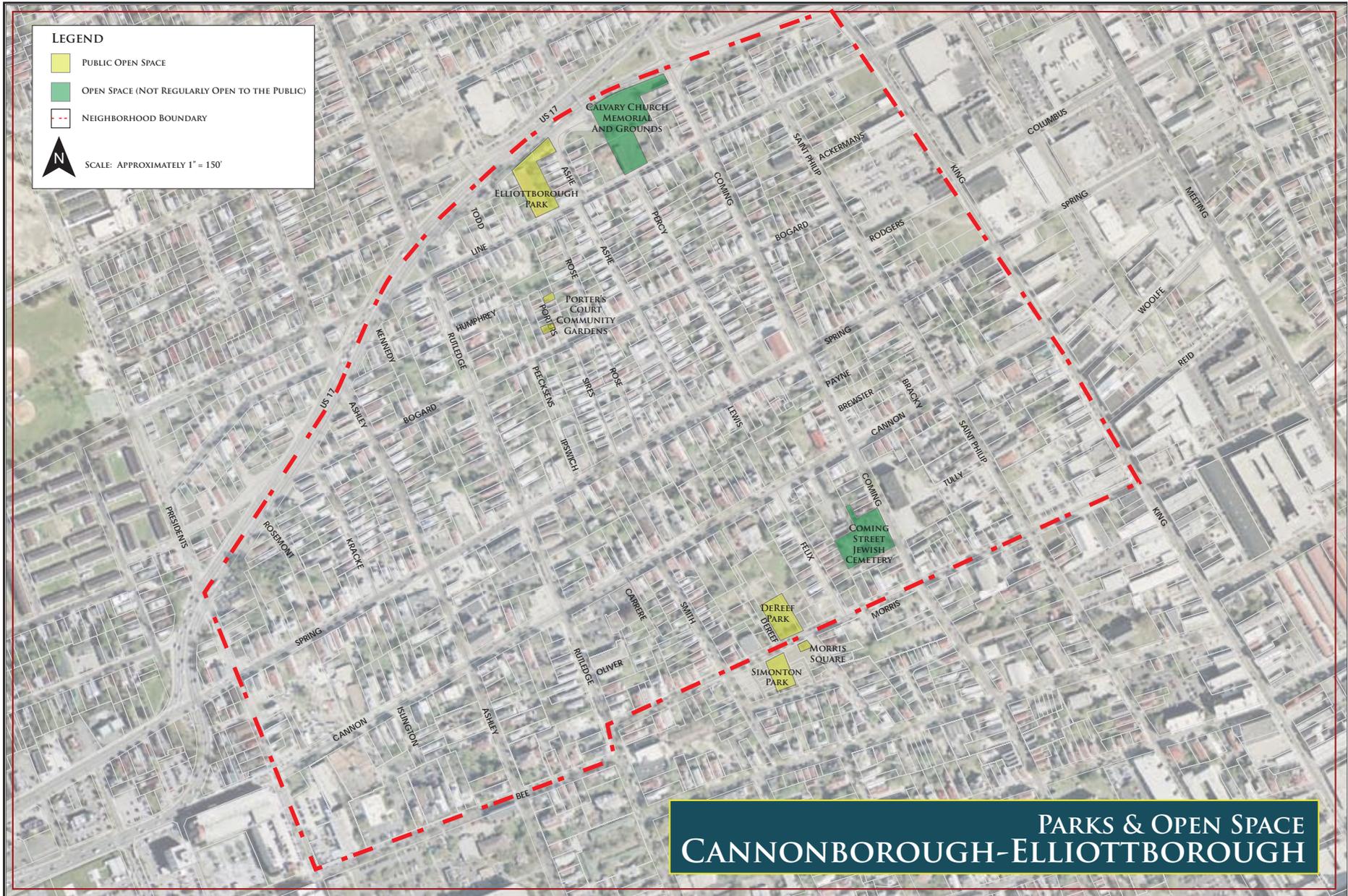


FIGURE 6.16. OPEN SPACE AND PARKS WITHIN THE CANNONBOROUGH-ELLIOTTBOROUGH NEIGHBORHOOD.

DeReef Park

At the southern end of Cannonborough-Elliottborough, facing Morris Street, is DeReef Park. DeReef Court is a paved street that includes parking and serves as the western border of the park. The park has a number of mature trees including swamp white oak, London plane tree, magnolia, elm, crepe myrtle, and live oak. There is a formalized brick walkway and patio in the middle of the park

with older play equipment to the north. There are also picnic tables scattered throughout. Although the park is currently under-utilized, there are plans for its redevelopment as the second phase of Morris Square. A historic church which stands at the end of the park will be relocated within the development and converted into a residence. Park space will be relocated, central to residences.

Across the street to the south is the recently completed Phase I of Morris Square which includes two open spaces: Simonton Park and a smaller plaza, Morris Square. These additions create an identity for the southern portion of the neighborhood.



FIGURE 6.17. REDEVELOPMENT PLANS FOR DEREEF PARK AND MORRIS SQUARE (COURTESY OF THE CITY OF CHARLESTON).



FIGURE 6.18. BRICK PATH IN DEREEF PARK.



FIGURE 6.19. MORRIS SQUARE.

Coming Street Jewish Cemetery

The Coming Street Jewish Cemetery, located south of Cannon Street, is the oldest Jewish cemetery in the region. It was established in the eighteenth century and was originally associated with the Kahal Kadosh Beth Elohim congregation. The cemetery is surrounded by a high wall with two entry gates. Unfortunately, the cemetery is open only by appointment so there is no opportunity to freely walk the grounds.

Porters Court Community Gardens **R**

Porters Court is a narrow, one-way lane off Bogard Street. The houses along this street are slowly being restored along with new infill construction. A unique feature of this street is the creation of community gardens in two of the vacant lots. While these are small in size, they provide an opportunity for community interaction and help to bring a sense of identity to Porters Court. Efforts to continue the maintenance of these gardens should be encouraged.



FIGURE 6.20. COMING STREET CEMETERY WALL SIGN.

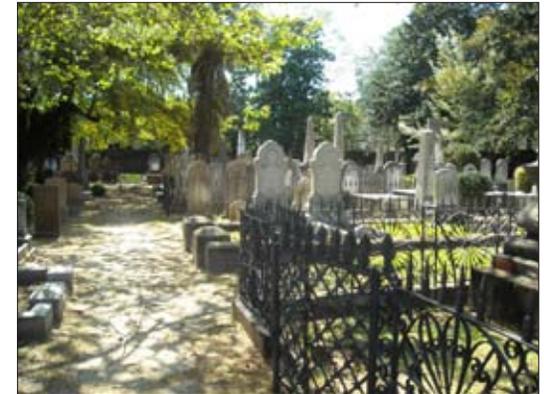


FIGURE 6.21. COMING STREET GRAVES.

Street Trees & Tree Canopy R

Street trees are abundant throughout the neighborhood, although the tree canopy is inconsistent. Generally speaking, the tree canopy is more consistent in the southern part of Cannonborough-Elliottborough. Ashley Avenue, Rutledge Avenue, portions of Cannon Street, eastern portions of Bee Street, and Morris Street exemplify this consistent canopy. With the exception of Smith Street, Ashley Avenue, and Rutledge Avenue, which have grass buffer strips, trees are planted in tree wells (with groundcovers in some instances). The most common trees are live/willow oaks, crepe myrtles, and palmettos. Some combination of these trees appears on almost every street in the neighborhood. Other trees present include Japanese maple, ginkgo, and eastern red cedar. Oleander, a shrub, also appears in certain instances.

Drainage & Utilities

Granite curbing is consistent throughout the neighborhood, with periodic stormwater drainage grates. Stormwater and sanitary sewer are separate systems within the city.

Overhead utilities for telephone, electricity, and telecommunications are present throughout the neighborhood.

Sidewalks

With the exception of a portion of Rutledge Avenue that has bluestone sidewalks (discussed earlier), all sidewalks are concrete. The sidewalks range in width from four feet to 11 feet. The sidewalks are heavily used and continue to be well maintained.

