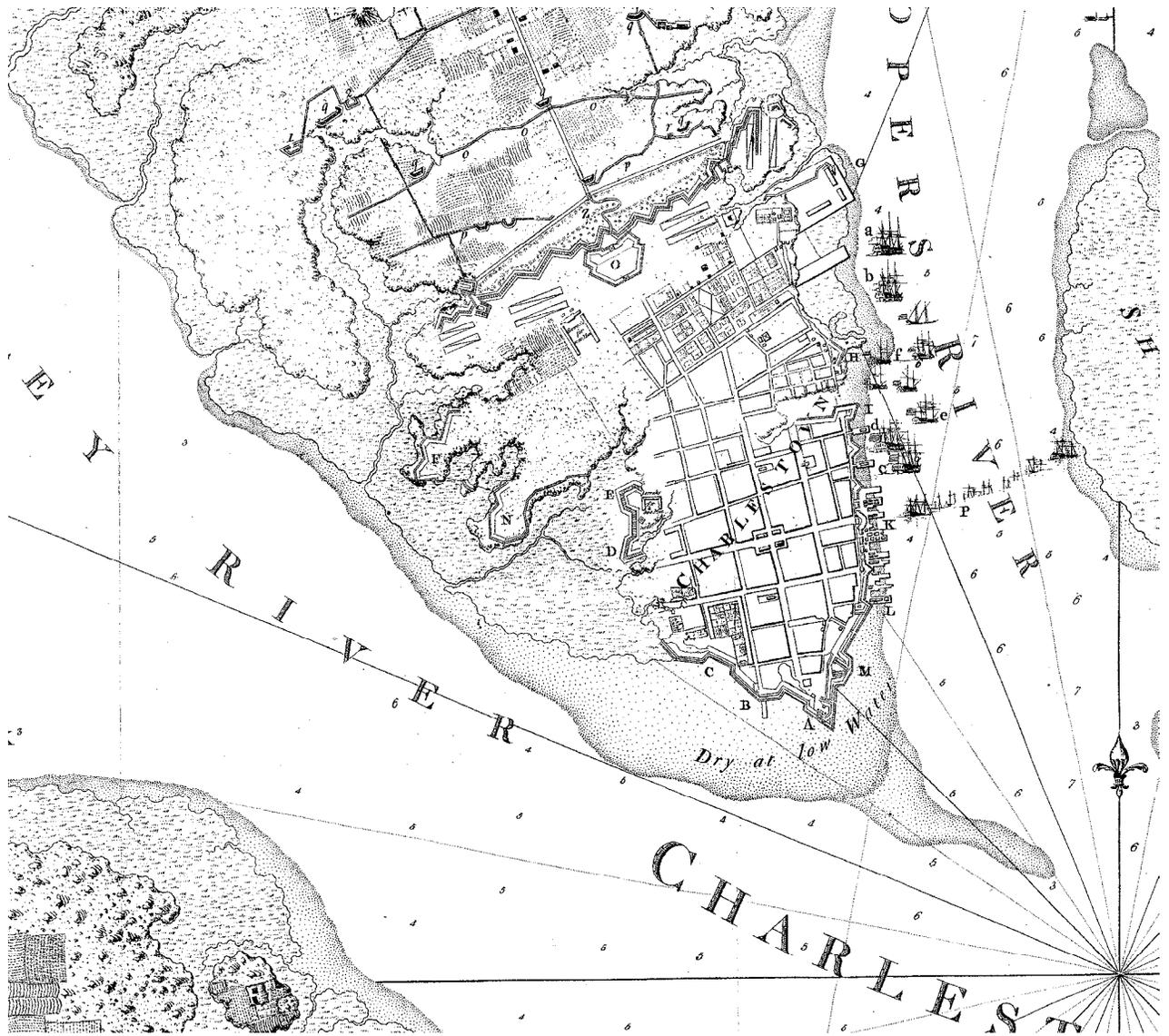
