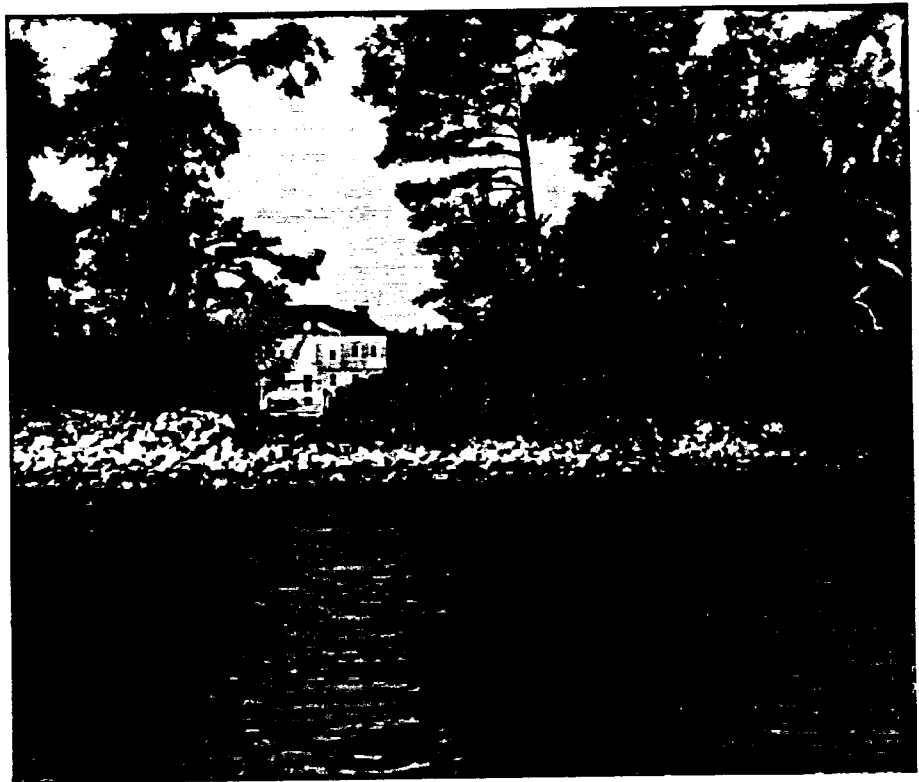


*preserving our past . . .
planning for our future . . .
along the
Ashley River*



ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN

A planning guide for development along South Carolina's historic Ashley River; prepared by the South Carolina Coastal Council and the South Carolina Department of Archives and History, with financial assistance from the National Oceanic and Atmospheric Administration, and the U.S. Department of the Interior, National Park Service.

February 1992

ASHLEY RIVER
SPECIAL AREA MANAGEMENT PLAN

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ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN

INTRODUCTION

The Ashley River, located in the lowcountry of South Carolina, is one of the most significant rivers of our state, and even of our nation, due to its great beauty as well as its location in and association with an area rich in historical, archaeological and natural resources. The river with its extensive salt, brackish, and freshwater marshes and its adjacent uplands compose a region which has played a significant role in the founding and shaping of America. It is a place where fine historic structures have survived in their original natural and uniquely beautiful environment. The visitor to this area is able to sense what the first settlers found upon their arrival as well as to see the dramatic evidence of more than 300 years of extraordinary achievements.

The Ashley River is considered by some to be one of the three most historically significant areas in the Southeast, along with the Potomac and the James. Indeed, it is hard to imagine another river in America, within close proximity to a city, with comparable resources of unblemished natural beauty and of national historical significance. The river is not isolated, however. It is a living part of a growing metropolitan center and contributes substantially to its citizens' quality of life. But pressures of untrammelled growth threaten its natural beauty and the very foundations of its historical resources.

As the populations of Dorchester and Charleston Counties continue to increase, both residential and commercial development will continue to proliferate on both sides of the Ashley River. Because of land use regulation administered by four separate government entities, the growth of this unique area could result in negative impacts to historic sites, a loss of significant archaeological sites (many as yet undiscovered), and severe negative impacts to the natural environment and the special ambiance of this unique area. Current problems which have been identified for the Ashley River area are: bank and shoreline erosion, increased powerboat traffic, visual and noise pollution, encroachment of development on scenic vistas, loss of natural environment, degradation of water quality, flooding and the absence of a unified approach to the management of development -- thus the need for this Special Area Management Plan and the unique opportunity to save a very special segment of our state and our nation for future generations.

These questions come to mind when contemplating the development of a special area management plan for the Ashley River.

How can we balance the rights of private property owners with those of the general public?

How can we grow as a metropolitan community without damaging the quality of life that makes the region distinctive and economically attractive?

How can we accommodate in one comprehensive plan the interests and rights of a diversity of citizens?

The Special Area Management Plan must strive to achieve the answers to these questions. Public input into the process is mandatory. Thus, the Ashley River Special Area Management Plan or SAMP was developed through the combined efforts of the South Carolina Coastal Council and the South Carolina Department of Archives and History with input from a broad spectrum of government entities, special interest groups, landowners and other individuals. The boundaries of the study area as shown on the location map (Figure 1) are from the Atlantic Coast Line Railroad Trestle on the south to the Ashley River Road (Highway 61)/Highway 17-A junction on the north, and on either side of the Ashley River from the west side of Dorchester Road on the east to the east side of Ashley River Road on the west. While recommendations were received during public review to expand the Special Area Management Plan boundaries to Church Creek on the south and to various distances west of Ashley River Road on the west, it was decided to leave those boundaries as originally set. The S. C. Department of Archives and History made the final decision. The Department felt that to expand the boundary to the south would not be appropriate due to the amount of development which has already occurred in this area. The Department also made the determination that Ashley River Road forms a logical and natural boundary for the area of land west of the river which encompasses the majority of the historic and archaeological sites needing special protection.

The goals of this plan are to develop public policy for conservation of the natural and historic character of the Ashley River corridor, thus increasing the predictability of governmental decisions and ensuring the long-term protection of the unique character of the area while taking into consideration the rights of individual citizens. The objectives of the plan include the identification of historic and archaeological sites and buffer areas, the development of policies and recommendations for public access and recreational use of the Ashley River, and the development of policies and recommendations for land use planning which will ensure the protection of historic and archaeological sites.

Information and input were received from federal agencies (the Corps of Engineers and the Soil Conservation Service), state agencies (the South Carolina Department of Parks, Recreation and Tourism, the South Carolina Water Resources Commission, and the South Carolina Wildlife and Marine Resources Department), and local governments which have influence or control in the area of concern. These local governments include the counties of Charleston and Dorchester and the cities of Charleston, North Charleston, and Summerville. Organizations and special interest groups concerned with development, protection or recreation in the Ashley River area were also contacted and asked to participate in the development of the SAMP as were all riverfront property owners. See "Public Participation," page 6. A copy of the SAMP mailing list can be found in Appendix B.

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN

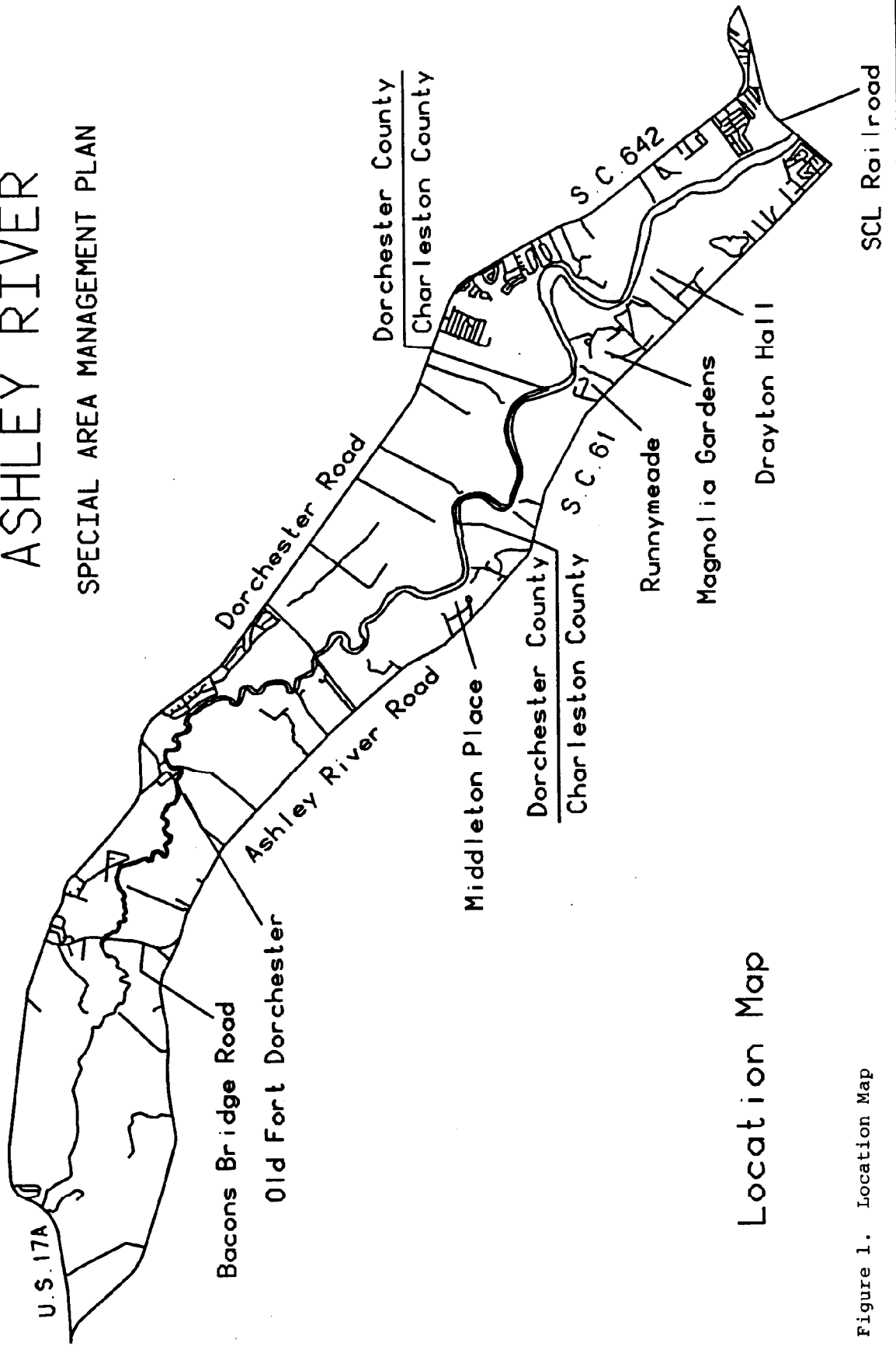


Figure 1. Location Map

The SAMP consists of a textual document, base map, and map overlays with information on the historic and natural environment, current and anticipated land and water uses, and policies and recommendations for the development and conservation of the Ashley River area. Base maps and accompanying overlays are housed at the offices of the S. C. Coastal Council and S. C. Department of Archives and History. The SAMP is intended for use by the South Carolina Coastal Council in making permit and certification decisions as well as by the South Carolina Department of Archives and History, other governmental agencies, and entities with an interest in the Ashley River area.

LEGAL AUTHORITY OF SOUTH CAROLINA COASTAL COUNCIL

In 1977, the General Assembly passed South Carolina's Coastal Management Act (Section 48-39-10 et seq. of the 1976 S. C. Code). The chief purpose of the act is

the proper management of the natural, recreational, commercial and industrial resources of the State's coastal zone -- resources of present and potential value to all citizens of the State. The Act acknowledges the growth of the human population and the resulting demands on the lands and waters of the coast for residential, recreational and economic developments as well as services such as transportation and waste disposal. A specific State policy contained in the Act is that of promoting the economic and social improvement of the State's citizens while protecting and, where possible, restoring or enhancing the rich variety of coastal resources.

To effectively achieve these goals for protection and development of coastal resources, the Act establishes the South Carolina Coastal Council and directs it to develop and implement a comprehensive management program to achieve wise use of coastal resources. (P. V-1, State of S. C. Coastal Management Program and Final Environmental Impact Statement.)

The Coastal Council was given two types of legal authority by the Act in order to carry out its mission -- a direct permitting authority within the "critical areas" (i.e., the salt water areas) and an indirect authority (i.e., a certification authority) over activities throughout the eight-county coastal zone which require any type of state or federal permit. By means of its certification authority, the South Carolina Coastal Council regulates development on highground through a performance standards approach, requiring treatment of storm water onsite and the protection of freshwater wetlands. In addition, the state's Coastal Management Act mandates that the comprehensive management program developed by the Coastal Council address "geographic areas of particular concern" (GAPCs) within the coastal zone. These GAPCs are to be given special management consideration "through the process of issuance of

permits in the critical areas and review and certification of permits in the coastal zone." (P. IV-2, State of S. C. Coastal Management Program and Final Environmental Impact Statement.) Three categories of GAPCs are identified in the Coastal Management Program (p. IV-1):

- Areas of unique natural resource value, . . .
- Areas where activities, development, or facilities depend on proximity to coastal waters, . . . and
- Areas of special historical, archaeological or cultural significance.

"The goals of the South Carolina coastal zone management program for preservation and development of GAPC's are:

To give highest priority to the identified primary value of a GAPC when considering the preservation or development of that area.

To ensure that management of GAPC's is consistent with other policies of the South Carolina coastal zone management program."

Finally, the South Carolina Coastal Council, as a part of its continued management of the coastal zone, can make amendments and refinements to the state's coastal management program. An amendment to the program consists of a change in basic program goals, objectives or policies as well as changes in techniques (for achieving goals, objectives or policies) that result in either: (1) an environmental impact significantly different from previously approved techniques or (2) significantly altered intergovernmental relationships not reviewed by and concurred with by affected agencies or units of government at the time of the proposed modifications (pp. V-10 and V-11, State of South Carolina Coastal Management Program and Final Environmental Impact Statement.) A program refinement, on the other hand, consists of a change "relating to programs or techniques for attaining particular goals or objectives or for implementing particular policies (but not changes in these goals, objectives or policies themselves)." (P. V-11, State of South Carolina Coastal Management Program and Final Environmental Impact Statement.) A program refinement does not alter the environmental impact or the intergovernmental relations established by the previously approved coastal management program.

Special area management plans are considered to be program refinements. The Coastal Council has developed seven special area management plans (SAMPs) in the past to deal with specific areas within the coastal zone which merit particular attention in regard to their special resources, opportunities and problems. In each case a SAMP was developed by the Council at the request of either a local government or another state agency. In the case of the Ashley River SAMP, the South Carolina Department of Archives and History submitted a

formal request to the Coastal Council for development of a special area management plan to address the specific problems and special resources of the developing Ashley River area. This SAMP is the result of a joint effort between the two agencies.

PRIVATE PROPERTY RIGHTS

The South Carolina Coastal Council and the South Carolina Department of Archives and History recognize the rights of private property owners. Any elements of this plan which impact private property rights are subject to applicable state and federal law.

CONDUCT OF THE STUDY

Preliminary Steps

In April 1990, the South Carolina Department of Archives and History made a formal request to the South Carolina Coastal Council that it undertake the development of a special area management plan for the historic Ashley River corridor. It was then agreed by the two agencies that this project should be a joint effort with monies being contributed by both agencies. The South Carolina Coastal Council contributed \$10,000 in-kind services as its share to match a grant of \$10,000 obtained by the Department of Archives and History from the National Park Service.