Driveway Aprons R

A unique feature throughout Cannonborough-Elliottborough is the presence of brick-stamped patterns in concrete aprons. Many times these appear within existing driveways, but they also remain where driveways are no longer present. This pattern appears throughout the city, and there is no known explanation as to why this was originally done or in what time period it was completed.



FIGURE 6.22. MORRIS STREET TREE CANOPY.



FIGURE 6.23. LOCALLY UNIQUE DRIVEWAY APRON.

Private Open Space

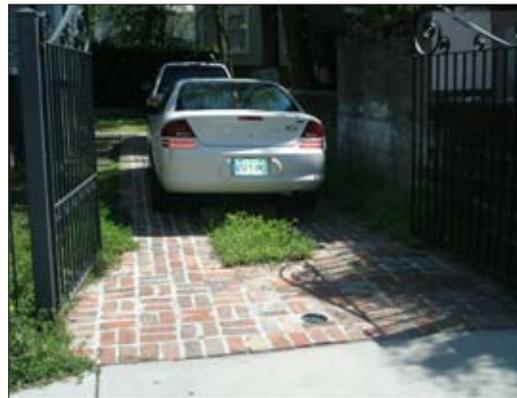
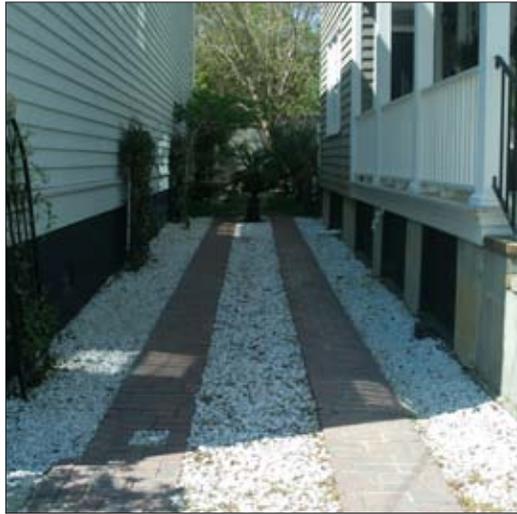
Much of the private open space in Cannonborough-Elliottborough is devoted to utilitarian uses such as driveways, storage, and trash. If private, landscaped areas exist, most are very private, with limited visibility from the street. What the neighborhood lacks in private open space, it celebrates in its diversity of defining those private spaces. There are over 80 different types of fencing, walls, and gates throughout the neighborhood, signifying the vernacular development of the neighborhood over time.

Designed Landscapes

There are few known designed landscapes in the neighborhood with the exception of properties along Rutledge Avenue, Bee Street, and Ashley Avenue. These areas have bigger Victorian structures with larger setbacks, providing more space for lawns and gardens. Many of these gardens continue to be private, but visible vegetation includes shade trees and larger shrubs. In some instances, where small front yards are present, there are some plantings present.



FIGURE 6.24. DESIGNED LANDSCAPE ON ASHLEY AVENUE.



FIGURES 6.25-6.28. A SAMPLE OF DRIVEWAY TYPES WHICH GENERALLY INCORPORATE TWO PARALLEL STRIPES OF HARDSCAPE SEPARATED BY GRASS, OYSTER SHELL, DIRT, ETC.

Driveways ^R

Like other features of the neighborhood, the driveways in Cannonborough-Elliottborough are diverse with a wide range of materials and design. A survey of the area indicates that there are at least 15 different types of driveway layouts. A majority of these designs incorporate a similar pattern: two 1.5-foot parallel lanes of a paver/hardscape material separated by either grass, dirt, or some other paver. The paver strips are designed with the following materials: exposed oyster-shell aggregate, brick pavers, gravel, dirt, or granite cobblestones. Some designs are more intricate than others. Despite the diversity of material, future driveways should continue to incorporate this pattern.

Walkways & Entries

The larger Victorian houses on Rutledge and Ashley Avenues have raised first floors with a number of steps. The remaining neighborhoods have first floors that are at street level or slightly above. Many front entries have a front stoop with two stairs and sometimes a small platform. These steps are directly associated with the sidewalk because of the lack of a setback.

A few detached homes have walkways laid out in mulch or some other paving material. These lead to the rear of the house or a rear entry; however, they are not very common in the neighborhood.

Fences/Walls R

In addition to the varying driveway designs, Cannonborough-Elliottborough has a tradition of vernacular fencing and wall design. As noted earlier, there are over 80 different types of fencing, gates, and walls within the study area. Many of these are variations of chain link fences, privacy fences, retaining walls, freestanding walls, metal

fencing, picket fencing, wire fencing, brick/stucco walls, etc. In many situations multiple building materials were used to form a hybrid structure: for example, cinder blocks with brick coping forming a wall. Some piers, gates, and walls are high style and complement the historic architecture. There are also many situations where available materials were used to create the desired outcome. This has established a vernacular pattern/ethic of development over the history of the neighborhood that is focused on affordability/availability rather than style or trends.



FIGURE 6.29. PORCH STOOP WITH URNS.

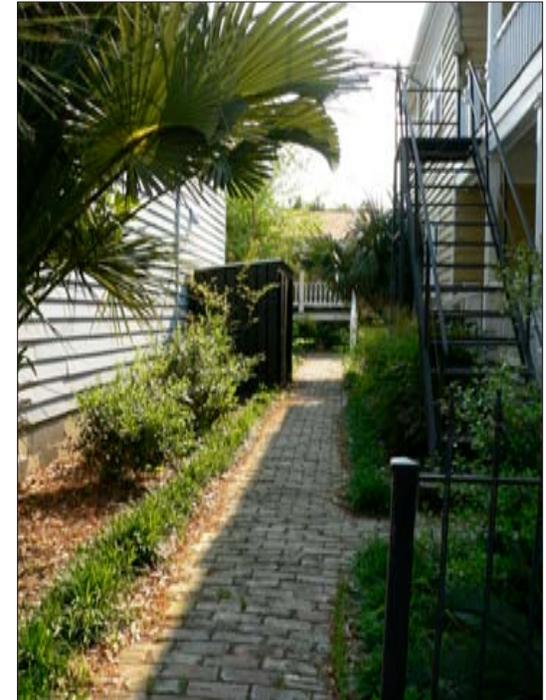


FIGURE 6.30. LANDSCAPED SIDE ENTRY.



FIGURES 6.31-6.35. VARIETY OF FENCE TYPES IN CANNONBOROUGH-ELLIOTTBOROUGH. DECORATIVE IRON RAILINGS, BRICK COLUMNS, STUCCOED WALLS, VERNACULAR CINDER BLOCKS, CHAIN LINK FENCING, AND PICKET FENCES ARE ALL COMMON.

Viewsheds

Cannonborough-Elliottborough has preserved the streetscape viewsheds throughout the neighborhood. Vistas along any of the major roads within the neighborhood provide an image of a diverse/transitional community that witnesses a heavy amount of cut-through traffic as well as pedestrian traffic.

Continued efforts such as adding on-street parking and improving the tree canopy, along with new development that respects the neighborhood form, will continue to ensure that these viewsheds are preserved.



FIGURES 6.36-6.37. THERE ARE A VARIETY OF STREETSCAPE VIEWSHEDS WITHIN CANNONBOROUGH-ELLIOTTBOROUGH.



Floodplains

Flooding is at times a major issue in Cannonborough-Elliottborough. A large portion of the neighborhood lies within the 100-year floodplain, and this becomes quite apparent during heavy rain (see Figure 6.37).

The map on the following page (Figure 6.38) is a flood zone map of the neighborhood. The darker green indicates areas in Zone AE, meaning they are subject to a 100-year flood with Base Flood El-

evation determined. Flood insurance is required in this area, and flood management standards apply.

The rest of the neighborhood is within Zone XE (light green), and the map indicates that it is not in the 100-year flood zone. It is between the 100-year and 500-year flood area and subject to a 100 year flood with average depths less than one foot.



FIGURE 6.37. FLOODING SITUATIONS REGULARLY OCCUR ALONG THE CROSTOWN EXPRESSWAY.

US-17 Transportation Infrastructure Reinvestment Project

The Crosstown Expressway (US 17) often experience heavy traffic and gridlock. When flooding occurs on the road, mobility is limited further. For pedestrians and emergency vehicles, this poses major safety concerns.