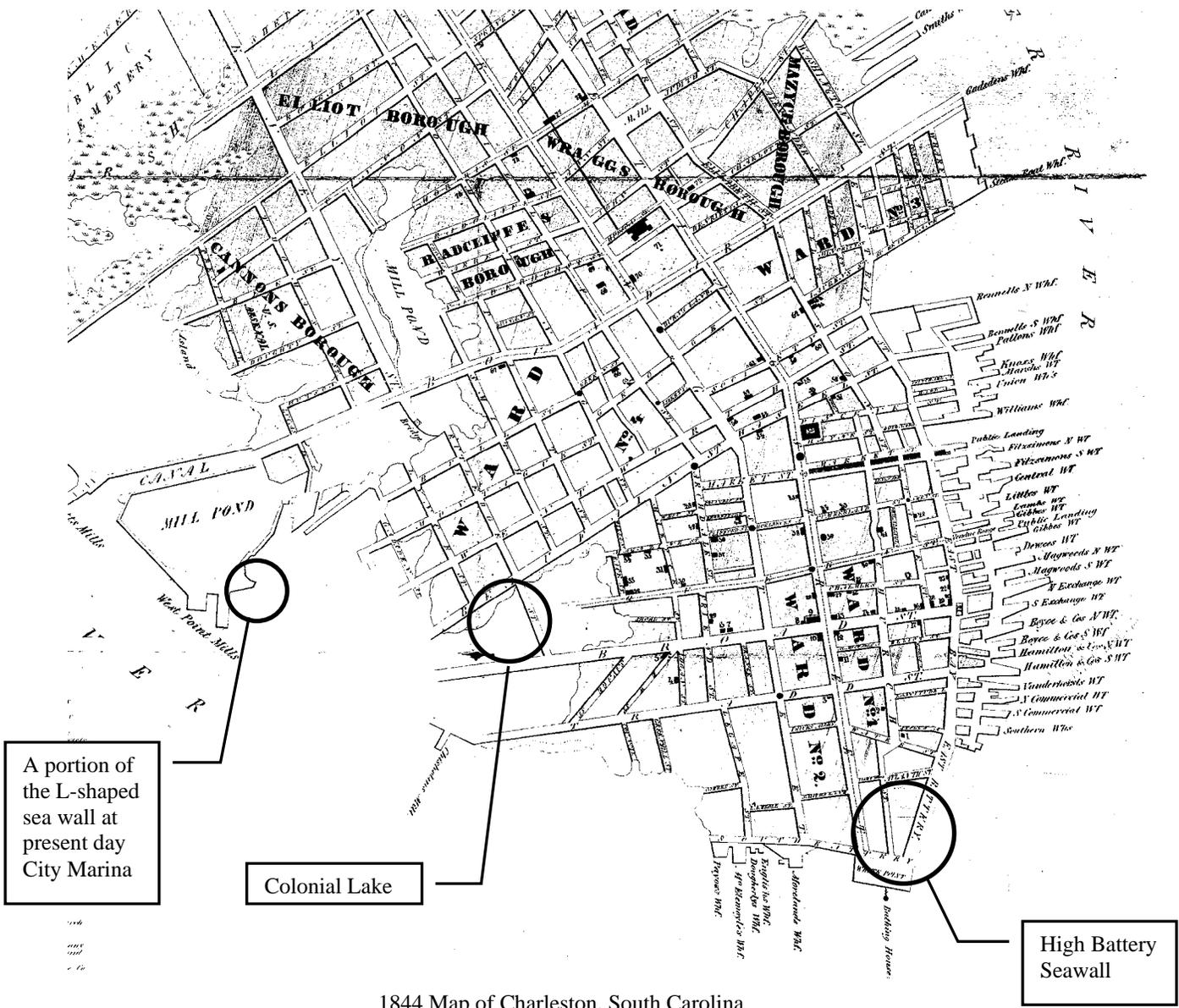