The project boundary was established, and the process of data collection was begun.

Data Collection and Analysis

The staff of the S. C. Coastal Council gathered baseline data regarding current and projected land use from local government land use plans and zoning ordinances, the Highway 61 Growth Management Plan as well as from aerial photography and field work. At the same time, staff members of the S. C. Department of Archives and History gathered information pertaining to the history of the area and specific data on the National Register properties and known archaeological sites.

The staffs of both agencies carried out, by boat, a survey of docks, boat ramps, and areas of erosion and conducted several "windshield surveys" to obtain a knowledge of the geographical area covered by the SAMP and to identify properties and subdivisions which appear on local tax maps.

Once the necessary information was gathered, a base map of the SAMP study area was made, and map overlays were produced to depict the various types of information. Analysis of the map overlays was then undertaken to help identify problems and formulate management policies to address these problems.

Public Participation

"Coastal zone management cannot be effective without the cooperation and support of Federal, State and local government entities as well as that of the general public. Interaction with private citizens is of particular importance, as this is the best means of incorporating widely held values into management policy development. The Coastal Council relies heavily on input from interested citizens who are more familiar with individual locales or specific local problems." (P. V-41, State of South Carolina Coastal Management Program and Final Environmental Impact Statement.)

In developing this Ashley River SAMP, one of the first steps undertaken by the South Carolina Coastal Council and the Department of Archives and History was to develop a mailing list composed of representatives of local, state and federal government as well as conservation organizations, historic preservation groups and recreational boaters. In addition, riverfront property owners were added to the list in order to obtain input from those persons who would be most affected by adoption of a special area management plan. (See Appendix A.)

In order to receive input from all interested parties during initial development of the plan, several public input meetings were held at the Coastal Council's Charleston office. The purpose of the first meeting, held on August 22, 1990, was to brief public officials and representatives of interested organizations on the scope of the project. (See Appendix B.) A questionnaire regarding present and future problems, solutions to these problems, identification of existing data, and identification of the resources of and appropriate uses for the Ashley River was mailed out with the meeting announcement. Answers to the questionnaire were used by the staff in developing a draft document. (See Appendix C.)

The second input meeting, held on October 30, 1990, was also aimed at public officials and representatives of interested organizations. At this meeting the project base map and overlays were displayed--showing such information as main roads and highways, property boundaries, current and future land use, proposed scenic vista corridors, areas of erosion, docks and boat ramps and proposed no wake zones. A matrix of the responses received from the questionnaire was distributed for information. (See Appendix C.)

Finally, a third input meeting was held on December 6, 1990. This meeting was specifically aimed at riverfront property owners who were sent a written notice of the meeting along with a questionnaire which they were to mail back to the Coastal Council. (See Appendix B and C.) The base map and overlays were displayed at this meeting and a project overview was presented by Coastal Council staff. A matrix of all questionnaire responses received from government officials, organizations and individuals was made available at this meeting. (See Appendix C.) The general attitude at all three meetings was very positive, and attendants expressed great interest in receiving the draft document for their review and further input. (See Appendix D.)

In January 1991 a draft document was circulated in-house among the staff of both the S. C. Coastal Council and S. C. Department of Archives and History. After changes were made, a second draft document was then circulated for public review and comment in June 1991. The unabridged document was forwarded to the relevant local, state and federal government agencies, as well as special interest groups and organizations; an executive summary was sent to interested individuals and property owners. All agencies, groups and individuals were asked to submit written comments by July 5, 1991.

On August 21, 1991, a public hearing was held at Middleton High School to allow further public input from any interested party. In addition a special meeting with Coastal Council and Archives and History staff was held on August 28, 1991, at the request of a concerned citizen, a state representative, a state senator and members of the Dorchester County Council at the Council Chambers in Summerville. On November 21, 1991, S. C. Coastal Council staff met with the Planning Director and Zoning Administrator of Dorchester County to discuss their concerns over portions of the document. On that same day, Coastal Council staff also met with a state senator and one of his constituents to address proposed changes and additions to the Plan.

All of the comments received in response to the draft document were reviewed by Coastal Council and Archives and History staff and needed changes were made. A third draft was distributed in November 1991 for additional public review and comment. The staff of the S. C. Coastal Council met with a local state representative on December 10, 1991, to answer questions and summarize the changes contained in this third draft.

Another public hearing was held on December 16, 1991, at Rollings Elementary School in Summerville. Comments from this public hearing as well as additional written comments received by December 31, 1991, were reviewed and needed changes were made to this document.

On January 16, 1992, the fourth draft was submitted by the S. C. Coastal Council staff to the Council's Management Committee for their approval. The Committee postponed action on the Plan until February. At its February 13, 1992, meeting the Committee gave its approval of the Ashley River SAMP, with a single minor change, and recommended approval by the full Council at its meeting on the following day. After receiving further public comment at this meeting, the S. C. Coastal Council on February 14, 1992, voted unanimously to approve the Ashley River Special Area Management Plan.

THE ASHLEY RIVER: A BRIEF HISTORICAL OVERVIEW

The relative length of the Ashley River, particularly in comparison to the state's four major river systems -- the Santee, Pee Dee, Ashepoo/Combahee/Edisto (ACE), and Savannah -- is in inverse proportion to its relative significance to South Carolina's natural, historical, and cultural landscape. Though only about thirty miles long from its headwaters in Dorchester County to its mouth at Charleston Harbor, the river has had a dramatic influence on the state for well over three hundred years. (1)

The Ashley River, known to the Indians as the Kiawah River, takes its name from Anthony Lord Ashley, one of the eight Lord's Proprietors originally granted a charter to the Carolina colony. (2) Among the earliest recorded inhabitants of the area were the nineteen small tribes of Indians, most notably the Kiawahs, Kussoes, Westoes, and Sewees, which populated the lower coast from 1550 into the period of European contact. (3)

The first permanent European settlement in what is now South Carolina was established at Albemarle Point, just north of present-day Charleston, in 1670. By 1680, the settlement was moved to Oyster Point, between the Ashley and Cooper Rivers, and named Charles Town. In the first decade of English settlement, survival was a higher priority than making a profit for the proprietors, and the first agricultural efforts were modest. (4)

The upper reaches of the Ashley River became the site of an important trading center on the frontier, at St. Giles' Cusso, the plantation of Lord Ashley. From 1674 through the 1680s St. Giles' was the headquarters for all of Carolina's English-Indian trade west of Charles Town, particularly the lucrative trade with the Westoes. (5)

The introduction of rice in the 1680s became perhaps the most significant development in South Carolina history, and its cultivation along the Ashley River was initially successful. An early profitable method of rice cultivation was to plant in inland swamps fed by freshwater streams, such as those between the Ashley and Cooper Rivers, or between the Ashley and Edisto Rivers. (6)

Other settlements were established along the Ashley. One of the most notable was Dorchester, some fifteen miles north of Charleston, which was founded by a group of Congregationalists from Massachusetts in 1695 and flourished until the 1750s. It was largely deserted after the American Revolution, and a portion of the town site, including Fort Dorchester and the ruins of St. George's Parish Church, is preserved as Old Dorchester State Park. This complex of significant sites, each of which is significant individually, also includes the site of an early shipyard on Dorchester Creek. (7)

After 1700, rice became a major money crop in the colony, with dramatic increases in the economy, in land grants, and in the slave population, and its influence increased from the 1720s onward. Another early crop with an impact on the South Carolina economy was indigo, which prospered by the 1750s and thrived until after the American Revolution, when the loss of the British bounty doomed it as a staple crop. Other significant products included naval stores and lumber, which were produced along the upper Ashley. (8)

By 1770, a new method of rice cultivation, in river swamps fed and controlled by tides, was introduced. With the shift to tidal swamps from inland swamps both the production and quality of South Carolina rice increased dramatically. This development, however, made the inland swamp rice fields along the Ashley less efficient and less profitable. Property along the river immediately north of Charleston was unsuitable for rice production due to the high salinity of the water and the high marl content of the riverbanks.

Property farther north was unsuitable due to poor drainage and the River's inability to irrigate the ricefields. Though some rice continued to be cultivated in the cypress swamp region of the upper Ashley, it was not of the best quality and was not produced in large quantities. (9)

Large plantation houses on the banks of the river were the most spectacular, if less common, indications of the great wealth amassed by Charleston-area planters and merchants by the mid-eighteenth century. Drayton Hall, Archdale Hall, and Middleton Place, to name just three examples, were built by 1750. One enchanted British visitor described the Ashley River in verse in 1753:

Here Drayton's seat, and Middleton's is found.
Delightful villas'! be they long renown'd. (10)

In less than fifty years, the rice and indigo cultures created a new aristocracy in the area which attempted to pattern itself after the tradition of the Old World while retaining the vitality of the New World. Today Drayton Hall is operated as an architectural museum by the National Trust for Historic Preservation. Middleton Place, including the oldest landscape gardens in America, the Middleton Place house and the plantation stables, is owned and operated by the Middleton Place Foundation. Though the main house at Archdale Hall no longer survives, a significant archaeological site there has great potential for providing information about eighteenth- and nineteenth-century plantation life, from the points of view of both white and black inhabitants. (11)

Charleston and its surrounding areas became the scene of many major and minor military campaigns and actions during the American Revolution. After the City surrendered in 1780, the British remained as an occupation force for over two years. Many planters and merchants, not willing to risk their fortunes, abandoned their plantations along the rivers and took protection under the British occupation. Though the official policy was to encourage Americans to remain loyal, there were many incidents in which plantations were ransacked and slaves were induced to run away. (12)

The economy of the Ashley River plantations, particularly those which had been struggling to produce inland rice even before the war, suffered so heavily from neglect during the Revolution that they faced a long rebuilding process at the beginning of the nineteenth century. Soon after 1800, most of the ricefields along the river were converted into the production of long-staple, commonly called sea island, cotton. This crop, which required less acreage, less irrigation, and a smaller labor force than rice, permitted the expansion of fields to the interior. Though it usually commanded a much higher price than the short-staple cotton grown in the upcountry, sea island cotton yielded smaller quantities of product to the acre and demanded a larger labor force than the upland variety. Most Ashley River plantations grew small quantities of cotton and rice during the period from 1800 to 1860. (13)

Several ambitious antebellum plans to improve the area economy were drafted, most of which proposed increased use of the Ashley River. Though bridges and ferries across the river had been maintained and operated since the early eighteenth century, they were not always efficient means of transportation. Legal disputes over ownership and profits often occurred, and the bridges and ferries were particularly vulnerable to storms and floods. (14) The new proposals were based on the idea that inland navigation would be more efficient than roads for purposes of transporting produce and other goods to Charleston. One plan to build a canal connecting the Ashley and the Edisto Rivers was proposed as early as the 1780s. It met with much enthusiasm from the public and some resistance from planters, but was never implemented. (15) Another attempt to boost the production of Ashley River plantations in the mid-nineteenth century included surveys of the phosphate deposits along the River, in an effort to find a source for inexpensive and effective fertilizers. (16)

The steadily-declining Ashley River plantations suffered little for the first three years of the Civil War. Though Charleston was an important Confederate seaport and was under continuous siege for nearly two of those years, the nearby plantations did not suffer as much as they had during the American Revolution. By 1864, however, the Union shelling of the city had forced many residents to seek refuge in the outlying areas. Plantation owners fled the coast; slaves ran to the protection of the Federal armies; and by the fall of Charleston in early 1865, victorious Union troops laid waste to much of the Lowcountry. (17) The Ashley River plantations were particularly devastated -- one estimate is that nearly forty main houses along both sides of the river were burned by the Federals -- and the survival of Drayton Hall was the exception rather than the rule. (18) The long process of rebuilding after this war was made more difficult by two major developments -- the end of the cotton-based plantation system and the influx of thousands of newly-freed blacks into an economy which had little room for competition.

There were some gradual improvements in the Ashley River area during Reconstruction, most of them in agriculture or agricultural-related industry. One of the rising new postwar industries in the area was fertilizer, most notably the development of phosphates, which had been attempted without success before the Civil War. Some of the most productive phosphate mines were along the upper Ashley. The first mines were established in 1867, and by the 1880s, several operations flourished, due largely to South Carolina's virtual monopoly of phosphate production in its early years. In the 1890s, however, natural disasters, financial woes, and competition from mines and mills in other Southern states combined to send the Charleston-area industry into a slump. (19)

Cotton was the predominant staple crop in the area immediately after the War, though there was some cultivation of rice at greatly-reduced levels of productivity. By 1880, cotton production had doubled from its 1865 totals. Rice cultivation, however, was too costly and inefficient using free labor to be profitable on a large scale. (20)

Another boost to the area economy, and one which is still a large part of the Ashley River's significance today, was the gradual growth and development of the Charleston tourism industry. The tourism industry can be said to have begun with Magnolia Plantation -- now known as Magnolia Plantation and Gardens -- which was opened to the public in 1870. The association of grand Ashley River plantations with the Charleston tourism industry, of course, has continued through the twentieth-century success of Middleton Place and Drayton Hall. Many visitors to the city, drawn there by its combination of history, architecture, landscaped gardens, and the myths of the Old South, tour the Ashley River plantations and gardens as part of their stay in Charleston. (21)

These resources along the river, as well as a portion of the Ashley River Road, have been identified, evaluated, and recognized by such programs as the National Register of Historic Places or the National Historic Landmarks. They, however, are not the only, or even the most significant, resources which should be considered in any plan for the future of the Ashley River. Several relatively neglected types of resources are located on the river. These include archaeological sites, many of which are the only surviving resources from the first permanent settlement in South Carolina. Industrial and engineering properties, such as the remains of nineteenth and early twentieth-century phosphate mines, or the Atlantic Coast Line Railroad Trestle across the River at Bee's Ferry, are other examples. More recent winter residences, either altered plantation houses or early twentieth century vacation houses, are still other possibilities which should be identified, evaluated, and recognized. Perhaps even the River itself, not so much for the historic resources along its banks, but as a transportation route -- even a cultural artifact -- should be nominated to the National Register of Historic Places. This recognition for the Ashley River's lasting influence on life in South Carolina since 1670 is long overdue.

NOTES

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(6) Rogers, p. 9; Gray, Volume I, pp. 277-280; Smith, "The Ashley River," 4.

(7) Henry A.M. Smith, "The Town of Dorchester in South Carolina -- A Sketch of Its History," South Carolina Historical and Genealogical Magazine VI:2 (April 1905), 62-95; VI-3 (July 1905), 127-30; Legare Walker, Dorchester County: A History of its Genesis, of the Lands Constituting its area, and of some of its Settlements, Institutions, Relics, Events, and other matters of an historical nature, especially with respect to its Southeastern portion (1941; Privately Printed, 1979), pp. 49-66, 82-85; Richard Carrillo "Preliminary Archaeological Investigations at Fort Dorchester (38DR4)," Research Manuscript Series 39 (Columbia: Institute of Archaeology and Anthropology, University of South Carolina, 1973).

(8) Gray, Volume I, pp. 156-57, 280-297; Walter J. Fraser, Charleston! Charleston!: The History of a Southern City (Columbia: University of South Carolina Press, 1989), pp. 13-97; Peter A. Coclanis, The Shadow of a Dream: Economic Life and Death in the South Carolina Low Country 1670-1920 (New York: Oxford University Press, 1989), pp. 48-115; Smith, "The Ashley River," 4.