The US 17 Septima Clark Transportation Infrastructure Reinvestment Project for Mobility, Efficiency, Emergency Preparedness, and Community Livability is a \$130 million planned project aimed at alleviating infrastructure and mobility concerns on and around US 17 (Crosstown Expressway). The project is slated to begin construction in 2010; however, the City is currently working to acquire federal and state financial aid in order to finance the project.

Additional details on the project, as well as a full report, are available by contacting the City of Charleston.

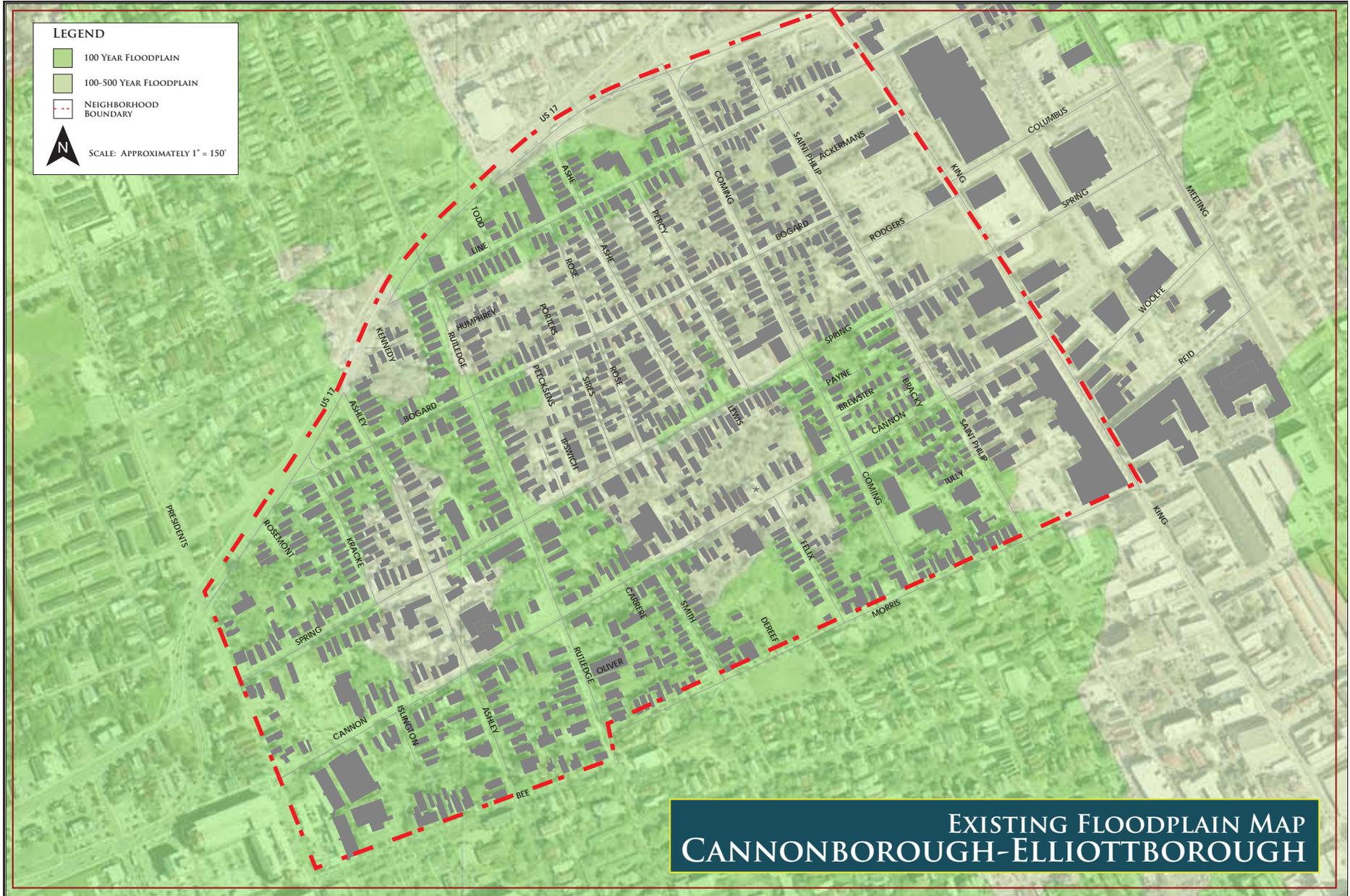


FIGURE 6.38. EXISTING FLOODPLAIN MAP FOR CANNONBOROUGH-ELLIOTTBOROUGH.

Chapter 6 Recommendations

- Efforts should be taken to improve the long-term aesthetic and psychological impact the Crosstown Expressway has on the neighborhood. Improved gateways, street trees, crosswalks, pedestrian-scaled light fixtures, and improved street access are suggested alternatives.
- Establishing clearly defined gateways into the neighborhood will more easily identify entrance into the neighborhood.
- Many of the local streets, alleyways, and courts are in poor condition and need improvement. Certain streets, such as Rose Lane, appear to have cobblestone underneath the asphalt, which would make for a historically appropriate alternative if uncovered.
- Additional park space is needed for Cannonborough-Elliottborough. Elliottborough Park should be used as a precedent for future park development.
- Development of community gardens should be encouraged.
- Trees should be replanted on streets where the canopy has been broken or no longer exists.
- The history of the brick-stamped concrete driveway aprons should be investigated to determine their origin and purpose.
- A more in-depth study should be conducted of the driveway typologies and fence/enclosure typologies in the neighborhood.

Chapter 7: Preservation & Integrity

This chapter provides an evaluation of how well character elements have been preserved throughout Cannonborough-Elliottborough. This evaluation is based on first-hand observations, supplemental research and discussions from the public workshops.



FIGURE 7.1. THE FLORENCE ALBERTA CLYDE HOUSE (CIRCA 1845), LOCATED AT 191 SMITH STREET, IS UNDER AN HISTORIC COVENANT.

Chapter 7 Summary

Character Integrity

- Most of the neighborhood is in sound condition, but there are transitional areas, particularly near the edges of the neighborhood.
- Areas adjacent to the Crosstown Expressway have the most blight.
- Vacant properties, surface parking lots, dilapidated structures, and inappropriate construction all contribute to character degradation.
- Variety of uses and styles define the neighborhood's character.
- Bogard Street is an excellent example of community character, exhibiting the pattern of Charleston single-style residences with corner stores at intersections.
- Corner stores are a vital part of the local development pattern and contribute to the variety of uses.

BAR & Historic Districts

- The Board of Architectural Review (BAR) and Charleston's historic districts exist to protect the city's character and heritage.
- As the Board of Architectural Review (BAR) has expanded its scope and powers, all of Cannonborough-Elliottborough is under some level of BAR review.
- Most of the neighborhood is within the Old City District, but outside of the Old & Historic District and the National Register district. King Street is within the Old & Historic District.
- Cannonborough-Elliottborough has enough historic value to be included in the National Register District, but fears of gentrification have halted expansion of the district to this area in the past.

Local Preservation Efforts

- The Historic Charleston Foundation has helped restore several structures, and holds restrictive covenants and easements on several neighborhood properties.

- Traffic on Spring and Cannon Streets will be converted from one-way to two-way, providing the opportunity for these corridors to return to neighborhood-friendly corridors.
- The Crosstown Expressway beautification project will attempt to alleviate some pedestrian concerns and enhance the aesthetics of this highway.
- Parcel-by-parcel renovations and rehabs are crucial to neighborhood preservation.
- Large-scale developments struggle to blend into Cannonborough-Elliottborough because the neighborhood's building stock spans so many years of individual development.
- Including the neighborhood in the National Register will provide incentives to rehabilitate existing structures through tax credits.

Notable Properties

- Three properties in the neighborhood are individually listed on the National Register of Historic Places. Several others are likely worthy of this designation.
- The freedman's cottage is a locally-derived type of vernacular architecture that is important to the neighborhood.

Recommendations will appear at the end of this chapter and are denoted in the text by this symbol. **R**

Character Integrity

In general, historic integrity and character in most of Cannonborough-Elliottborough is intact. However, there are trends and conditions that pose a threat to the integrity of the neighborhood. As the area has become a more desirable place to live and work, development pressures have increased. Several new developments have occurred, and not all of them are sensitive to the previously existing character.