Appendix G

Historical Maps of Charleston, South Carolina

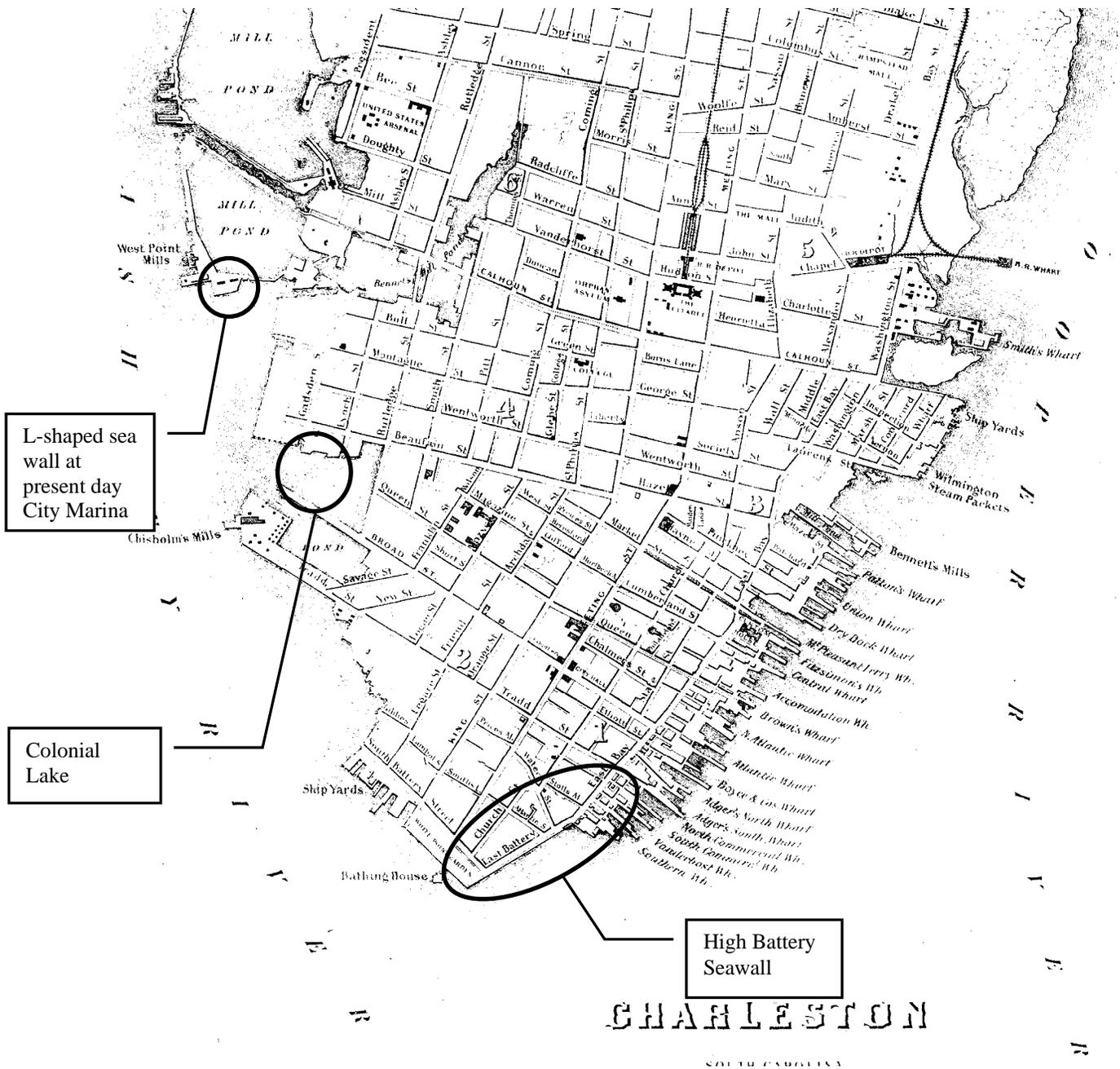


1780 Map of Charleston, South Carolina



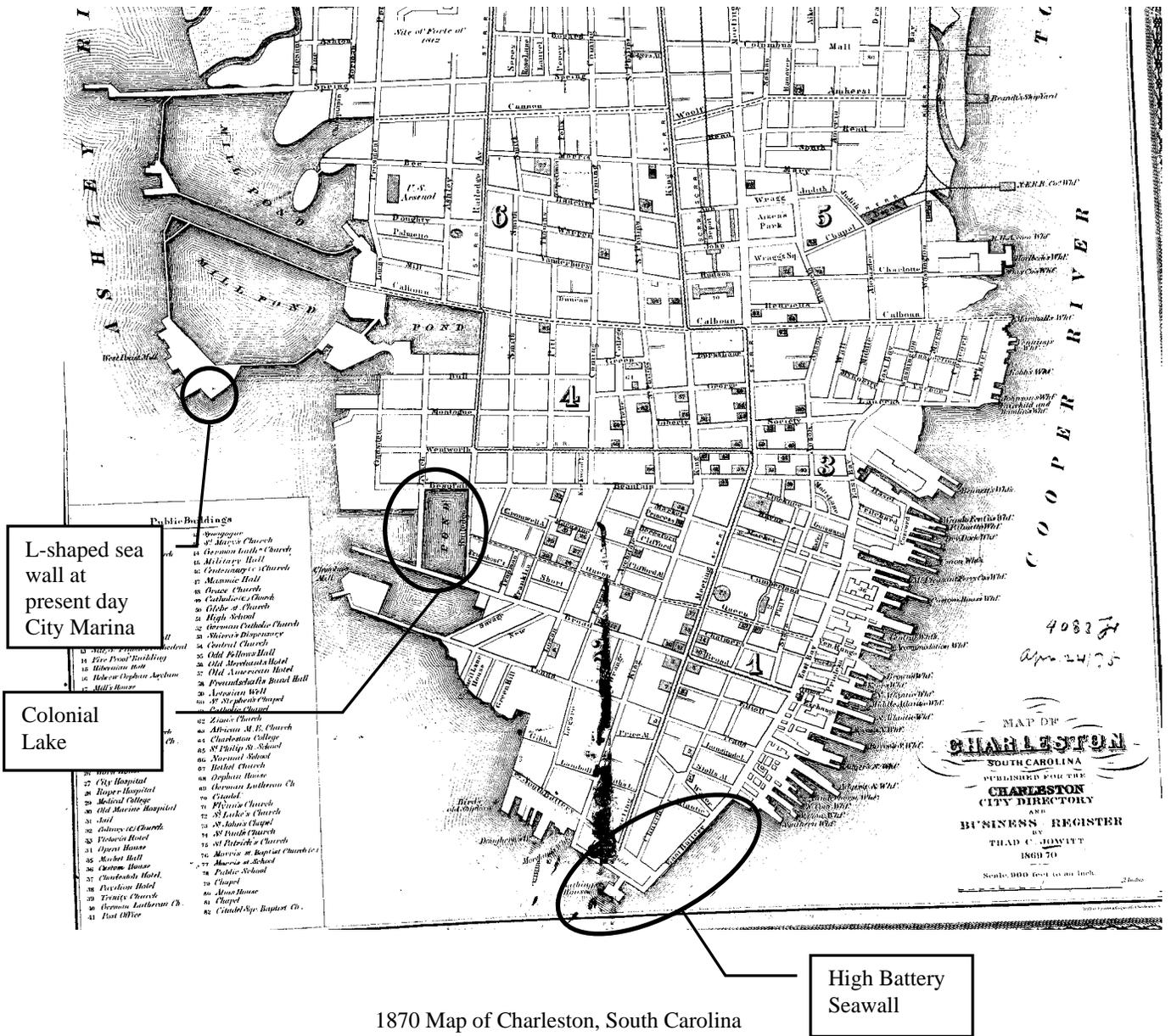
1844 Map of Charleston, South Carolina

The High Battery Seawall had been constructed. The northern end of the High Battery seawall is located approximately 200 feet north of the intersection of Water Street and East Battery. From this location, the High Battery seawall extends to the south and terminates just past the southeastern tip of White Point Gardens. A portion of the L-shaped seawall at the present day City Marina had been constructed as part of the West Point Rice Mill facility.