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(11) Smith, "The Ashley River," 23-27, 91-100, 115-122; Dorothy Gail Griffin, "The Eighteenth-Century Draytons of Drayton Hall," unpublished Ph.D. dissertation, Department of History, Emory University, 1985; Lynne G. Lewis, Drayton Hall: Preliminary Archaeological Investigation at a Low Country Plantation (Charlottesville: University Press of Virginia for the National Trust for Historic Preservation, 1978); Kenneth E. Lewis and Donald L. Hardesty, "Middleton Place: Initial Archaeological Investigations at an Ashley River Rice Plantation," Research Manuscript Series No. 148 (Columbia: Institute of Archaeology and Anthropology, University of South Carolina, 1979); Martha A. Zierden and Debi Hacker Norton, "Archdale Hall: Investigations of a Low Country Plantation," Charleston Museum Archaeological Contributions 10 (Charleston: The Charleston Museum, 1985); Carl Bridenbaugh, Myths and Realities: Societies of the Colonial South (Baton Rouge: Louisiana State University Press, 1952); Rogers, passim; National Register of Historic Places Files, South Carolina State Historic Preservation Office, South Carolina Department of Archives and History, Columbia, S.C.

(12) Rogers, pp. 43-48; H. Henry Lumpkin, From Savannah to Yorktown: The American Revolution in the South (Columbia: University of South Carolina Press, 1981), pp. 41-50, 279; George Smith McCowen, Jr., The British Occupation of Charleston, 1780-82, Tricentennial Studies, Number 5 (Columbia: University of South Carolina Press, 1972); Jerome J. Nadelhaft, The Disorders of War: The Revolution in South Carolina (Orono: University of Maine at Orono Press, 1981); Robert S. Lambert South Carolina Loyalists in the American Revolution (Columbia: University of South Carolina Press, 1987).

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(14) For examples of acts from 1711 to 1848 concerning bridges and ferries over the Ashley, see David J. McCord, The Statutes at Large of South Carolina; Edited, Under Authority of the Legislature by Davis J. McCord. Volume the Ninth: Containing the Acts Relating to Roads, Bridges, and Ferries . . . (Columbia: A.S. Johnston, 1841), pp. 19-21, 57-59, 82-85, 114-15, 155-56, 166-172, 197-199, 248-49, 270, 291, 329, 344-45, 391, 416, 434-35, 462, 482, 601, and 603; and The Statutes at Large of South Carolina. Volume XI, Containing the Acts from 1838, Exclusive. Arranged Chronologically. Published Under Authority of the Legislature (Columbia: Re-Printed by Republican Printing Company, State Printers, 1873), p. 525. See also Elias Lynch Horry, "Petition Asking that the Proposed Ferry May Not be Established Across the Ashley River . . .," c. 1801, in General Assembly Papers, Petitions, 1776-1868, South Carolina Department of Archives and History, Columbia, S.C. For a description of one Ashley River bridge destroyed by a storm in 1813, see Robert Mills, Statistics of South Carolina, Including a View of its Natural, Civil and Military History, General and Particular (Charleston: Hurlbut and Lloyd, 1826; Reprint Edition, Spartanburg: The Reprint Company, 1972), pp. 422-23. Two petitions relating to the loss of this bridge are Charleston Bridge Company, "Petition for Legislative Aid in

the Establishment of Horse-Drawn Ferry Boats Across Ashley River," c. 1813, and Citizens of Charleston and the Neighboring Parishes, "Petition for Legislative Aid . . . in Establishing Team Ferry Boats Across the Ashley River," c. 1815, both in General Assembly Papers, Petitions, 1776-1868, South Carolina Department of Archives and History, Columbia, S.C.

(15) For examples of acts from 1787 to 1863 concerning the proposed Ashley-Edisto canal, commonly known as "the Edisto canal," see McCord, The Statutes at Large of South Carolina . . . Volume Seventh: Containing the Acts Relating to Charleston, Courts, Slaves, and Rivers (Columbia: A.S. Johnson, 1840), pp. 545-47; Acts and Resolutions of the General Assembly of the State of South Carolina. Passed in December 1805 (Columbia: Printed by D. & J.J. Faust, State Printers, 1806), p 91; and The Statutes at Large of South Carolina. Volume XIII, Containing the Acts from December, 1861, to December, 1866. Arranged Chronologically. Published Under Authority of the Legislature (Columbia: Republican Printing Company, State Printers, 1875), pp. 115-19, 194. See also "Committee Report on the Petition of William Moultrie, et al, Concerning the Incorporation of the Company for Improving the Navigation of the Edisto and Ashley Rivers," 23 February 1787; "Report and Resolution of the Committee on Inland Navigation Concerning the Whole Completion of the Inland Navigation of the State . . .," 20 December 1810, both in General Assembly Papers, Reports of Legislative Committees, 1776-1868; Citizens of Barnwell and Charleston Districts, "Petition to Have Authorized a Corporation to Construct a Canal to Link the Edisto and Ashley Rivers," c. 1845; John R. Mathews, et al, "Petition Opposing the Construction of a Canal Linking the Edisto and Ashley Rivers," c. 1845, both in General Assembly Papers, Petitions, 1776-1868, South Carolina Department of Archives and History, Columbia, S.C. John Wilson, the state engineer, commented on the feasibility of the Ashley-Edisto canal in his Report of the Civil and Military Engineer, of the State of South Carolina, For the Year 1818 (Columbia, 1819), reprinted in Kohn, p. A-18. Wilson's successor, Abram Blanding, commented on the canal in his Report of the Superintendent of Public Works, to the Legislature of South Carolina. For the Year 1823 (Columbia: D. & J.J. Faust, 1824), reprinted in Kohn, pp. 269-70; and Report of the Superintendent of Public Works, of South Carolina, For the Year 1825 (Columbia, 1826), reprinted in Kohn, pp. 369-382.

(16) Edmund Ruffin, Report of the Commencement and Progress of the Agricultural Survey of South Carolina, For 1843 (Columbia: A.H. Pemberton, State Printer, 1843), pp. 10-16.

(17) E. Milby Burton, The Siege of Charleston 1861-1865 (Columbia: University of South Carolina Press, 1970); Fraser, p. 247-269; Don H. Doyle, New Men, New Cities, New South: Atlanta, Nashville, Charleston, Mobile, 1860-1910 (Chapel Hill: University of North Carolina Press, 1990), pp. 52-55.

(18) Smith, "The Ashley River," 3-51, 75-122.

(19) Ruffin, pp. 10-16; Philip E. Chazal, The Century in Phosphates and Fertilizers: A Sketch of the South Carolina Phosphate Industry (Charleston: The News and Courier, 1904), pp. 3-5, 23-25, 34-53, 56, 61-64, 66; South Carolina State Board of Agriculture, South Carolina. Resources and Population. Institutions and Industries (Charleston: Walker, Evans, and Cogswell, 1883), pp. 47-52; Doyle, pp. 79-80, 174-75.

(20) Doyle, pp. 71-76; Jamie W. Moore, "The Lowcountry in Economic Transition: Charleston Since 1865," South Carolina Historical Magazine 80:1 (January 1979), 156-171; South Carolina State Board of Agriculture, South Carolina, pp. 29-41, 56-58; South Carolina State Board of Agriculture, Handbook of South Carolina: Resources, Institutions and Industries of the State (Columbia: The State Company, 1907), p. 263.

(21) Delores Lashley, Legacy of Beauty (Columbia: The State Printing Company, 1969); Loutrel W. Briggs, Charleston Gardens (Columbia: University of South Carolina Press, 1951), pp. 103-127; Smith, "The Ashley River," 3-51, 75-122; National Register of Historic Places Files, South Carolina State Historic Preservation Office, South Carolina Department of Archives and History, Columbia, S.C. Drayton Hall, for example, had over 57,000 visitors, with admission receipts of \$200,000, in fiscal year 1988. In spite of damage caused by Hurricane Hugo in September 1989, the property had over 42,000 visitors, with admission receipts of over \$190,000, in fiscal year 1989.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

The land area within the boundaries of the Ashley River SAMP contains five National Register properties, eleven other historic structures or sites, thirty-three known archaeological sites and the potential for many, as yet undiscovered, archaeological sites. Six main types of historic and archaeological sites are found within the SAMP boundaries. They are:

- (1) Standing structures/plantation sites with river vistas. These properties are readily recognized as historically and culturally significant through their association with events that have made a significant contribution to the broad patterns of the state's history, their architecture and setting. These properties may include one main building and associated out-buildings, and may also have an archaeological component (i.e., contain archaeological sites).
- (2) Individual structures (e.g., a bridge, building or any marmade structure).
- (3) Archaeological sites with extant structural remains. Archaeological sites are characterized by underground remains of former human occupation or utilization. Historic archaeological sites may occasionally have standing structures or structural remains. Archaeological sites are significant because of their potential to yield information important to history or prehistory.
- (4) Archaeological sites. These may be historic or prehistoric in nature.
- (5) Underwater archaeological sites. These sites may consist of shipwrecks, submerged piers or docking facilities, submerged rice gates or other structures associated with agriculture, or prehistoric or historic artifacts.

- (6) Cemeteries. Cemeteries are usually identified by headstones and may be fenced.

National Register Properties

Ashley River Road

The Ashley River Road, located along the south side of the Ashley River in Charleston and Dorchester Counties, has been in existence as a major transportation route since at least 1691. The portion of the road that has been in the National Register of Historic Places since November 21, 1983, is an 11 1/2 mile stretch running from Church Creek in Charleston County to the intersection with Highway 165 in Dorchester County. The road is highly significant in the history of the development of the state and in the history of transportation in South Carolina as perhaps the oldest road in the state still in use.

After the settlement at Charles Town was moved to Oyster Point between the Ashley and Cooper Rivers in 1680, it became apparent that a road was needed to connect the town with the many large plantations located along the Ashley. A bill officially establishing a road on the south side of the river, to run from Charleston to above the town of Dorchester, was enacted by the Lords Proprietors in 1690-91. In 1707 the road was described in the colonial statutes, and commissioners were appointed for its upkeep. A statute prohibiting the cutting of shade trees when roads were laid out was passed in 1721, and it is believed that many of the trees shading the road date from this time.

During the Revolutionary War, General Nathanael Greene utilized the road for troop movement and as a place of encampment. By the end of the Civil War most of the plantations along the road were destroyed, and the area remained devastated for several years. It was not until the discovery of phosphate deposits along the Ashley that the area began to pull out of the depression of the Reconstruction years. The road was used by the phosphate industry to transport workers, supplies and phosphate. By 1939, the entire road had been paved, making it more accessible for residents, visitors, and tourists. The road continues to be used for these purposes; however, encroaching development has changed the character of its southernmost portion. Future development, without proper management, will certainly threaten the historic and scenic integrity of the currently unspoiled sections of this highway. Preserving the tree canopy along Ashley River Road is extremely important for the preservation of its historic character. In addition, the requirement of a natural, vegetated buffer along Ashley River Road would greatly help to preserve the beauty of the area as well as maintain its historic ambience. Establishment of the buffer could be formalized with a conservation easement.

Drayton Hall

Drayton Hall, a National Historic Landmark since October 15, 1966, is without question one of the finest of all surviving plantation houses in America. It was built between 1738-42 by John Drayton, an important planter and member of the King's Council. Perhaps because of their relatively comfortable position in South Carolina society at this early date, the Draytons were able to invest in the house a degree of architectural elaboration very rare in America in the first half of the eighteenth century. It is far in advance of the great Virginia Georgian plantation houses which have a natural affinity with the Georgian structures of South Carolina.

The house has achieved distinction through its spacious four-room plan and the somewhat vertical proportions of its two-story elevation on a high English basement capped by a double hipped roof. The 70' x 52' structure features a carefully proportioned projecting two-story pedimented portico with superimposed Doric and Ionic orders on the western, or land, side. Not found elsewhere in the American colonies until decades later, this element derives from Andrea Palladio's second book of architecture. The high basement and parallel flights of stone steps further enhance the dignity of this impressive facade.

The east, or river, facade lacks either a projecting portico or pavilion, but does have a classical central pediment to emphasize the main axis. The center entrance door and three windows over it, set under the east pediments, are framed by pilasters and topped by triangular and segmental pediments in finely carved white Portland stone imported from England. The east door is also approached by a fine double flight of stone steps.

Most of the rooms on the inside are fully panelled, and the mantel pieces and classical cornices throughout are the highest quality. The house further features rich plaster detailing in the ceilings and a remarkable fully panelled, richly carved double staircase. Because Drayton Hall has not been touched by modern improvements in the ensuing 200 years, it remains one of the most treasured and important buildings in America.

The plantation at Drayton Hall consisted of many other buildings in addition to the main house. These included two two-story flanker dependencies, a brick privy, an "orangerie" or solar-heated greenhouse, a dovecote, potato cellar, poultry house, barn, rice mill, stables, and slave quarters. Of these outbuildings, only the privy is still standing; the others only remain as archaeological sites. The brick privy, later converted to an office, has a unique "flushing system" underneath. The orangerie dates to 1747 and was in use for at least 100 years, close to the Ashley River. Partially excavated in 1989, it is believed to be the oldest structure of its kind in the United States, and is remarkably well-preserved.

The unique historic and natural integrity of this property is faced with two significant threats, i.e., the encroachment of development on its scenic river view corridor and the severe bank erosion which could lead to the loss of a very important archaeological site, the 1747 orangerie. Boat wakes are accelerating erosion, and noise from high-powered craft disturbs the otherwise peaceful environment. The protection of the river view corridor from visual intrusions and the control of erosion through armoring of the shoreline as well as the establishment and enforcement of a no wake zone would greatly help this National Historic Landmark to retain its uniqueness. In addition, a natural undisturbed buffer should be required of any future development contiguous to this property.

Magnolia Plantation and Gardens

Magnolia Plantation and Gardens, listed in the National Register of Historic Places on December 11, 1972, has a long heritage that dates back to 1672 when Morris Mathews, an early settler of the colony, received a grant for 750 acres of land that eventually became part of the estate that was to serve as the ancestral home of the Drayton family for 10 generations.

Three plantation homes have been built on the property, with both the first and second homes being destroyed by fire. The original house, built in the 1680s, was probably the first notable plantation house to be built in the colony. John Drayton, Governor of South Carolina and eminent historian (1776-1822) wrote of his "second home" as follows:

"The house at Magnolia had a kitchen and offices underneath and an ample hall; and chambers both on the first floor and in the dormant story; and the ceilings of the first floor were remarkably high, being about eighteen feet. The Hall was decorated with pilasters and other ornaments of Stucco work: and the front next to Ashley River had a large door in the center, with two or three windows on each side, with a portico and flight of steps of brick to the ground, which was a gravel walk in the Garden. This house was unquestionable one of the most antient, if not the most antient Mansion House in South Carolina. It was burnt by accident on or about the year 1800; and there is now no Mansion House remaining in the State so antient as this was."

The present house was a pre-revolutionary house owned by the Reverend Drayton in Summerville. The house was disassembled, placed on a barge and taken to Magnolia where it was reconstructed in 1873. It is a three (3) story stucco construction including a raised basement (the first floor), and a tower. In addition to the main building, the property includes seven wooden slave cabins and the Drayton vault.