Additionally, there still remains an abundance of dilapidated structures throughout the neighborhood, several of which are uninhabitable. These convey a lack of pride of ownership in the community, create eyesores, and can accommodate undesirable activities within. For the most part these properties are scattered throughout the neighborhood, but in some cases they are concentrated in a smaller area.

A general appraisal of neighborhood conditions was performed for this project. The map on the following page (Figure 7.2) is a general appraisal of neighborhood conditions for Cannonborough-Elliottborough. Areas are categorized according to the following criteria (and shown in the Figure 7.2 map on the next page):

- **Excellent Character:** These are areas where the historic character of the neighborhood is most cohesive. Historic structures are in good condition, with preserved architecture; streetscape elements are well maintained with few to no exceptions.
- **Sound Character:** These areas have some transitional properties (dilapidated buildings, non-contributing buildings), but overall, the streetscape and character of the area is intact.
- **Transitional:** Areas with a fair amount of character degradation, but with some signs of re-development and revitalization.
- **Deteriorating:** Areas that have experienced significant decline or nearly total character degradation. These areas have an abundance of dilapidated buildings and/or non-contributing buildings, and have a 'run-down' quality with little to no street vibrancy.
- **Redeveloped:** These are areas that have been completely redeveloped and do not exhibit the characteristics of previous development.
- **Undeveloped:** Locations with large areas of undeveloped or underdeveloped land, including parking lots, vacant space, or demolition.

These categorizations are made based on field observations and input from the public workshop, and are general categories of an area as a whole. An area's categorization does not mean that each individual parcel fits the category's description.

Because the neighborhood is not homogenous and there exist a variety of architectural styles, it is hard to judge new buildings as "in character" or "out of character." Certainly, "out of scale" is easier to judge because it is much less subjective.

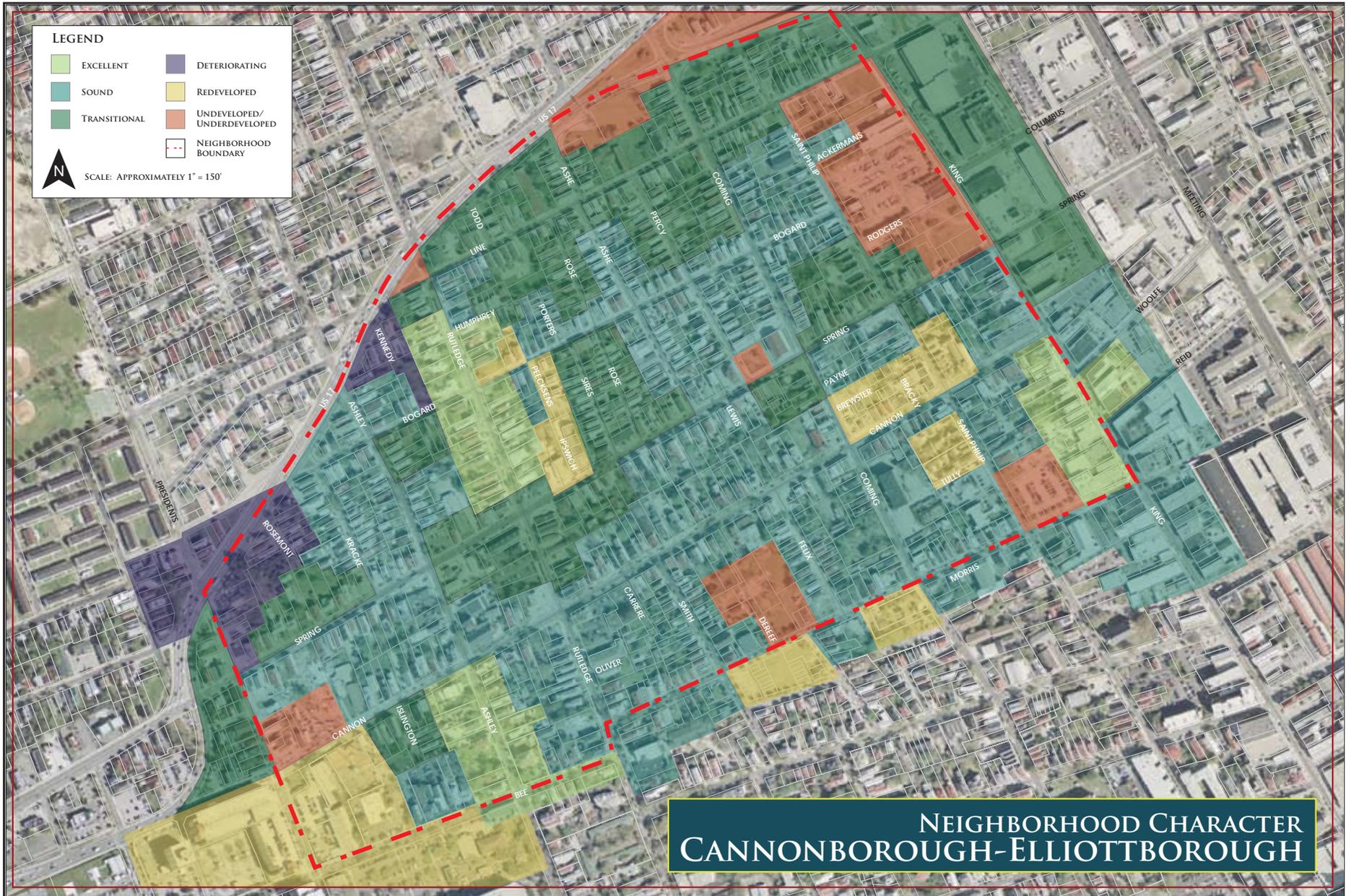


FIGURE 7.2. NEIGHBORHOOD ASSESSMENT OF INTEGRITY.

Areas in Good Character

Ashley Avenue south of Cannon Street is an area of excellent preservation. Several original properties have been kept in pristine condition. This area is one of the most attractive in the neighborhood. Areas of Rutledge Avenue are similarly preserved. There are several grand Victorian residences in excellent condition along Rutledge one block north and south of Bogard Street.



FIGURE 7.3. ASHLEY AVENUE, BETWEEN CANNON AND BEE STREETS, EXEMPLIFIES EXCELLENT PRESERVATION.

Another area with a thriving and intact character is Upper King Street, south of Spring Street. After a period of decline, this area is once again vibrant. Many historic commercial buildings in good condition exist along this stretch of Upper King. The detailing of many of the older buildings adds a refined and distinguished quality to the area. Above Spring Street, there is more vacant land and the district loses its character.



FIGURE 7.5. DETAILING ON UPPER LEVELS LENDS AN AESTHETIC QUALITY THAT ENHANCES KING STREET'S CHARACTER.



FIGURE 7.4. UPPER KING STREET DISPLAYS A WIDE VARIETY OF WELL PRESERVED COMMERCIAL BUILDINGS.

Bogard Street is in sound condition - it is not without some dilapidated structures and vacant building - but overall it serves as an excellent example of Cannonborough-Elliottborough's character. It is comprised mainly of Charleston single-style residences with corner stores located at nearly every intersection. This pattern is best exemplified between St. Philip and Sires Streets.

These patterns are also exemplified, although less consistently along Line, Ashe, Percy, and Coming Streets. As the neighborhood continues to revitalize and vacant corner stores become occupied, this pattern of development should provide a wonderfully thriving area. As mentioned previously in Chapter 4, it is extremely important that corner stores remain non-residential on the ground floor in order to help maintain a mix of uses in convenient, walkable locations. **R**



FIGURE 7.6. BOGARD STREET IS A WELL PRESERVED RESIDENTIAL STREET THAT TYPIFIES THE NEIGHBORHOOD.



FIGURE 7.7. FELIX STREET FEATURES A GOOD MIX OF WELL PRESERVED OLDER RESIDENCES AND NEW CONSTRUCTION.