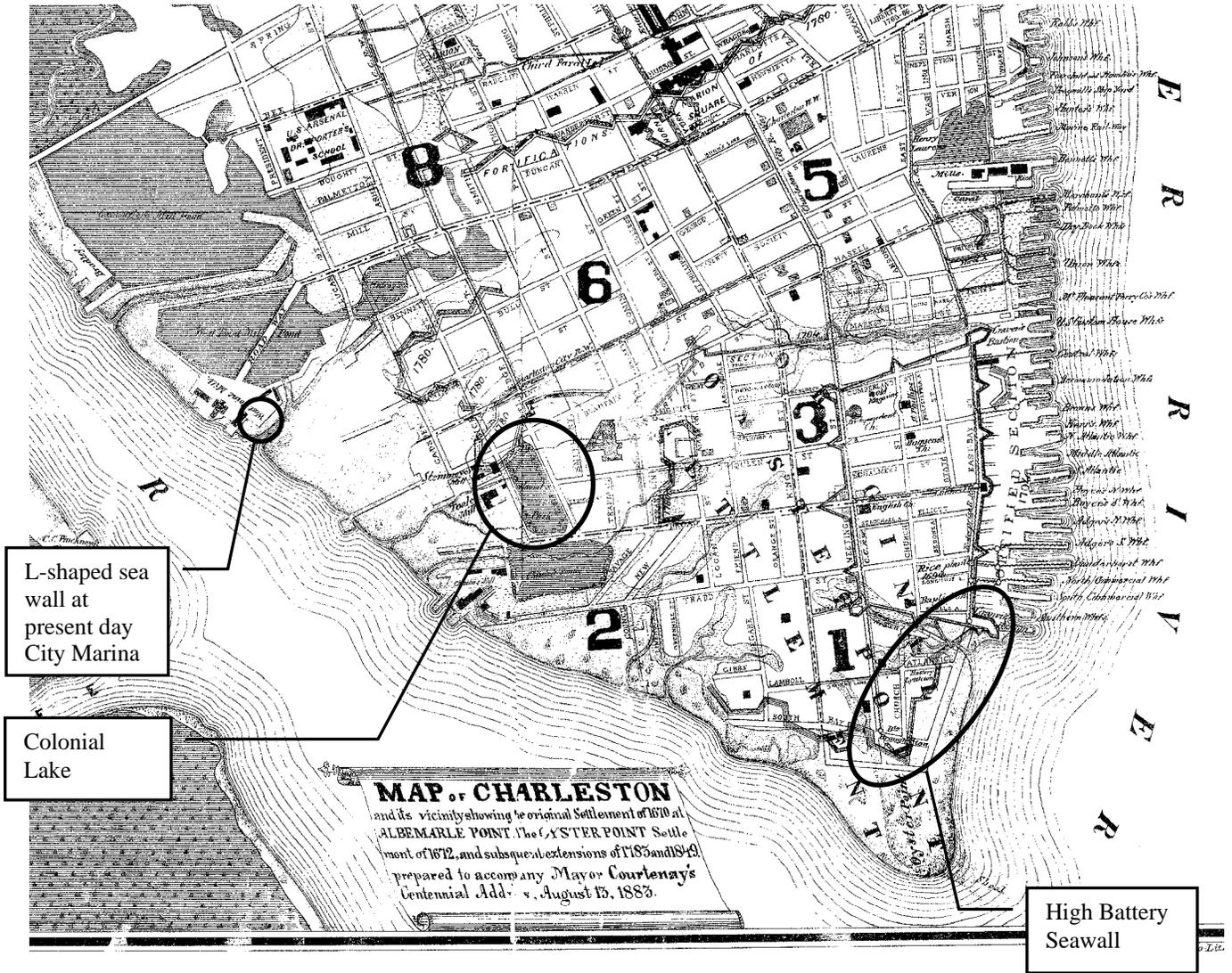
1854 Map of Charleston, South Carolina

The High Battery Seawall had been constructed. The L-shaped seawall at the present day City Marina had been constructed. The seawall surrounding Colonial Lake had not been constructed.