The original gardens at Magnolia were formal gardens and had their inception along with the first plantation house in the 1680s. In the mid-nineteenth century the Reverend John Grimke Drayton converted the 25-acre formal gardens into the magnificent informal English style gardens in

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN

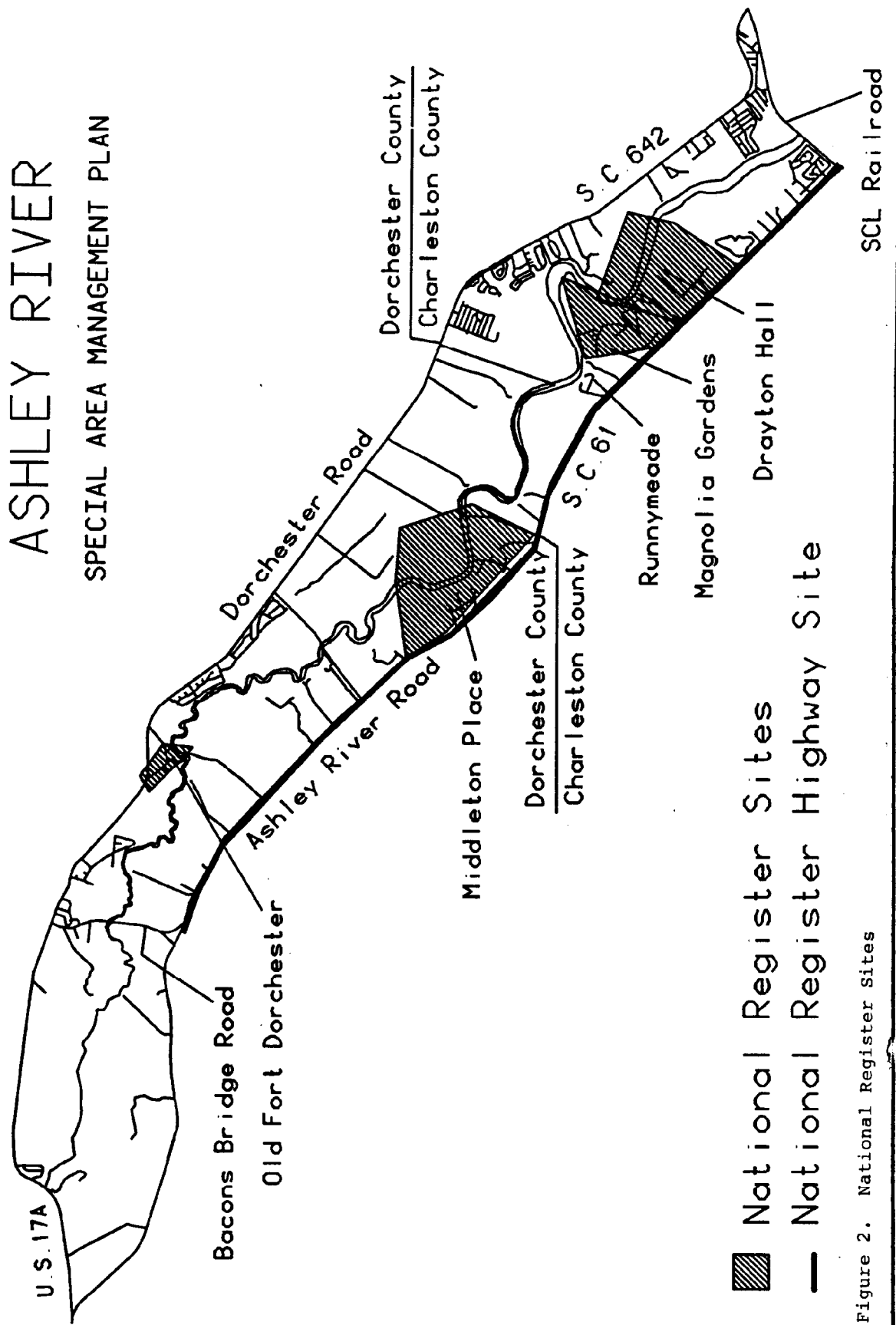


Figure 2. National Register Sites

existence today. In 1843 he began planting numerous species of Camellia Japonica and Azalea Indica. After 1851, he devoted all of his time to landscaping the gardens and surroundings. In addition to azaleas and camellias, the garden features a variety of imported and domestic plants as well as numerous magnolias scattered throughout the property. In addition to the house and gardens, the property features a 150-acre wildfowl conservatory, a 40-acre "Audubon Swamp Garden" and extensive nature trails.

Like Drayton Hall, the historic and natural integrity of Magnolia Plantation and Gardens is at risk. Already there is significant intrusion of development within the property's scenic view corridor. Riverbank erosion is severe in front of the historic house, and the present erosion control structure is being undermined by the strong currents. In addition, boat wakes are exacerbating erosion, and noise from high-powered craft disturbs the otherwise peaceful environment. The management of future development within the property's scenic view corridor and the establishment of a no wake zone are essential to minimizing adverse impacts to this unique National Register site. In addition, a natural undisturbed buffer should be required of any future development contiguous to this property.

Middleton Place

Middleton Place was listed in the National Register on May 6, 1971, and designated a National Historic Landmark in 1972. The gardens are the nation's oldest extant landscaped gardens and feature the oldest and largest camellias in America, planted around 1785 by botanist Andre Michaux. The significance of Middleton Place is further enhanced through its historic owners.

In 1755, Henry Middleton added north and south flankers to the main family residence which was built prior to 1741 when the gardens at Middleton Place were laid out. Middleton was the President of the First Continental Congress and used his plantation home as a meeting place for the leaders of the Southern opposition. The terms of British surrender and withdrawal were accepted at Middleton Place in 1781. Henry's son Arthur signed the Declaration of Independence and his great-grandson William was a signer of the Ordinance of Secession and used the house as a center for political and military purposes during the Civil War.

In 1865 Union forces burned the house and looted the family tomb. The earthquake of 1886 destroyed all that remained of the house except for the south wing which had been roofed over. This restored wing is a fine example of adapted English country Tudor with strong Dutch influence. The wing is built of brick with a three bay wide central pavilion. The end walls and pavilion possess a handsome Jacobean gable. The house has an extensive library as well as important collections of silver, paintings, and china.

The house and grounds were neglected until 1916 when Mr. and Mrs. J. J. Pringle Smith undertook what was to become a gradual restoration and development of the gardens. The house and gardens face molded terraces descending to two butterfly lakes and are surrounded by several other lakes.

Today these gardens rank among the largest and most important in the world. In addition to the house and gardens, Middleton Place includes an old rice mill, the Middleton tomb, and reconstructed stableyards that include a large horse barn, blacksmith shop, implement sheds, garage and servants' quarters.

While Middleton Place is not threatened by erosion, its historic ambience is, nevertheless, adversely impacted by the noise from high-powered boat traffic. At present the scenic view corridor from this historic property is pristine. It is of great importance to the overall historic setting and natural beauty of the property that the scenic river vista be protected from the impacts of future development and that a no wake zone be established to control the noise created by high-powered boat traffic. In addition, a natural undisturbed buffer should be required of any future development contiguous to this property.

Old Fort Dorchester

The town of Dorchester, established in 1695 by Massachusetts Congregationalists, was listed in the National Register of Historic Places on December 3, 1969. Dorchester was laid out in 1697 as a market town that contained 116 quarter acre lots and a town square and commons. An Anglican church was built in 1734. The town developed into a trade center that at its peak was the third largest town in South Carolina. At that time it contained a bridge, two wharfs, a boat building establishment, a church and about forty houses. After the American Revolution it fell into decline and was abandoned by 1788.

Fort Dorchester, built in 1757, was a brick powder magazine enclosed by a tabby wall eight feet high. During the Revolution the fort was of strategic importance. In 1775, the magazine was fortified and the garrison commanded by Francis Marion. British troops occupied the town in April, 1780 and remained there until December 1, 1781, when cavalry and infantry under the command of General Nathanael Greene drove them out.

Today Old Dorchester consists of the fort, the ruins of several house sites, and the ruins of the church tower of the Parish Church of St. George, Dorchester, built ca. 1750. The fort, which is almost completely intact, is probably the best preserved tabby fortification in the United States. The church was burned by the British during the Revolution and fell into eventual decay. Old Dorchester is now a state park owned by the South Carolina Department of Parks, Recreation and Tourism. The townsite which is totally encompassed within the bounds of the park has incredible potential for revealing more information about the colonial era of South Carolina history.

Fort Dorchester State Park is experiencing a rather severe shoreline erosion problem. While high-powered craft do not frequent this upper portion of the river as often as the lower portion, wakes from boat traffic do have an adverse impact on this shoreline. In recent years, increasing erosion has threatened the remains of two colonial wharves and a boat building site. Erosion also poses a great danger to the fort as well as the store of

archaeological information that might be gleaned from the riverbank below the fort. The establishment of a no wake zone at this section of the river will help to alleviate this serious problem.

Archaeological Sites

Archaeological sites, by their very nature, are primarily located below the ground surface. They may take the form of concentrations of prehistoric or historic artifacts; features such as trash deposits, fire hearths, or structural remains; and burials. Archaeological sites are considered eligible to be named to the National Register of Historic Places when they have yielded, or may be likely to yield, information important in prehistory or history.

Not every archaeological site is eligible for inclusion in the National Register. National Register eligibility is usually determined by "testing" archaeological sites. Through testing, an archaeologist determines the site boundaries, the depth of deposits containing archaeological materials, and the basic nature and the condition of the site. Only a very small part of the site needs be disturbed to make a determination of eligibility.

Since even limited testing destroys part of a site, testing is not encouraged unless the site is threatened by development or by natural forces such as erosion, or unless scientific research is conducted at the site. A total of thirty-three archaeological sites has been identified within the SAMP boundaries by the S. C. Institute of Archaeology and Anthropology. The potential of these sites to contribute information important to prehistory or history has not been assessed through testing. Therefore, their significance is unknown and they must be considered potentially eligible for inclusion in the National Register of Historic Places.

Archaeological sites are said to be significant when these sites are included in or eligible for inclusion in the National Register of Historic Places and the significance lies wholly or partly in their archaeological values.

Under criterion "d" of the National Register criteria, such values comprise the "potential to yield information important in prehistory or history: (36 CFR Part 60). Archaeological sites deemed as significant may also meet criterion "a" (association with events); criterion "b" (association with important persons); or "c" (or the embodiment of distinctive characteristics of a type, period, or method of construction or that present the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction). However, the primary significance lies in the data contained in the material remains from the past (artifacts, structures, refuse, human remains, shipwrecks), created or utilized purposefully or accidentally by humans. The distribution, depth and environmental context of such remains also may contribute to their significance.

Archaeological sites are significant because they frequently represent our only source of knowledge about prehistory. Historic archaeological sites may also provide the only source of information on aspects of history that were never written down, such as lifeways of ethnic groups such as African-American communities in the antebellum South. Prehistoric and early historic cemeteries are included in this category because of their age and their association with events reflective of important historical processes.

The identified archaeological sites can be placed into four general categories. The first category consists of the following sites: 38CH255, 38CH441, 38DR16, 38DR20, 38DR82, 38DR83A and B, 38DR86, 38DR88, 38CH697, 38CH691, 38CH695, 38CH1206, 38CH696, 38CH692, 38DR153, 38DR154, 38DR30, 38DR60, 38DR12, 38DR155, and 38DR95. All of these sites represent houses, dependencies and facilities. Most if not all are associated with South Carolina's plantation period and are surrounded by archaeological features containing artifacts. In those cases where soil conditions have favored preservation, the midden and features may include discarded animal bone and carbonized plant remains. Based on the area's chronology these cultural resources may date from the late seventeenth century to the post World War II period. The Greggs Landing site (38DR20) may have a significant underwater archaeological component. Archaeological site 38DR95 represents a domestic structure site of unknown age. The yard areas of the house will almost certainly contain artifacts which document the daily life of the inhabitants.

Fort Dorchester (38DR4) is the only site in the second category (i.e., military sites). It is important because of its military architecture and historical interest. Often military garrisons mitigated the rigors of service life by maintaining domestic quarters outside the precincts of the fort. This behavior has been documented on Parris Island at the sixteenth century Fort of San Filipe. The archaeological correlates of this behavior are represented in the remains of structures and facilities outside the walls of the fort. Similar archaeological remains may exist at Fort Dorchester.

The Ashley River is rich in underwater archaeological sites (the third category) many of which are not in the South Carolina Institute of Archaeology and Anthropology site files (Chris Amer: personal communication). The seven identified sites include 38CH437, 38DR3, 38DR10, 38DR21, 38DR63, 38CH803, and 38DR90. It should be noted that these sites are subject to the provisions of the South Carolina Underwater Antiquities Act of 1991 (Article 5, Chapter 7, Title 54, Code of Laws of South Carolina, 1976). The provisions of the act are administered by the archaeologists of the South Carolina Institute of Archaeology and Anthropology, Underwater Archaeology Division.

The final category consists of two prehistoric Native American archaeological sites - 38DR61 and 38CH31. Past experience in the analysis of prehistoric settlement patterns indicates that Native Americans clustered on well drained soils in close proximity to sources of potable water and shellfish. The Ashley River SAMP includes many localities where one or more of these factors come together. There is no doubt that additional prehistoric archaeological sites exist within the boundaries of the SAMP. Limited

research on this question is currently underway as part of the Phase One Archaeological Survey of Charleston County (Linda Stine: personal communication). Although often unrecognized, these sites constitute an important aspect of the historic Ashley River landscape.

Two additional sites which have been identified do not fall within any of these four categories. They are 38DR152, a riverbank burials site, and 38DR81, an historic industrial site.

All of the above listed sites have been placed on a map overlay which is housed in the Charleston office of the S. C. Coastal Council. This overlay will not be available as public information in order to protect these sites from vandalism and theft.

Ashley River Historic District Nomination

The National Historic Preservation Act of 1966, as amended, states that:

The Secretary of the Interior is authorized to expend and maintain a national register of districts, sites, buildings, structures and objects significant in American history, architecture, archeology and culture, hereinafter referred to as the National Register. . .

The National Register program is implemented and administered by State Historic Preservation Officers (SHPOs). In South Carolina, the State Historic Preservation Officer is located in the State Historic Preservation Office of the S. C. Department of Archives and History.

The staff of the State Historic Preservation Office has identified, documented, and evaluated forty-nine historic and archaeological resources within the Ashley River SAMP boundary. Sixteen historic resources over fifty years old were documented; two of them (Drayton Hall and Middleton Place) were previously designated National Historic Landmarks, and three of them (Magnolia Plantation and Gardens, Old Dorchester, and the Ashley River Road) were previously individually listed in the National Register of Historic Places. The eleven remaining historic resources were recorded as part of the South Carolina State Survey. The thirty-three archaeological resources have already been recorded by the South Carolina Institute of Archaeology and Anthropology at the University of South Carolina.