The southern portion of Cannonborough-Elliottborough, closest to Radcliffeborough, also exhibits sound character. It is not without some blighted properties, but for the most part retains good character and vibrancy. This includes Smith Street, Morris Street, and Felix Street. Cannon Street, between Ashley Avenue and Coming Street, also represents sound preservation of character.

As a general trend, the best preserved areas of the neighborhood are within the interior. Closer to the outer edges, the neighborhood exhibits more transitional qualities. An exception to this is the southeast area, where Cannonborough-Elliottborough borders Radcliffeborough.

Areas With Transitional or Deteriorated Qualities

The most deteriorated areas exist adjacent to US 17. As much progress as has been made in revitalizing Cannonborough-Elliottborough, properties near a major highway remain undesirable for rehabilitation or redevelopment. Rosemont Street and Kennedy Court are particularly blighted, given their status as dead-end streets with access only to US 17. As a result, these two areas have a high percentage of vacant lots and severely dilapidated buildings. Revitalization efforts should make these areas along the periphery a top priority. **R**

On the interior of the neighborhood, Spring Street has a lot of transitional qualities. Over time, Spring Street has transformed from a neighborhood-serving commercial area to a corridor of strip commercial that in some stretches resembles a highway rather than a local service district. Additionally, there are several dilapidated and/or vacant structures along Spring Street. It is hoped that the conversion of traffic from one-way to two-way will help this corridor return to a neighborhood-friendly street (discussed in more detail in this chapter’s ‘Local Preservation Efforts’ section.



FIGURE 7.9. STRIP COMMERCIAL, LIKE THIS ALONG SPRING STREET, DOES NOT MATCH HISTORICAL DEVELOPMENT OF THE AREA.



FIGURE 7.8. AREAS ADJACENT TO THE CROSSTOWN EXPRESSWAY TEND TO HAVE THE MOST BLIGHTED CONDITIONS.

The west end of the neighborhood exhibits loss of character due in part to the adjacent Medical University of South Carolina campus and the proximity to the commercial gateway area along US 17. There are several parking lots and architecturally non-contributing structures in this area and it does exhibit the development characteristics of Cannonborough-Elliottborough. The city should consider extending the existing accommodation overlay zone between Spring and Cannon Streets eastward to Ashley or Rutledge Avenue. This may help encourage rehabilitation of older buildings and provide more mix of uses by adding inns and bed & breakfasts. **R**

Undeveloped Areas

There are several vacant areas along the periphery of the neighborhood. Between Line Street, St. Philip Street, Spring Street, and King Street is a large area of parking lots and undeveloped land. There are a few residences along Line and St. Philip Streets, and a few scattered businesses on King Street, but otherwise this area has a vacant quality that creates a void in the neighborhood.

On the far west side of Cannonborough is a surface parking lot for MUSC that takes up a large area between Spring Street and Cannon Street. Despite its functionality in providing parking, it is an unattractive part of this transitional area where MUSC and Cannonborough meet.



FIGURE 7.10. KING STREET NORTH OF SPRING STREET LACKS PEDESTRIAN ACTIVITY.



FIGURE 7.11. A LARGE VACANT AREA AT KING AND SPRING STREETS.

*Preservation of Character:
Considerations*

Often local preservation is focused upon a particular time period, or “period of significance.” Some neighborhoods have a short significant period when most of its buildings were built, and consist of a particular style or two. In the case of Cannonborough-Elliottborough, there is no one time period or style that is of more importance than others, and a variety of time periods and styles are appreciated in this neighborhood. The public input given at the Area Character Appraisal workshops spoke to this appreciation of variety. The participants felt that some of the neighborhood’s newer developments lacked variety, and as a result did not fit in well with existing development. The con-



FIGURE 7.14. ALTHOUGH THESE UNITS EXHIBIT QUALITY OF CONSTRUCTION, THEIR LACK OF VARIETY DETRACTS FROM THE NEIGHBORHOOD’S CHARACTER.

sensus seemed to be that development with more modern styles or features should seek to blend with the neighborhood by incorporating more variety of building elements, materials and details. **R**



FIGURES 7.12 & 7.13. VARIETY IS THE FOUNDATION OF CANNONBOROUGH-ELLIOTTBOROUGH’S CHARACTER.

Character Values

THE FOLLOWING CHARACTERISTICS WERE DESCRIBED AS EITHER IMPORTANT OR DETRIMENTAL TO CANNONBOROUGH-ELLIOTTBOROUGH BY NEIGHBORHOOD RESIDENTS AT THE PUBLIC WORKSHOPS.

ASPECTS IMPORTANT TO THE NEIGHBORHOOD’S CHARACTER:

- AUTHENTIC BUILDING MATERIALS & DETAILS
- VARIETY OF USES, ARCHITECTURAL STYLES, BUILDING DETAILS, COLORS, MATERIALS, ETC.
- VARIETY OF USES THAT CONTRIBUTE TO NEIGHBORHOOD VIBRANCY.

ASPECTS THAT DETRACT FROM THE NEIGHBORHOOD’S CHARACTER:

- ‘COOKIE-CUTTER’ DEVELOPMENT, WHERE A STRING OF BUILDINGS WERE EXACTLY ALIKE WITHOUT VARIATION OF DETAILS OR MATERIALS.
- INAUTHENTIC BUILDING MATERIALS
- RANCH HOUSES AND CONCRETE BLOCK RESIDENCES
- BUILDINGS WITH BLANK WALLS OR WALLS WITH MINIMAL FENESTRATION THAT ARE VISIBLE FROM THE PUBLIC STREET.

Board of Architectural Review & Historic Districts

Charleston’s historic districts and Board of Architectural Review (BAR) are the city’s primary tools for preserving local character. The BAR has review for all properties within Charleston’s two local historic districts - the Old City District and the Old & Historic District. Chapter 3: History provides a brief history of the BAR and the formation of the districts. The following is a summary of review authority for the Old City district, which covers the majority of the neighborhood.

- Demolitions/Relocations: Structures 75 years of age or older; or rated 1, 2, or 3 on the City Architectural Survey.
- Repairs & Alterations: Structures 100 years of age or older; or rated 1, 2, 3 or 4 on the City Architectural Survey.
- New Construction: All proposed structures or additions to existing structures visible from public right of way.

District Expansion

The 2008 Preservation Plan recognizes that Cannonborough-Elliottborough is worthy of being included in the National Register District. Previous efforts to expand the National into Cannonborough-Elliottborough have been unsuccessful, primarily due to fears of displacement through gentrification. Although more properties would fall under review in the Old & Historic District, there are tax benefits that are available to properties within National Register District because it is a district. Figure 7.15 shows the current boundaries of the Old & Historic District and National Register District. The area of Upper King Street within Cannonborough-Elliottborough is in the Old & Historic District, but not in the National Register. The rest of the neighborhood below Line Street is in the Old City District.¹

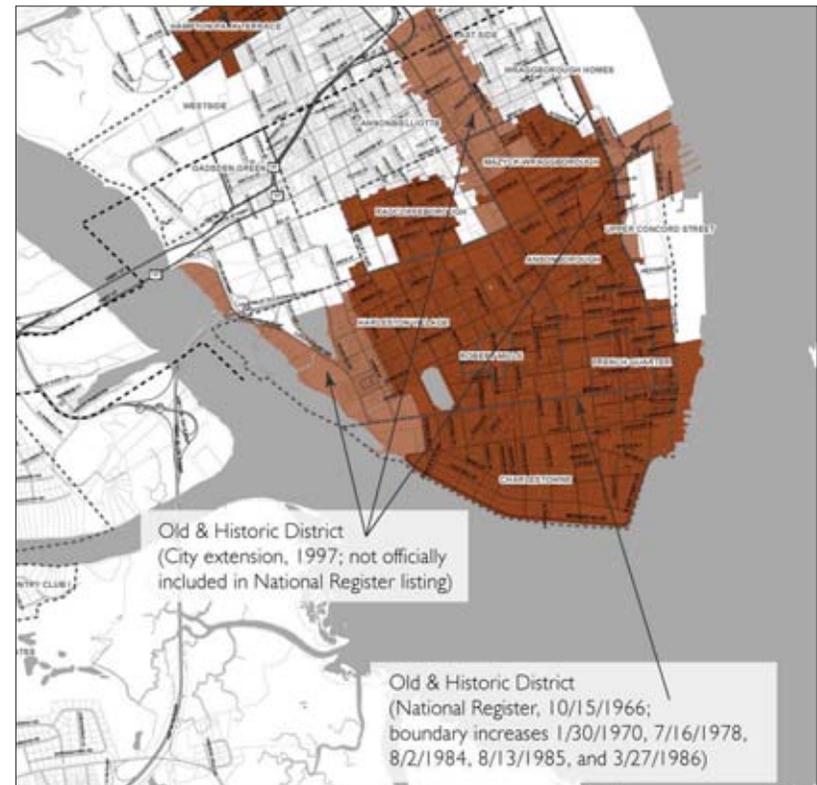


FIGURE 7.15. OLD & HISTORIC DISTRICT (LOCAL) AND NATIONAL REGISTER DISTRICT BOUNDARIES, AS SHOWN IN THE PRESERVATION PLAN. THE DASHED LINE INDICATES THE OLD CITY DISTRICT.