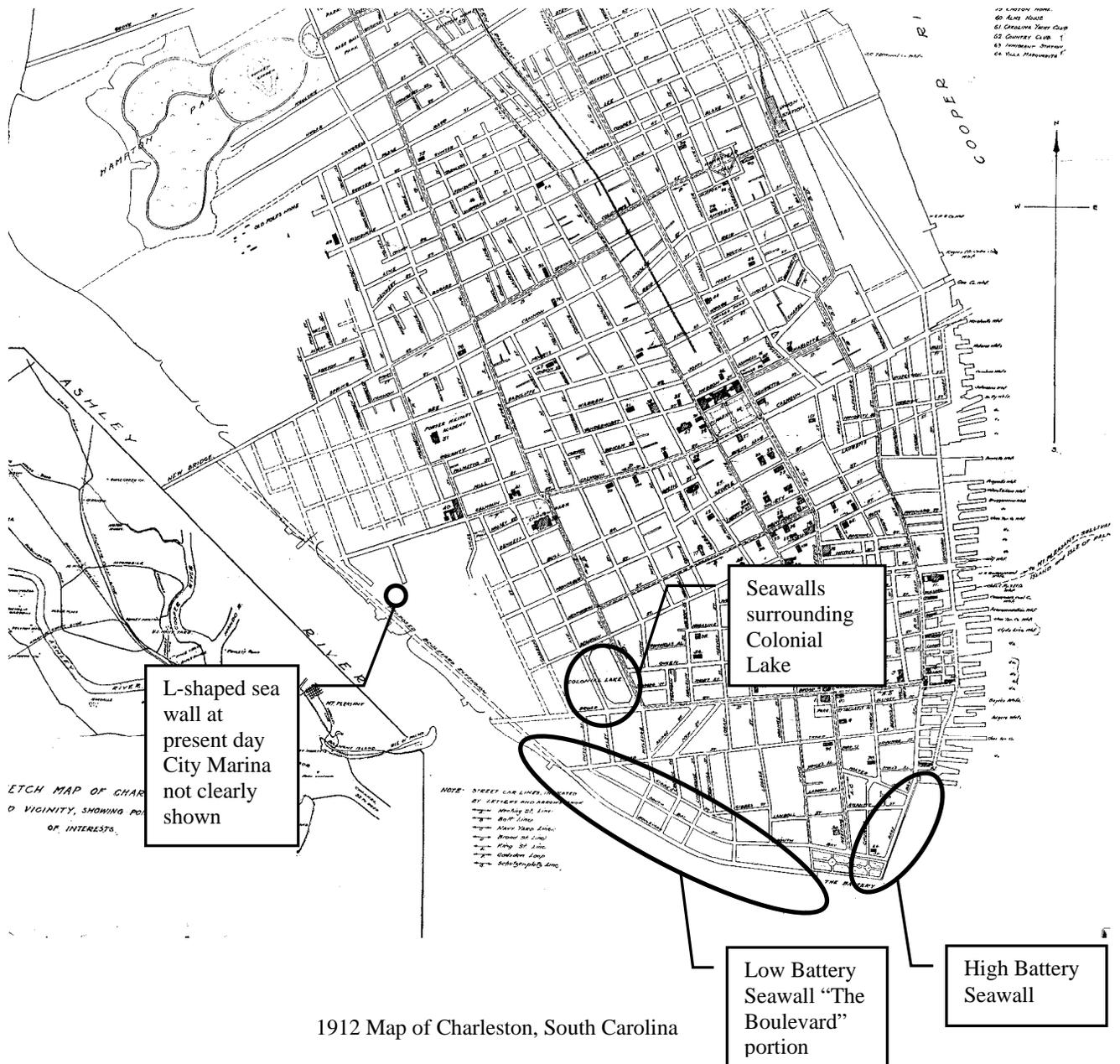
1870 Map of Charleston, South Carolina

The High Battery seawall had been constructed. The L-shaped seawall at the present day City Marina had been constructed. Colonial Lake appears enclosed, but the concrete seawalls surrounding Colonial Lake were not constructed until 1882-1884.



1883 Map of Charleston, South Carolina

The High Battery Seawall had been constructed. The L-shaped seawall at the present day City Marina had been constructed. Approximately two thirds of the concrete seawall surrounding Colonial lake had been constructed.



The High Battery seawall had been constructed. The L-shaped seawall at the present day City Marina and the seawalls surrounding Colonial Lake had been constructed. The Low Battery seawall, "The Boulevard" portion had been constructed between the west end of Tradd Street to the foot of King Street. The Low Battery seawall, "The Boulevard Extension" portion had not been constructed between the foot of King Street to the High Battery seawall. The former seawall at the south end of White Point Garden still existed. The map shows the vision for the Low Battery seawall to extend west to the Ashley River bridge.