It is the opinion of the South Carolina State Historic Preservation Office that a significant portion of the SAMP area is eligible for the National Register of Historic Places as an historic district. Though some properties in the area, such as the Atlantic Coast Line Railroad Trestle, Runnymede, or The Laurels, are potentially individually eligible, the designation of a large historic district will more fully document and recognize the historic, archaeological, and cultural significance of the Ashley River. Forty-five of the forty-nine historic properties and archaeological sites identified and evaluated for this plan will be

contributing properties in this potential historic district. In addition, the Ashley River itself from the Atlantic Coast Line Railroad Trestle to Bacon's Bridge Road will be a contributing historic, archaeological, and cultural resource and the focal point of such a district. The district's general boundaries will be from the Atlantic Coast Line Railroad Trestle on the southeast to Bacon's Bridge Road on the northwest; the southwest boundary in most places will be the southeast side of the Ashley River Road, and the northeast boundary in most places will be an as yet undetermined distance from the river towards Dorchester Road. The South Carolina State Historic Preservation Office plans to nominate the Ashley River Historic District to the National Register of Historic Places in 1992. Because the Historic Preservation Office has determined a portion of the SAMP area to be eligible for listing in the National Register as an Historic District, the designated area becomes a Geographic Area of Particular Concern (GAPC) and warrants the special attention and consideration of the S. C. Coastal Council in its evaluation of applications for direct permits as well as projects requiring its certification.

The following historic properties and archaeological sites (excluding the river itself, and generally listed from southwest to northeast) will contribute to this district:

Historic Properties

CHARLESTON COUNTY

1. Fort Bull: remnant of ca. 1863 Civil War earthworks, part of the Confederate defenses of the Charleston vicinity
2. Atlantic Coast Line Railroad Trestle: ca. 1927 steel trestle/drawbridge, built for the Atlantic Coast Line Railroad and still in use by CSX Transportation
3. Drayton Hall: ca. 1738 plantation house, gardens, and archaeological sites; designated a National Historic Landmark in 1960
4. Magnolia Gardens: ca. 1873 plantation house and ca. 1851 gardens; individually listed in the National Register of Historic Places in 1972
5. Runnymede: ca. 1880 residence with schoolhouse/cook's house; built by the Pinckney family, leaders in the phosphate industry along the river

DORCHESTER COUNTY

6. Middleton Place: ca. 1738 plantation house ruins, gardens, and archaeological sites; designated a National Historic Landmark in 1971

7. The Laurels: ca. 1935 Colonial Revival residence with oak
allee and caretaker's cottage; designed as a seasonal
residence and as a modern conception of a plantation house
8. Old Dorchester State Park: ca. 1696 town site, ca. 1717
parish church ruins, ca. 1758 tabby fort, and other
archaeological sites; individually listed in the National
Register in 1969
9. Thomas Rogers Cook House: ca. 1915 farmhouse
10. 72 Ashley River Road: ca. 1925 farmhouse
11. 70-B Ashley River Road: ca. 1925 farmhouse
12. Ashley River Road: portion of ca. 1711 historic road;
individually listed in the National Register in 1983

Archaeological Sites

CHARLESTON COUNTY

1. 38CH697: historic house site
2. 38CH691: Thomas Smith Site or Skievling Plantation
(17th-c. house site)
3. 38CH695: Hunt Park Site (historic house site)
4. 38CH803: Malcolm Boat (late 18th to early 19th-c. boat)
5. 38CH1206: brick foundation footing
6. 38CH255: Drayton Hall (Indian site, 17th-18th c. house
site, wharf, orangerie, 19th-c. phosphate mine)
7. 38CH31: Magnolia Gardens (prehistoric Indian mounds)
8. 38CH437: Ashley T-4 Wreck (19th c. boat wreck)
9. 38CH441: Lambs Road Site (historic house site)
10. 38CH696: Mr. Ladson Site (17th c. house site, 19th c.
phosphate mine)
11. 38CH692: Mr. Nickol Site (18th c. house site/cemetery)

DORCHESTER COUNTY

12. 38DR153: Archdale # 1 Site (prehistoric site, historic house,
mill, wharf site)

13. 38DR154: Archdale # 2 Site (prehistoric/historic site)
14. 38DR30: Archdale Hall Site (18th c. house site)
15. 38DR60: Iazard Plantation Site (18th-19th c. house site/19th-20th c. phosphate mine)
16. 38DR81: Historic Industrial Site (19th-20 c. phosphate mine)
17. 38DR86: Mr. Cattle Site (18-19th c. house site)
18. 38DR12: Camp Gregg Boy Scout Camp Site (historic house/underwater site)
19. 38DR16: Middleton Place Site (17th-19th c. house site)
20. 38DR82: Mr. Wright Site (historic house site)
21. 38DR155: Cedar Grove Causeway Site (plantation landing/causeway)
22. 38DR95: Bicycle Site (historic house site)
23. 38DR20: Gregg's Landing Site (historic landing)
24. 38DR88: (historic house site)
25. 38DR21: King's Grant Site (18th-19th c. underwater site)
26. 38DR3: Old Dorchester Waters Site (17th-18th c. underwater site)
27. 38DR4: Fort Dorchester Site (17th-18th c. town site/church ruins/tabby fort)
28. 38DR152: River Bank Burials Site (17th c. burials)
29. 38DR63: Lake View Drive Site (prehistoric and 17-19th c. historic site)
30. 38DR83A: Lord Ashley East Site (17th-18th c. house site)
31. 38DR83B: The Lord Ashley Site (17th-18th c. house site)
32. 38DR10: Bacon's Bridge Site (historic bridge site)
33. 38DR90: Bacon's Bridge Site (historic bridge/dam site)

THE NATURAL ENVIRONMENT

The riverine portion of the area encompassed by the Ashley River SAMP is a 20.6 mile stretch of the Ashley River in the lower coastal plain of South Carolina, located in Dorchester and Charleston counties. The river has a low flow rate but a strong ebb tide current. This portion of the Ashley River is characterized by a series of meanderings and a gradual progression from a salt water to a predominately freshwater environment.

The marsh systems of this region serve as important habitat for wading birds, finfish, crabs, shrimp, shellfish, and other aquatic species. In addition, animals such as alligators, raccoons, otters and mink find food and shelter in the marshes. Marshes also provide erosion protection since they slow storm water runoff from highground and absorb storm surges and wave energy from the river. The marshes also treat storm water runoff by filtering large amounts of sediment and absorbing materials which would otherwise contaminate the river.

Salt water wetlands in the study area are most dominant near the Atlantic Coast Line Railroad Trestle and become increasingly brackish in character upstream. The marsh vegetation in the lower river is composed predominately of smooth cordgrass (Spartina alterniflora) which gives way to black needlerush (Juncus roemerianus) as the river becomes more brackish near Middleton Place.

Freshwater wetlands occur above Middleton Place and become increasingly freshwater in character near Bacon's Bridge. Dominant plant species include pickeral weed, Pontadaria cordata; bull rushes, Scirpus spp.; cattails, Typha spp.; and Spartina cynosuroides. Bald cypress trees (Taxodium distichum) become more common along the River's edges near Fort Dorchester and farther upstream.

Several areas along the river are old rice field impoundments surrounded by dikes. These systems have not been maintained, and in some cases, the dikes have been breached. The large impoundment at Magnolia Gardens has been maintained as a wading bird rookery. The vegetation varies from freshwater to brackish in character.

The upland areas associated with the River are heavily wooded and serve as a home to a variety of wildlife, including deer, raccoons, opossums, bobcats, squirrels, rabbits, and many species of birds. The most common species of trees are the loblolly pine, Pinus taeda; live oak, Quercus virginiana; magnolia, Magnolia grandiflora; hickory, Carya spp. and the flowering dogwood, Cornus florida. Plants such as wildflowers, ferns, mushrooms and shrubs are abundant. Freshwater wetlands are interspersed throughout the upland areas and are characterized by bald cypress, Taxodium distichum; sweet gum, Liquidambar styraciflua; red maple, Acer rubrum; and willows, Salix spp. These wetlands also provide food and habitat for wildlife as well as help to absorb and treat storm water runoff.

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN

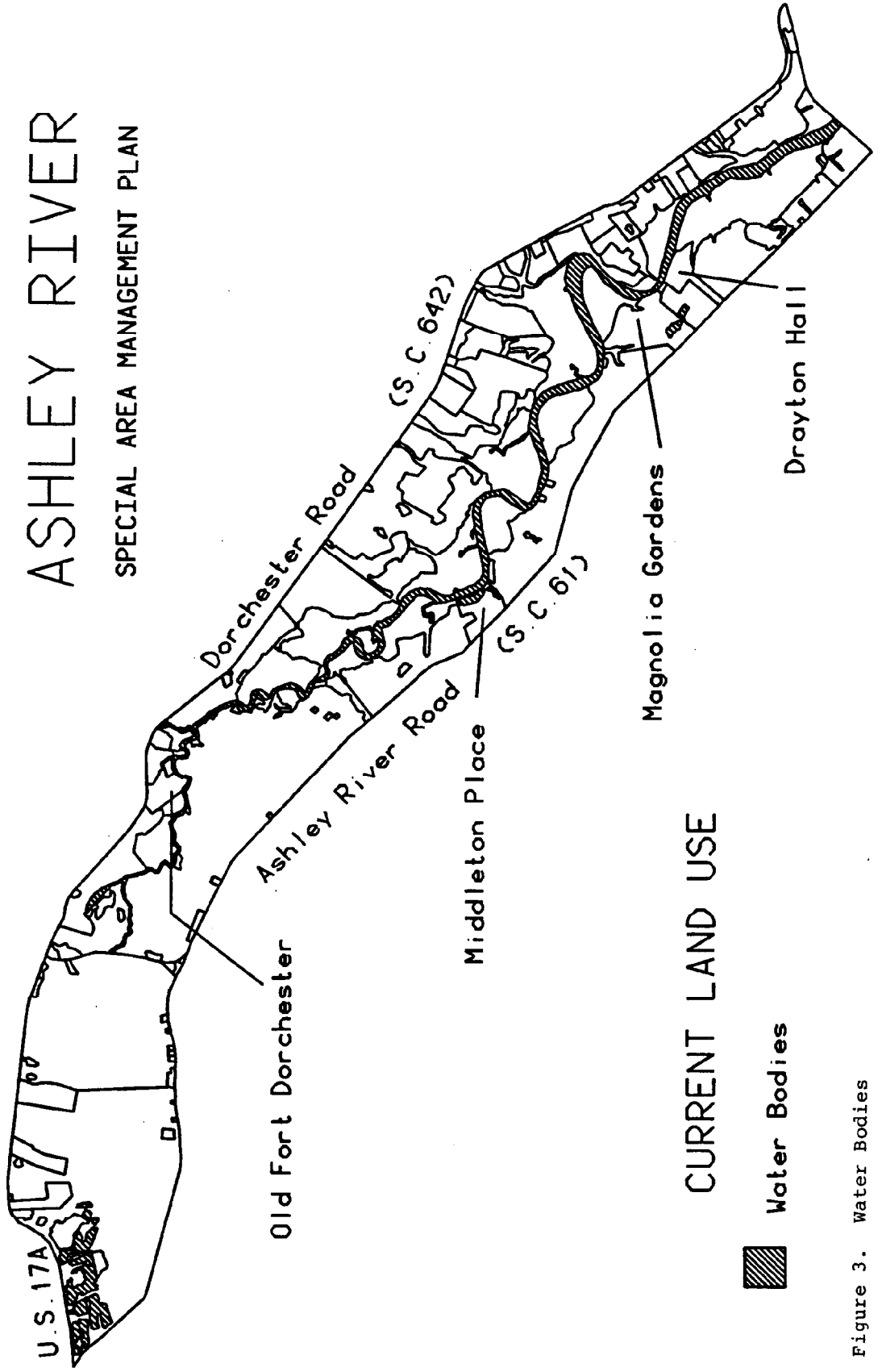
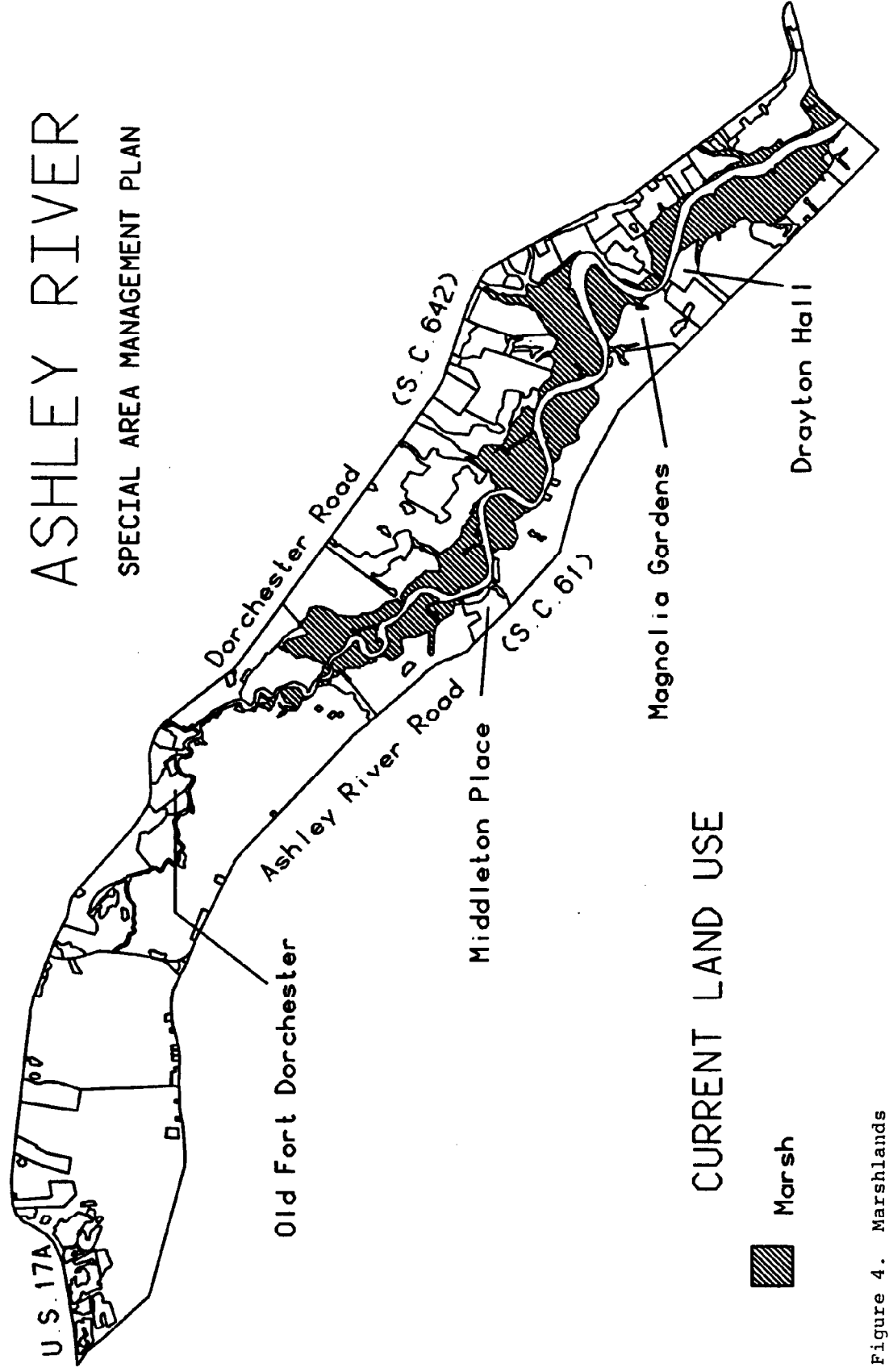


Figure 3. Water Bodies

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN



CURRENT LAND USE

Marsh

Figure 4. Marshlands

EARLIER STUDIES OF THE ASHLEY RIVER SAMP AREA

Two major studies, Ashley River Study and 61 Corridor Growth Management Plan, have served as important references and sources of information for this SAMP. The Ashley River Study, completed in 1980, was conducted by the Berkeley-Charleston-Dorchester Council of Governments at the suggestion of members of Charleston County Council and at the request of the South Carolina Department of Archives and History. The purpose of the study is to examine the historical and natural resources of the area as well as current land use and then to promote a sound plan for the future development of the area. The study includes recommendations with respect to land use, transportation, recreation, the environment, archaeology and agriculture. The Ashley River Study encompasses much the same area as the Ashley River SAMP.