The City of Charleston should provide outreach and education to the neighborhood about the advantages and disadvantages of a National Register District. A decision to include all or parts of Cannonborough-Elliottborough in the Old & Historic District or the National Register District in the future should be locally initiated by the community and its leadership, rather than mandated by the City. **R**

Local Preservation Efforts

The following are descriptions of prior, ongoing and future preservation efforts within or including the Cannonborough-Elliottborough community.

Historic Charleston Foundation's Neighborhood Initiative

This initiative by Historic Charleston Foundation (HCF) was responsible for restoring the James Morrison House, located at 236 St. Philip Street, funded by a gift from the Post and Courier Foundation. Two additional properties on St. Philip Street, 216 & 218, are currently undergoing restoration as part of the same initiative.



FIGURE 7.16. THE JAMES MORRISON HOUSE AT 236 ST. PHILIP STREET.

Easements and Covenants

There are several properties located in Cannonborough-Elliottborough that have easements or covenants through HCF. Easements and covenants provide tax benefits to the owner of the property, but provide restrictions on alterations of the structure and/or property. Covenants are conveyed through a property deed restriction, whereas easements allow the easement holder to regulate uses or alterations of the property. The list of properties in the sidebar are those with covenants or easements in Elliottborough-Cannonborough. All but one are covenants – 218 St. Philip Street is the sole property that currently has an easement.



FIGURE 7.17. FLORENCE ALBERTA CLYDE HOUSE ON SMITH STREET. ONE OF SEVERAL PROPERTIES WITH RESTRICTIVE COVENANTS.

Covenants and Easements

Historic Charleston Foundation

- 258 ASHLEY AVENUE
- 33 BOGARD STREET
- 57 CANNON STREET
- 113 LINE STREET
- 3 PORTER'S COURT
- 6 PORTER'S COURT
- 8 PORTER'S COURT
- 12 PORTER'S COURT
- 13 PORTER'S COURT
- 27 ROSE LANE
- 185 RUTLEDGE AVENUE
- 25 SIRES STREET
- 174 SMITH STREET
- 181 SMITH STREET
- 191 SMITH STREET
- 197 SMITH STREET
- 218 ST. PHILIP STREET (EASEMENT)
- 236 ST. PHILIP STREET

Preservation Society of Charleston

- 12 BEE STREET

Spring Street & Cannon Street Two-Way Traffic Conversion

Currently, Spring and Cannon Streets are one-way corridors with high traffic speeds and volumes. As one-way streets, Cannon Street, and especially Spring Street, act more as dividers of the neighborhood than thriving corridors, lending themselves to dangerous pedestrian mobility and highway-oriented strip commercial uses.

There are plans to convert both streets to two-way traffic. This conversion should decrease traffic speeds and help both streets return to neighborhood-serving, pedestrian-oriented commercial districts. The conversion will result in the removal of approximately 15 on-street parking spaces, but that will be more than offset by additional on-



FIGURES 7.18-7.19. CONDITIONS ALONG PARTS OF SPRING (LEFT) AND CANNON STREETS (RIGHT) ARE NOT CONDUCTIVE TO PEDESTRIAN ACTIVITY.

street parking along St. Philip Street. This work is expected to begin in Fall 2009 and be completed sometime in early 2011. There is a possibility that Coming Street may also be converted to two-way traffic in the future. The City of Charleston has hired a consultant to perform a study of the potential conversion.²

Crosstown Beautification

Additionally, there is a planned infrastructure reinvestment project for the Crosstown Expressway that will improve the safety and aesthetic conditions along the corridor. See the next chapter for additional information on this project. **R**

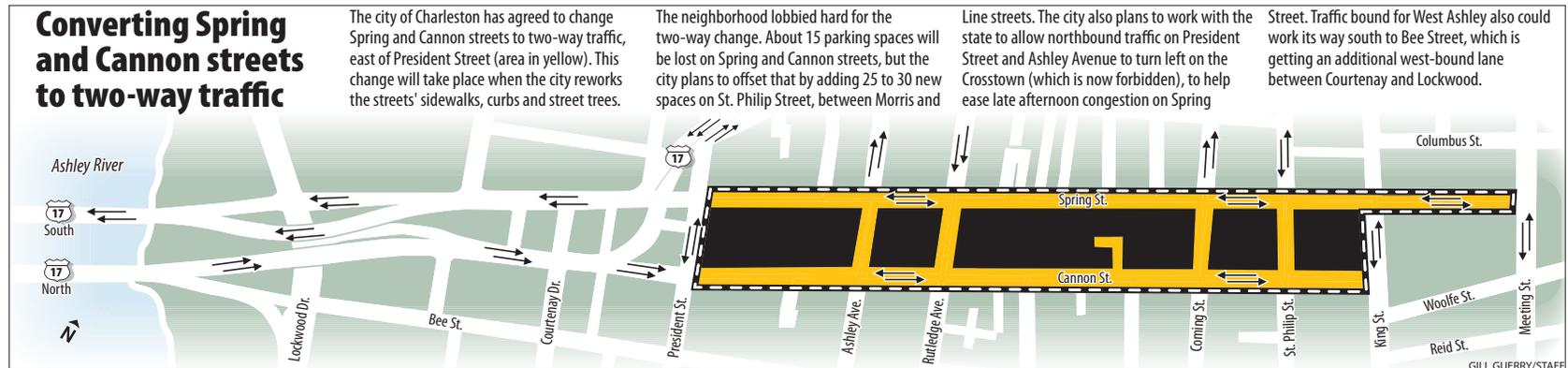


FIGURE 7.20. DIAGRAM OF THE SPRING-CANNON TWO-WAY TRAFFIC PROJECT (COURTESY OF THE POST & COURIER).

Private Development

The biggest boon to revitalization in Cannonborough-Elliottborough is the individual investor/owner. This type of revitalization effort occurs one property at a time, thus requiring more time to renew an area than a large-scale development. However, individual rehabilitations tend to be more context-sensitive and blend into the neighborhood character better. Wholesale developments of a block or street section are often much less successful, as it is hard to replicate a neighborhood that has been built over time with buildings spanning a wide range of years of construction. Often new developments appear inauthentic or 'cookie cutter' even with a high quality of construction.

Additionally, large scale developments are much more likely to be new construction rather than renovations; whereas an individual investor is more likely to renovate an older building rather than go through a process of demolition and new construction. The preferred choice in Cannonborough-Elliottborough is the preservation of existing development over large scale renewal. **R**



FIGURE 7.21. RENOVATIONS ON BOGARD STREET BRING A RENEWED LIFE TO THE AREA.

Although some fears exist that including the neighborhood in the National Register District may lead to higher housing costs and displacement, the tax credits available to those renovating properties in a National Register Historic District create an incentive for individual rehabilitation efforts.

This consideration should be made in any future debates over whether or not to expand the District. Other incentives for individual property rehabs should be explored should the neighborhood remain out of the National Register District. **R**

Notable Properties

National Register Properties

Although Cannonborough-Elliottborough is not within the National Register District, there are three properties in the neighborhood listed individually on the National Register of Historic Places - Coming Street Cemetery, the William Robb House (12 Bee Street), and the James Sparrow House (65 Cannon Street). Further information on the William Robb House and the James Sparrow House are provided in the Outstanding Examples section of Chapter 5: Architecture.