The 61 Corridor Growth Management Plan, completed in 1986, basically covers that portion of the Ashley River SAMP east of the River. This plan was a joint venture undertaken by three separate jurisdictions - the City of Charleston, Charleston County and Dorchester County. The ultimate purpose of the plan is to maintain "the quality of life along Highway 61 while providing for future growth..." Two distinct goals of the Plan are: "to restore and enhance developed areas south of Church Creek and to preserve and protect undeveloped areas north of Church Creek." Several of the recommendations of this plan and its accompanying development standards guidebook have been incorporated into the Ashley River Special Area Management Plan.

CURRENT AND PROJECTED LAND AND WATER USE

The Ashley River SAMP boundaries lie within the Ashley River drainage basin, and the SAMP area consists of parts of Charleston and Dorchester counties and segments of the Town of Summerville, the City of North Charleston and the City of Charleston. This is a rapidly growing area of the tri-county region and will, undoubtedly, experience the expansion of single, multi-family, and mobile-home residential developments as well as commercial, industrial and other urban uses. Current land use for the east side of the SAMP, the land between the River and Dorchester Road, already consists of many low and medium density residential tracts, as well as commercial development. The west side of the SAMP, the area between the River and Ashley River Road, is currently less developed and consists primarily of large tracts of undeveloped land and three historic plantation sites. Low density residential development is recommended for much of this area by the 61 Corridor Growth Management Plan (p. 25).

To obtain an accurate accounting of current land use, South Carolina Coastal Council staff studied aerial photographs taken in the winter of 1989. Eight land use categories were established and the following percentages were determined for each use:

Percentage of Total Land Area (15,387 total acres)

Parks, gardens, historic sites	- 3%	(494 acres)
Open space	- 54%	(8,432 acres)
Marsh	- 17%	(2,590 acres)
Single Family residential	- 14%	(2,141 acres)
Multi-family residential	- 3%	(390 acres)
Other urban (i.e., urban uses other than residential)	- 2%	(287 acres)
Active mines	- 1%	(97 acres)
Water bodies	- 6%	(956 acres)

Out of approximately 40 miles of riverfront shoreline, approximately 8 miles, or 20%, are developed.

Several documents have been used as sources of information for the Ashley River SAMP, e.g., the Berkeley, Charleston, Dorchester Water Quality Management Plan (update completed in 1987), the Ashley River Study (completed in 1980), and the 61 Corridor Growth Management Plan (completed in 1986). While none of these documents contains data which is based on the exact area within the SAMP boundaries, they do have similar or overlapping boundaries and contain information which is pertinent to the Ashley River SAMP. For instance, population growth estimates contained in the Berkeley, Charleston, Dorchester Water Quality Management Plan (pp. 73-74) give the "upper Ashley River basin" a projected population of as many as 118,000 people by the year 2005. (Note: The "upper Ashley River basin" referred to in the Berkeley, Charleston, Dorchester Water Quality Management Plan covers over 250 square miles and "includes significant population centers and developing areas, wetlands and agricultural portions of the tri-county region.") While the area referred to as the "upper Ashley River basin" contains considerably more area than that of the SAMP, the population estimates show that population within the SAMP is expected to continue to increase.

The Ashley River Study (1980), which covers much the same area as the SAMP, predicts an increase of 19,500 by the year 2000 (Ashley River Study, p. 44). Volume 11, No. 1, Winter 1991, of the State Budget and Control Board, Division of Research and Statistical Services, Newsletter compares the 1980 census figures with those of the 1990 census. Figures for Dorchester County show a 40.67% increase in population during the 10-year period. The additional population is expected to bring:

- in-filling of residential development along the entire Dorchester Road corridor between Summerville and North Charleston west to the Ashley River.
- the rise of major commercial centers planned in the lower portion of this corridor.
- an additional mix of industrial and commercial uses planned for land annexed by North Charleston (Berkeley, Charleston, Dorchester Water Quality Management Plan, p. 74).