Located at 189 Coming Street, the Coming Street Cemetery was established in 1762 and is the oldest Jewish burial ground in the Southern U.S. It is significant in its association with Kahal Kadesh Beth Elohim, a congregation that was responsible for Reform Judaism in the United States. The cemetery contains over 600 marble and brownstone gravestones, many of which contain Hebrew motifs and are outstanding examples of late 18th and early 19th century gravestone art. The original

stuccoed brick perimeter wall is still intact, and has contributed towards the protection and preservation of the cemetery. It was listed on the Register in 1996.

Freedman's Cottages

As mentioned in previous chapters, the freedman's cottage is a locally significant architectural type, and may be the only type of African-American associated vernacular architectural types. These structures are important to the Cannonborough-Elliottborough neighborhood and the city as a whole, both for historic value and because they provide much needed affordable housing in a city with continually rising housing prices. Known freedman's cottages in the neighborhood include:

- 155 Line Street
- 157 Line Street
- 189 Smith Street
- 277 Coming Street
- 266 Ashley Avenue
- 40 Morris Street
- 44 Bogard Street
- 145 President Street



FIGURE 7.22. COMING STREET CEMETERY.



FIGURE 7.23. A CANNONBOROUGH-ELLIOTTBOROUGH FREEDMAN'S COTTAGE ON BOGARD STREET.

Other Notable Properties

There are several properties within the study area that are not currently listed on the National Register of Historic Places, but which exhibit exceptional architecture, or have historical and local significance.

The following properties may warrant further investigation as to their potential for listing in the National Register: **R**



FIGURE 7.24. KARPELES MANUSCRIPT MUSEUM ON SPRING STREET AT CANNON STREET.

- Karpeles Manuscript Museum (formerly St. James Chapel), 68 Spring Street, built in 1856
- 209 Ashley Avenue, circa 1830
- 217 Ashley Avenue, 1805
- Michael Michaelson House, 25 Sires Street, 1890
- 235 Rutledge Avenue, 1852
- 200 Coming Street (formerly Immaculate Conception School), 1930
- 197 Smith Street, 1852
- Florence Alberta Clyde House, 191 Smith Street, circa 1845
- James Morrison House, 236 St. Philip Street, circa 1850
- Ashley Inn, 201 Ashley Avenue, 1832.
- 44 King Street (formerly Bank of America)
- 565 King Street (currently occupied by Taylor's Pawn Shop)
- 549 King Street
- Bluestein's store, 494 King Street
- Charleston Fire Dept. Station #6, 5 Cannon Street, 1886
- 24 Bee Street, circa 1838
- 216 Ashley Avenue, 1853
- 185 Rutledge Avenue, circa 1798

Chapter 7 Recommendations

- Focus public or non-profit revitalization efforts on dilapidated areas, particularly areas close to the Crosstown Expressway.
- Expand the existing accommodation overlay zone to Ashley or Rutledge Avenue in order to encourage rehabilitations and more mixed use.
- Ensure the preservation of corner store buildings as commercial or mixed-use buildings by discouraging downzoning that allows the change of use to residential.
- Consider expansion of the National Register District into Cannonborough-Elliottborough in order to make tax credits available for historic renovations.
- Discourage large-scale developments that fail to provide an appropriate variety of architectural elements.
- Continue to support and encourage 'parcel-by-parcel' revitalization efforts.
- Continue efforts to convert or enhance roadway corridors so that they fit the neighborhood context.
- Investigate the potential listing of additional Cannonborough-Elliottborough properties on the National Register, using the list provided in this chapter as a starting point.

Endnotes

1 Page & Turnbull, *Vision, Community, Heritage: A Preservation Plan for Charleston, South Carolina*, 2008, 54.

2 Robert Behre, "Road projects to slow traffic a bit," *The Post and Courier*, 28 February 2009. Available online at <http://archives.postandcourier.com>.

Chapter 8: Adjacent Conditions

This section includes an assessment of conditions and uses that occur at the edges of Cannonborough-Elliottborough's boundaries. While preservation is vital within a neighborhood itself, forces on the periphery of a neighborhood can also have a tremendous effect.



FIGURE 8.1. HIGH-RISE BUILDINGS SUCH AS THIS ON THE MUSC (MEDICAL UNIVERSITY OF SOUTH CAROLINA) CAMPUS STAND IN STARK CONTRAST TO THE SMALL-SCALE COMMERCIAL AND RESIDENTIAL DEVELOPMENT OF CANNONBOROUGH-ELLIOTTBOROUGH.

Chapter 8 Summary

Adjacent Neighborhoods & Districts

- Adjacent neighborhoods and districts include: Radcliffeborough to the south; King Street & Meeting Street commercial districts to the east; Westside & North Central neighborhoods to the north.
- The Crosstown Expressway presents a divide between Cannonborough-Elliottborough and neighborhoods to the north, whereas Morris Street provides a seamless transition into Radcliffeborough.
- The Upper King Street district provides the neighborhood with restaurants, shopping and other local conveniences.
- The proposed Midtown project will help Upper King Street development.
- The Medical University of South Carolina (MUSC) borders Cannonborough-Elliottborough to the south and west. It is a continually expanding institution that poses parking, housing, and scale of development issues.

Threats & Benefits

- The Crosstown Expressway is a detrimental divide between Cannonborough-Elliottborough and the Upper Peninsula.
- The most blighted areas of the neighborhood are adjacent to Crosstown Expressway.
- Planned improvements for the Crosstown Expressway include beautification enhancements and pedestrian safety improvements.
- Along the neighborhood edge, MUSC buildings and parking structures differ in scale and character from Cannonborough-Elliottborough.
- The continued expansion of the MUSC campus can be a deterrent for residential development in this area of the neighborhood.
- A 'step-down' in development scale is needed as the MUSC campus approaches the boundaries of Cannonborough-Elliottborough.

Recommendations will appear at the end of this chapter and are denoted in the text by this symbol. R

Adjacent Neighborhoods & Districts

The following areas are adjacent to the borders of Cannonborough-Elliottborough. Given their proximity, actions and developments in these areas can have spillover effects on Cannonborough-Elliottborough, and thus should be examined.

Neighborhoods

As diverse as Cannonborough-Elliottborough is, it is also surrounded by a wide variety of neighborhoods and districts. To the south is Radcliffeborough. Radcliffeborough began revitalizing earlier than Cannonborough-Elliottborough experiences along its northern boundaries adjacent to the Cross-town Expressway. Radcliffeborough is very similar to Cannonborough-Elliottborough in urban form its types of uses and architectural styles. One does not experience a significant and noticeable transition from one neighborhood to the other.



FIGURE 8.2. SIMONTON PARK, PART OF THE FIRST PHASE OF THE MORRIS SQUARE, ON THE RADCLIFFEBOROUGH SIDE OF MORRIS STREET. PHASE 2 WILL BE ACROSS THE STREET WITHIN CANNONBOROUGH-ELLIOTTBOROUGH.

To the north, the North Central and Westside neighborhoods are located on the other side of the Crosstown Expressway. These areas include portions of what was once part of Cannonborough-Elliottborough before the construction of the Expressway. Because the Expressway creates such a divide, these areas have less spillover potential than does Radcliffeborough, which has a more seamless boundary.

The Meeting Street and King Street commercial corridors border the east side of Elliottborough. The Upper King district provides nightlife, shopping and neighborhood services below Spring Street. North of Spring Street, there are parking areas and tracts of undeveloped land. Redevelopment of these properties should have a beneficial impact to the district, and will provide some compatibility of character.



FIGURE 8.3. THE CROSTOWN EXPRESSWAY SEPARATES PRESENT DAY CANNONBOROUGH-ELLIOTTBOROUGH FROM AREAS ONCE PART OF THE NEIGHBORHOOD.

Midtown ^R

Not to be confused with the existing Midtown residential development on Cannon Street, this Midtown is a proposed mixed-use development, that will occupy a mostly vacant block between King Street and Meeting Street, bordering the south side of Spring Street to Woolfe Street. The development's main components will be a condo building, retail structures and hotel. These will step down in scale to King Street where appropriately scaled stores and other commercial buildings will fill in gaps between existing buildings. The proposal preserves existing buildings such as the former Bank of America building, recognized by community residents as a landmark. Below is a massing image of the proposed development from the *Post & Courier* (Figure 8.4).¹

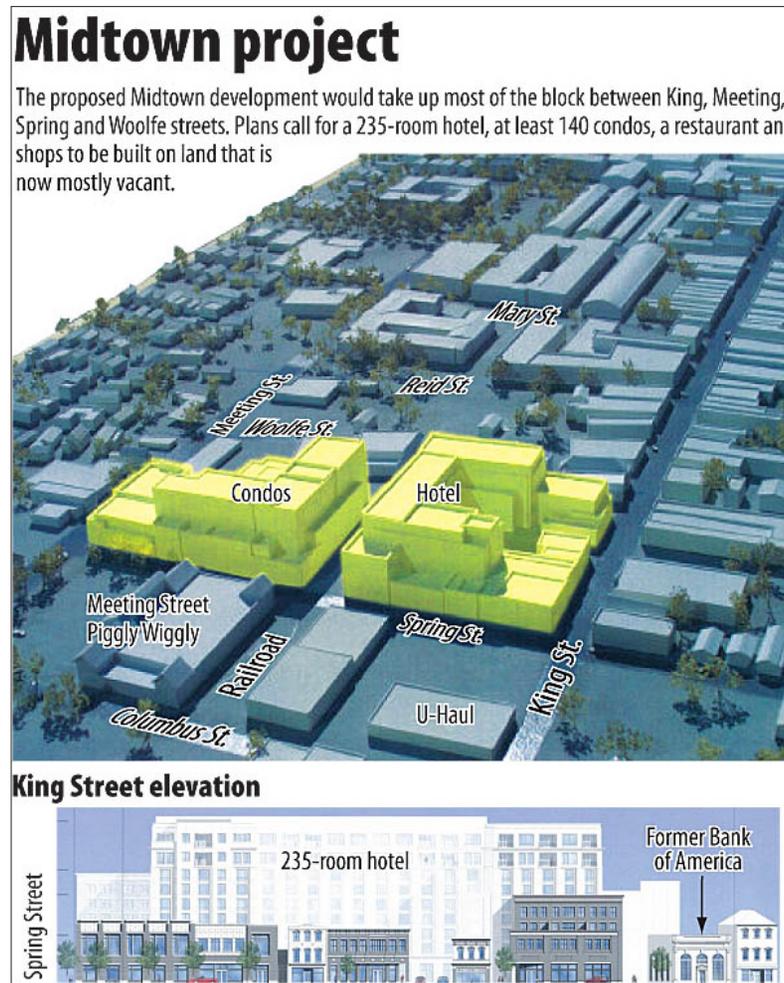


FIGURE 8.4. IMAGES OF THE PROPOSED MIDTOWN DEVELOPMENT, (COURTESY OF THE POST & COURIER).

Medical University of South Carolina

The Medical University of South Carolina (MUSC) is Charleston's largest employer and is an expanding institution of classrooms, hospitals, and research facilities. It borders Cannonborough to the south and west, and some university-related buildings and housing are located within the community. MUSC's growth within and just outside of the community's boundaries is significantly changing the area where the campus and neighborhood mesh. In the area near the intersections of President and Bee Streets, and President and Cannon Streets, there are several MUSC buildings and parking facilities. MUSC's large E-Lot parking garage (Figure 8.5), located on the west side of President Street between Bee and Cannon Streets, is 6 levels high and much taller than historical development within Cannonborough.



FIGURE 8.5. MUSC'S E-LOT PARKING GARAGE, LOCATED ON PRESIDENT STREET AT CANNON STREET.

Threats & Benefits

Crosstown Expressway R

The Septima Clark “Crosstown” Expressway is and will continue to be one of the biggest detriments to the Cannonborough-Elliottborough neighborhoods. The construction of the Expressway created a hard barrier that separated the community from the Upper Peninsula and destroyed the urban fabric of the northernmost blocks of the neighborhoods. Still today, many of the most blighted areas of the community are located adjacent to the Crosstown. Unfortunately, the Expressway will likely continue to inhibit good development in the northernmost blocks of the neighborhood as long as it exists.

A major infrastructure project for the Crosstown Expressway (US-17) is planned for construction beginning in 2010. While the main purpose of the project is to improve drainage of floodwaters, another effect will be to enhance the streetscape and improve pedestrian safety. While this is unlikely to eliminate all the negative aspects of the Expressway’s presence, it should serve to provide an improved pedestrian environment for the northern edge of Cannonborough-Elliottborough. Below (Figure 8.6) is a rendering of streetscape enhancements from the project’s report, currently available at City of Charleston’s website.²

Development Pressures R

New development in the area has both good and bad results. Development in the community has increased significantly in recent years, bringing reinvestment and commercial opportunity. Several new businesses have opened, new housing has been built, and a number of older homes have been renovated – all bringing up an area that has dealt with various stages of blight since the 1960s. Along with the new development, however, come some associated problems. This includes the potential displacement of low-income residents due to higher home values. Also, new large scale developments often struggle to blend in with existing development, and can harm local character.



FIGURE 8.6. FLOODING SITUATIONS REGULARLY OCCUR ALONG THE CROSSTOWN EXPRESSWAY. PHOTO FROM PROJECT REPORT.

Medical University (MUSC)

MUSC also represents a possible contributor to character loss. As the school continues to expand, it stretches further into areas such as Radcliffeborough and Cannonborough. Often the appearance of large-scale modern public buildings differs greatly from the historic character of these neighborhoods. It is hard to stop the prosperity and progress of a major medical university, and often harder to create public buildings that match the scale and style of older, smaller buildings.

As reported by the Spring and Corridor Plan, it is difficult for residential developers to invest in Cannonborough properties in proximity to MUSC because of the uncertainty of expansion plans and the purchasing power of the university.³ The City of Charleston and community leaders from adjacent neighborhoods should continue to work collaboratively with MUSC to produce character-sensitive development. **R**



FIGURE 8.7. ONE OF MUSC'S NEWER BUILDINGS ON CANNON STREET.

The Charleston Downtown Plan recommended that the city's institutions, including MUSC, define a boundary and adhere to it in order to prevent encroachment into low-intensity neighborhoods. On the periphery where institutions abut neighborhoods, there should be a transition in development scale to create a smoother and more appropriate transition into the neighborhood. Recent changes to the height overlays provide lower height zones adjacent to the neighborhoods, but the bulk of buildings and the general pattern - large buildings taking up most of a block, as compared to a series of small buildings - is still out of character with Cannonborough-Elliottborough. An overlay zone providing supplemental regulations for bulk, use types, and development pattern for the fringe areas of campus could help provide a transition zone suitable to both MUSC and the neighborhood. **R**

Chapter 8 Recommendations

- Take advantage of the proposed Midtown development as a catalyst for new and similar development northward on King Street in order to fill the development gap between Spring Street and Line Street.
- Continue pedestrian safety improvements along the Crosstown Expressway.
- Develop strategies to prevent displacement of low-income and long-tenured residents of Cannonborough-Elliottborough as the neighborhood continues to revitalize.
- The neighborhood and MUSC should coordinate to define an ultimate campus boundary, and create methods to provide a step-down in intensity as the campus approaches the neighborhood.
- Ensure that MUSC buildings match the scale and character of Cannonborough-Elliottborough where they are adjacent to or within the neighborhood.
- An overlay zone providing supplemental regulations for bulk, use types, and development pattern for the fringe areas of campus could help provide a transition zone between MUSC and the surrounding neighborhoods.

Endnotes

1 Robert Behre, "Midtown blends old and new," *The Post and Courier*, 15 September 2008. Available online at <http://archives.postandcourier.com>.

2 Charleston Civic Design Center, Davis & Floyd Engineering, et. al., *U.S. Highway 17 Transportation Infrastructure Project*. Available online at <http://charlestoncity.info>.

3 Urban Strategies Inc., et al. *The Charleston Downtown Plan: Achieving Balance Through Strategic Growth*, 1999, 57.

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