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN

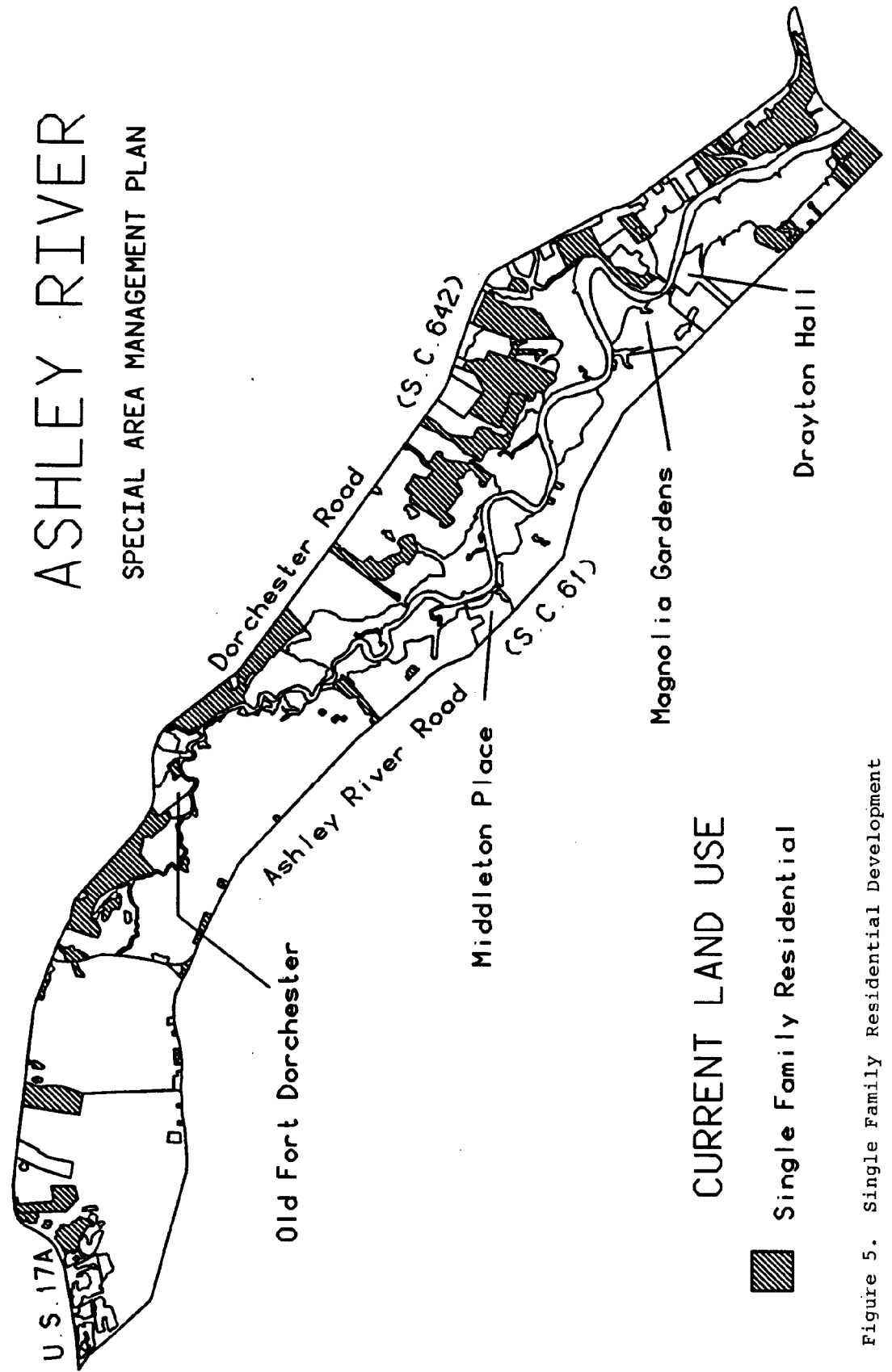


Figure 5. Single Family Residential Development

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN

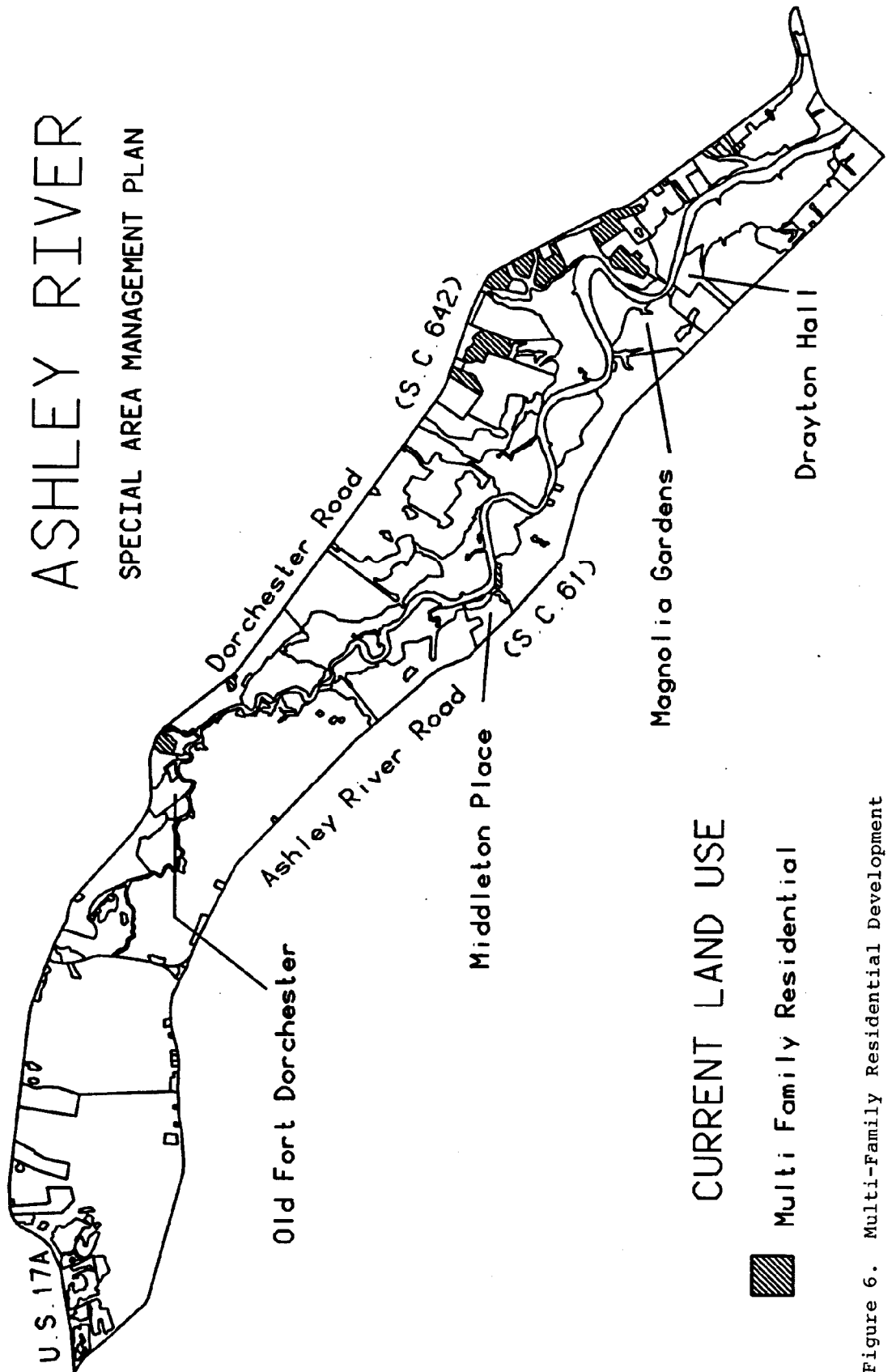


Figure 6. Multi-Family Residential Development

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN

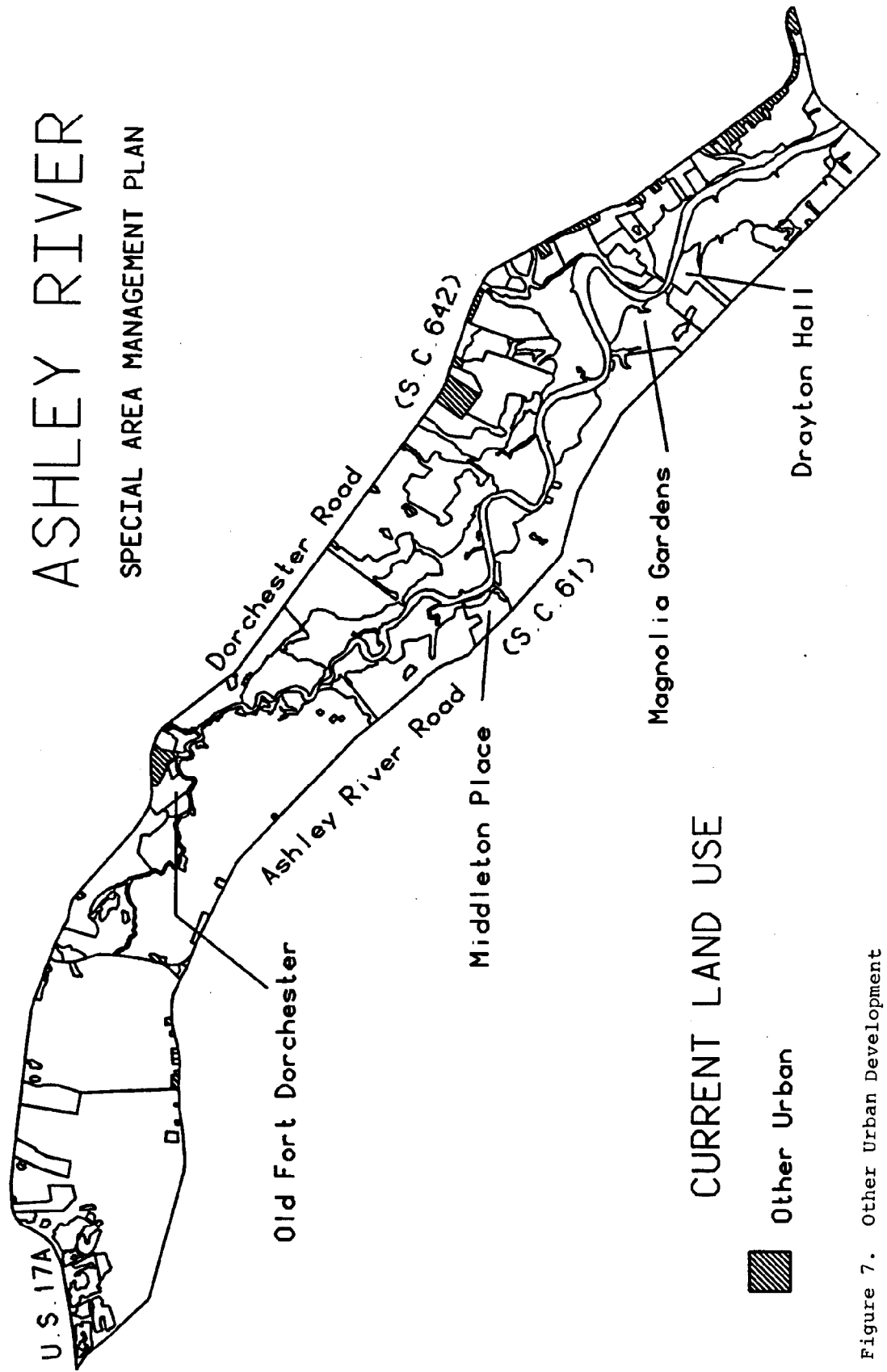
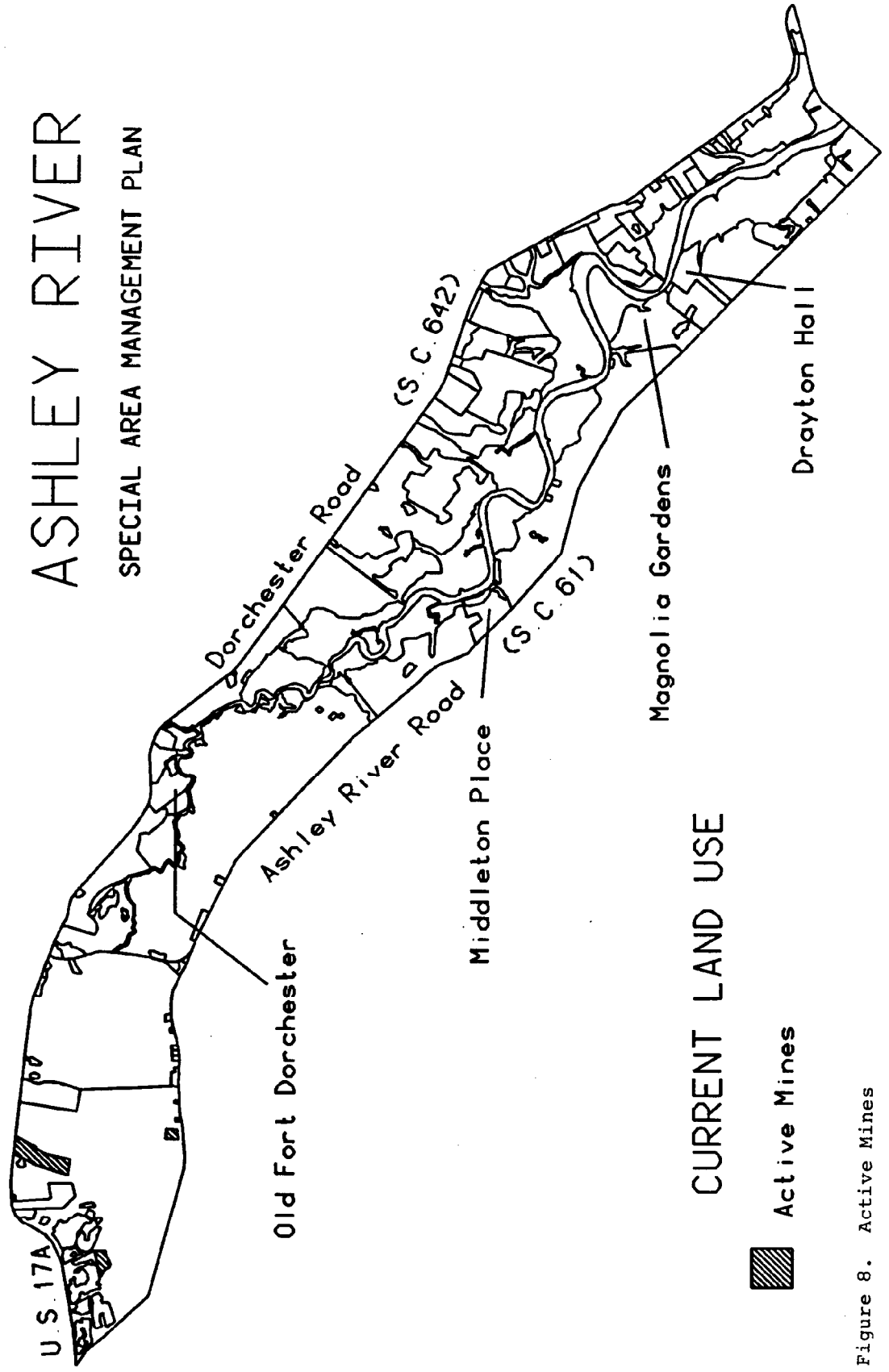


Figure 7. Other Urban Development

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN



CURRENT LAND USE

▨ Active Mines

Figure 8. Active Mines

There are also plans for a park in the SAMP area. The South Carolina Parks, Recreation and Tourism Commission is planning a park across from Old Fort Dorchester.

This SAMP is particularly concerned with the undeveloped high grounds along the river that are within the historic sites' view corridors. Encroaching development associated with the projected population increases threatens to degrade the aesthetic qualities of these impressive vistas. Development pressures on these high grounds will increase as river front residential property becomes more valuable.

The River itself is enjoyed by many bordering residents and the general public as a recreational boating and fishing area. Over 60 private and community docks exist within the SAMP boundary. There are also numerous private and some community boat ramps as well as one public boat ramp which is located in Summerville. Power boat use on this stretch of the river is heavy and contributes to river bank erosion as well as noise pollution for those properties adjacent to the river.

There are currently five NPDES permitted discharges within the SAMP boundary. These discharges total 8.0 mgd (Berkeley, Charleston, Dorchester Water Quality Management Plan, p. 76). Based on population projections for the Dorchester County/Summerville area, wastewater discharge into the upper Ashley will be 12.7 mgd by 2005 (Berkeley, Charleston, Dorchester Water Quality Management Plan, p. 83).

CURRENT AND PROJECTED CONFLICTS

The projected development of river front properties within the historic sites' view corridors is a major concern of the Ashley River SAMP. The aesthetically pleasing views from the historic sites will be adversely impacted if these tracts of high ground are developed as residential, commercial, or industrial centers. Residential development along the Ashley River has already impacted the scenic vistas of Magnolia Plantation and Gardens as well as Drayton Hall, as can be observed by standing on the river's edge at these two properties. Research by South Carolina Coastal Council staff has revealed that of a total of approximately 40 miles of riverfront shoreline within the SAMP, approximately eight miles (20%) are developed. Approximately 17% of the shoreline within the scenic view corridors of historic properties is developed. A mandatory natural buffer or a conservation easement along the river are examples of management tools which should be used to help preserve the scenic vistas of these historic sites by hiding obtrusive developments.

Portions of the Ashley River's shoreline, i.e., those areas located on the outside of bends, are experiencing varying degrees of erosion. This erosion is a natural phenomenon associated with the River's strong ebb tidal currents and the meanderings of its channel. The problem is acute along the banks of Magnolia Plantation and Gardens, Drayton Hall and Old Fort

Dorchester, and genuine concern has been expressed by the managers of these properties. A significant archaeological site on the River's edge at Drayton Hall is imminently threatened by severe erosion. Research by South Carolina Coastal Council staff has revealed that 26% of the River's shoreline within the area of the SAMP is experiencing erosion; 2% of this shoreline is armored.

There is one public boat ramp within the SAMP boundary to access the upper Ashley River--the Summerville Boat Ramp, downstream from Old Fort Dorchester. Two other public boat ramps located a short distance south of the SAMP boundary also allow additional access to the upper Ashley. One of these ramps is located on Church Creek off Parsonage Road at Pierpont and the other (County Farm Boat Landing) is off Leeds Avenue just below the Mark Clark Expressway next to Duncan's Boat Harbor on the Ashley River. While it is important to maintain access to the river for public enjoyment, heavy boat traffic on the Ashley River is exacerbating riverbank erosion, especially where the shoreline is devoid of or contains sparse amounts of wetland vegetation to buffer the impacts of wave energy. Within the past ten years the Ashley River has become a very popular boating area. During the spring and summer months, the River's recreational boat traffic is heavy, and some boaters, unfortunately, have little regard or perhaps little understanding as to how their boat wakes can damage the shoreline. In addition, this boat traffic creates excessive noise and severely detracts from the aesthetic appeal of the peaceful and pastoral environment, mostly especially in the areas of the National Register and Register eligible properties. Undoubtedly, river traffic will continue to increase in the future. A critical method by which to control the effect of boat wakes on the adjacent river banks as well as the negative impacts of excessive noise to the natural and historic character of the area is to establish and enforce "no wake" zones.

The water quality of the river is also a concern, but is an issue which will be fully addressed by the Charleston Harbor SAMP. In brief, there have been numerous contraventions of standards for dissolved oxygen and fecal coliform occurring in the main channels and the tributaries since the mid-1980's (Berkeley, Charleston, Dorchester Water Quality Management Plan, p. 75). Thus, portions of the upper Ashley River System have repeatedly had difficulty in maintaining standards (Class B). The original 208 plan identified storm water as a major cause of water quality degradation in the tributaries of the Ashley (Berkeley, Charleston, Dorchester Water Quality Management Plan, p. 76).

Although monitoring results indicate general acceptable quality for recreational purposes, there are anecdotal reports of increased turbidity and episodic illness resulting from body contact in the upper Ashley River (Berkeley, Charleston, Dorchester Water Quality Management Plan, p. 79). The South Carolina Department of Health and Environmental Control has proposed the reclassification of the Ashley River and certain of its tributaries from Class SB to Class SA or Class B to Class A to protect them for the use of swimming. Site-specific bacterial or dissolved oxygen standards are proposed for a portion of the Ashley River and for certain tributaries. Approval of the proposed reclassification is pending before the State General Assembly.

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN

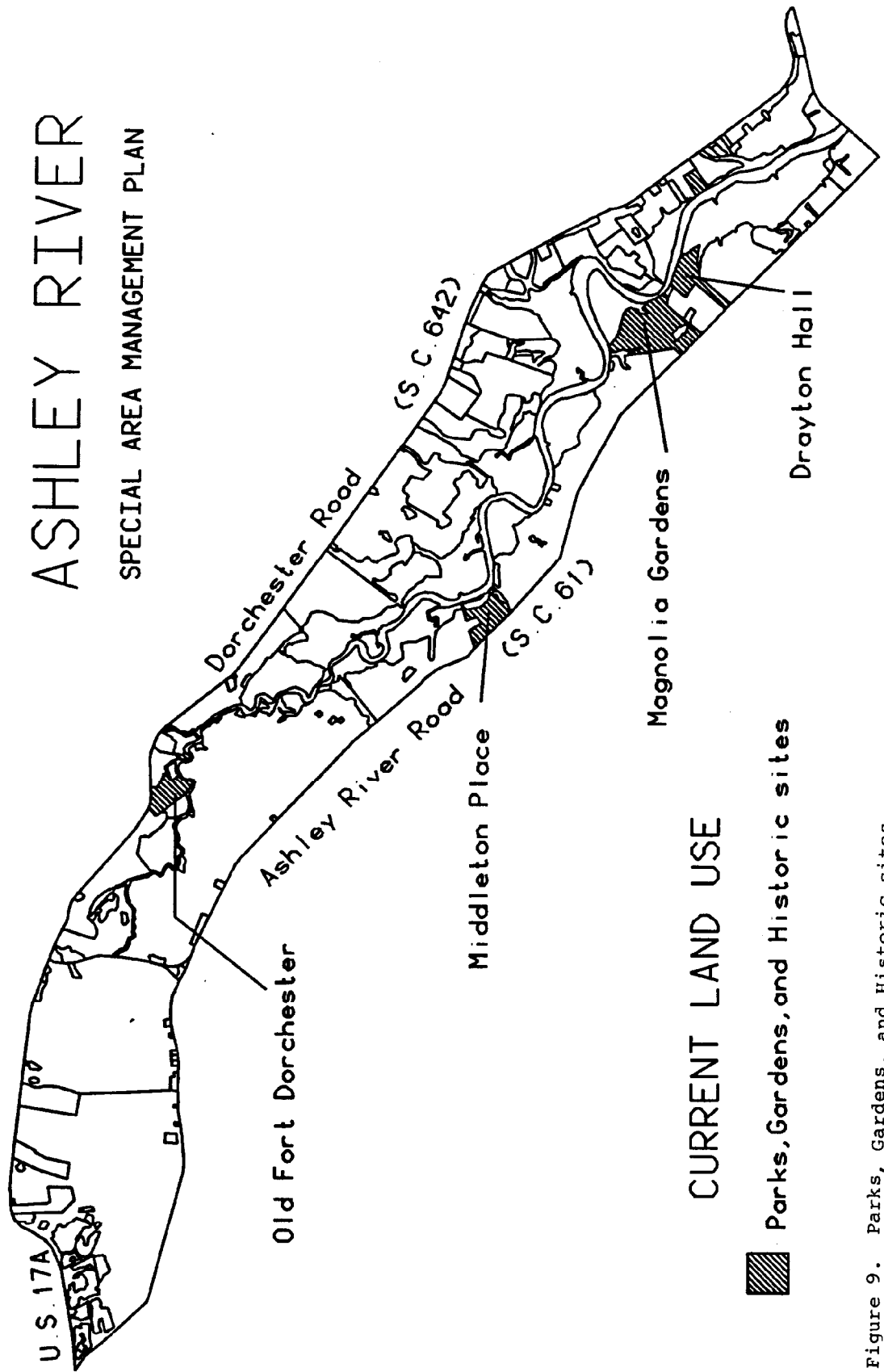
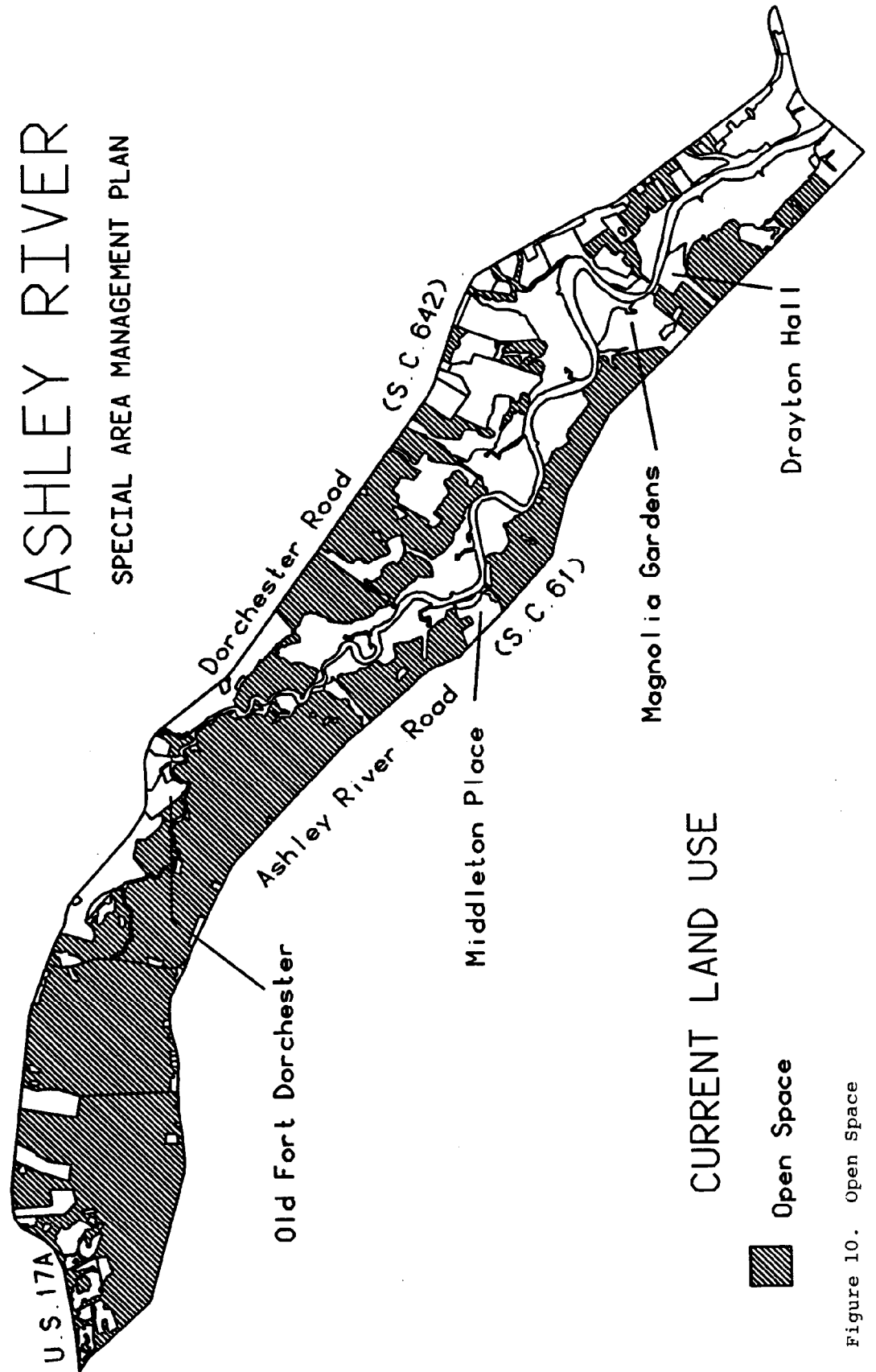


Figure 9. Parks, Gardens, and Historic sites

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN



CURRENT LAND USE

Open Space

Figure 10. Open Space

Private and community docks and ramps are proliferating along the banks of the Ashley River - field notes show over 60 docks within the SAMP boundary. When docks are concentrated along the river front portions of subdivisions, they can become a blemish on the natural environment, especially if they include a covered deck or boat lift. When located within view corridors of historic sites, especially where the view has been a pristine one, they can destroy the historic character of the area. Prime examples of this view corridor interference can be seen from Drayton Hall and Magnolia Plantation and Gardens. Any additional waterfront development should be restricted to areas outside of these view corridors to fully preserve the historic and scenic qualities of these sites.

ECONOMIC IMPORTANCE OF THE ASHLEY RIVER SAMP AREA

Lest anyone fear that policies aimed at protecting the natural and historic resources of the Ashley River will stifle or bring an end to economic growth in the area we need to be aware of something known as the "new environmentalism" and "heritage tourism." The "new environmentalism" is associated with an awareness among more and more people today that our environment is multidimensional -- composed not only of air, earth and water, but also our cultural heritage. "Just as our natural environment can be damaged or destroyed, making the world less hospitable, so too can the loss of our heritage diminish the quality of our lives." ("The new Environmentalism," Chicora Foundation Research, Vol. 5, No. 3) The new environmentalism seeks to preserve and protect our heritage along with the preservation and protection of our natural environment.

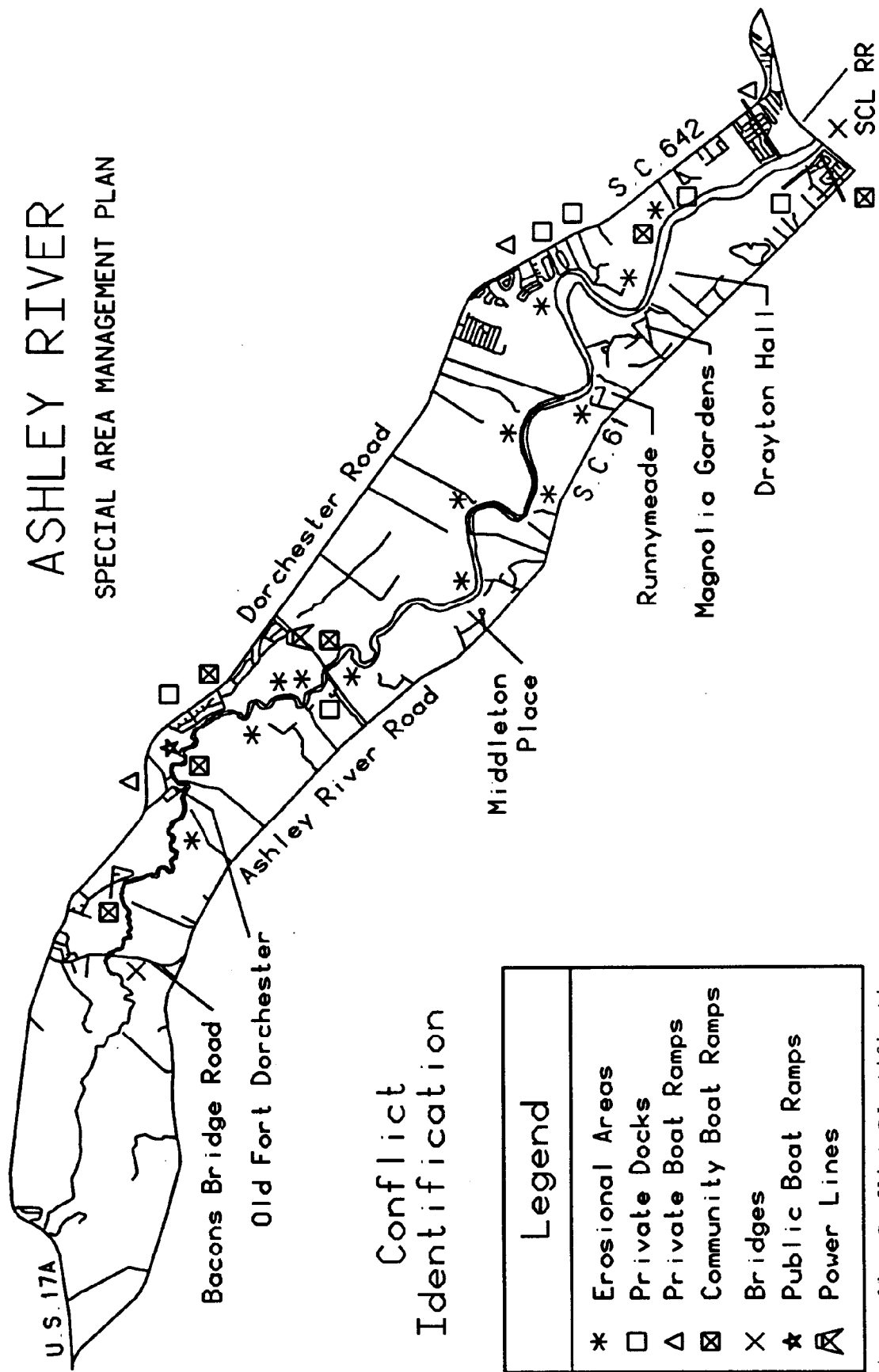
Closely associated with new environmentalism is "heritage tourism," a rapidly growing economic concept and force. Often people believe that saving our historic, architectural and archaeological heritage is in direct opposition to economic development. However, this is not the case.

Increasingly, business and government are discovering three economic facts of life:

- 1) historic preservation is a boon to economic development, attracting business and industry who equate "history" with quality of life for employees;
- 2) heritage tourism, . . . , is a rapidly growing economic force, with attendance figures for "history and the arts" outpacing sports events;
- 3) heritage efforts are closely allied to the "New Environmentalism," clearly because of the emphasis upon conserving resources (keeping old buildings), recycling (reuse of old bricks instead of new) and downsizing suburbia (less is more).

ASHLEY RIVER

SPECIAL AREA MANAGEMENT PLAN



Conflict Identification

Legend	
*	Erosional Areas
□	Private Docks
△	Private Boat Ramps
⊠	Community Boat Ramps
×	Bridges
*	Public Boat Ramps
⊞	Power Lines

Figure 11. Conflict Identification

The result: suddenly heritage is "green, people-friendly, and economically profitable."

("Profitable Preservation," Chicora Foundation Research, Vol. 5, No. 3.)

The significance of heritage tourism in the Ashley River area can be seen by looking at statistics from Drayton Hall, Magnolia Plantation and Gardens and Middleton Place. Drayton Hall, for example attracts approximately 55,000-60,000 people per year and grosses approximately \$250,000 in admissions. In the past 12 months Magnolia Plantation and Gardens has received some 150,000 visitors.

MANAGEMENT TOOLS FOR PROTECTING HISTORIC PROPERTIES AND ARCHAEOLOGICAL SITES

Several management "tools" can be used to help protect the historic and archaeological resources within the Ashley River SAMP boundaries. They are briefly discussed below.

1. Buffers, greenspacing, or conservation easements. Vegetative buffers or maintenance of an area in greenspacing can offer protection to both archaeological sites and historic structures. Buffers can provide a visual screen between a historic structure and new development. Greenspacing a site or maintaining buffers around an archaeological site will ensure protection against erosion, heavy equipment crossing the site, or vandalism. Natural buffers along the Ashley River can screen modern residential or commercial development from view. Natural buffers along Ashley River Road can provide a visual as well as a noise barrier between the road and adjacent land uses. Conservation easements provide protective buffer areas and also provide the property owner tax relief incentives.

Buffers and/or setbacks have been used or recommended for use in other areas of the South Carolina lowcountry as well as in other states. The following are some examples:

- a. The "Wadmalaw Island Planned Development Guidelines" call for a 50' setback from the Coastal Council critical area line.
- b. The "Awendaw Land Use Plan" recommends a building setback of 50' from "area marshes, creeks, rivers and estuaries."
- c. The proposed Beaufort County River Conservation (Overlay) District calls for a 50' vegetated buffer strip extending landward from the Coastal Council's critical line or, in waterways without critical areas, the mean high water mark.

d. The zoning ordinance of Kent County, Maryland, calls for a 100' naturally vegetated buffer along tidal wetlands and a 25' naturally vegetated buffer along non-tidal wetlands.

e. The Connecticut Valley Action Program recommends that new construction along rural stretches of the Connecticut River be located at least 300' from the high water mark.

f. "A Design Manual for Conservation and Development," which deals with the Connecticut River Valley in Massachusetts, recommends retaining a 75' or wider naturally vegetated buffer strip along shorelines of lakes, rivers and marshes in order to filter out pollutants from storm water runoff.

2. View corridors. Many of the historic plantation houses were situated along the river banks to provide a scenic vista as well as transportation. The natural setting and the historically oriented view from these properties is recognized as important to the interpretation of historic properties. Construction within that line of view, or view corridor, forever cuts the property off from any remnant of the historic environment. Restriction of construction within the line of site towards the river -- directly in front, to the left, and to the right -- maintains the historic view corridor.

View corridors have been established by the S. C. Coastal Council and the S. C. Department of Archives and History for each of the riverfront National Register and National Register eligible properties within the SAMP boundaries. These properties are:

- a. Drayton Hall,
- b. Magnolia Plantation and Gardens,
- c. Middleton Place,
- d. The Laurels,
- e. Runnymede, and
- f. Fort Dorchester State Park.

The exact boundary of each view corridor is displayed on a map overlay in the Coastal Council's Charleston office. Essentially the corridors include the lands and waters within the line of sight (directly in front, to the left, and to the right) from ground level as one stands at the center point of the properties' riverfront shorelines.

3. Zoning and/or local ordinances. The scale or density of new construction can completely overwhelm historic structures. Zoning or local ordinances can allow a level of new construction that will still be sympathetic to the historic height and scale and land use patterns of an area.

4. No wake zones. Boat traffic and speed are restricted in areas where problems are present. Since there appears to be a direct connection between accelerated, increased boat traffic and the erosion rate along the banks of the Ashley, no wake zones could control or eliminate much of the erosion that threatens historic properties and archaeological sites as well as alleviate noise pollution caused by motor boat engines.

POLICIES AND RECOMMENDATIONS FOR DEVELOPMENT AND CONSERVATION OF RESOURCES

Chapter IV of the South Carolina Coastal Management Program addresses geographic areas of particular concern (GAPC's) within the state's coastal zone. These special management areas are categorized as: 1) areas of unique natural resource value (e.g., state parks, scenic rivers, estuarine sanctuaries, etc.), 2) activities or facilities dependent on coastal location (e.g., state ports, navigation channels, mining operations, etc.) and 3) areas of special historic, archaeological or cultural significance (e.g., historic and archaeological sites which have been named to the National Register and sites selected from those which have been determined eligible to be named to the National Register).

A number of these geographic areas of particular concern (GAPCs) are found within the Ashley River SAMP boundaries. These GAPCs are: Fort Dorchester State Park (as an area of unique natural resource value as well as an area of special historic and cultural significance), Drayton Hall, Magnolia Plantation and Gardens, Middleton Place, the Laurels, Runnymede, and Ashley River Road (as areas of special historic and cultural significance). In addition, it is the opinion of the State Historic Preservation Office that a portion of the Ashley River area is significant enough to be placed on the National Register of Historic Places as an Historic District, making the entire area a GAPC. As such, these GAPCs are to be given special consideration by the Coastal Council in its review of direct permit applications as well as in its certification review of State and Federal permits. While the South Carolina Coastal Council must afford special consideration to these sites and this proposed historic district, it has become evident that additional policies are needed for adequate protection of these GAPCs as well as for protection of archaeological sites, natural resources, and scenic vistas found within this unique Ashley River resource area. Adequate protection can only be gained through a comprehensive plan which deals with the entire area as a special unit. With this overall aim in mind, and after receiving input from relevant local governments, state and federal agencies, historic preservation and conservation groups, and concerned citizens, the following policies have been developed to be used by the South Carolina Coastal Council when it reviews future development activities in the area and will be enforceable by the Coastal Council through its permitting and certification authority. The policies have been divided into the following categories: 1) historic and archaeological sites, 2) public access and recreation, 3) the natural environment, and 4) water quality.

Policies

Just as cities and counties use their zoning authority to regulate and manage development for the greater good of communities, the Coastal Council uses its regulatory authority to administer a comprehensive coastal management program which seeks to "protect the quality of the coastal environment and to promote the economic and social improvement of the coastal zone and of all the people of the State" (S. C. Coastal Zone Management Act of 1977, as amended). While zoning regulations place restrictions on an individual's use of his property, they also protect that property owner's investment and are aimed at achieving the highest good for and promoting the best interests of the general public. The S. C. Coastal Zone Management Program and its program refinements, i.e. special area management plans, also place restrictions on the individual's use of his property. These restrictions, however, are also aimed at achieving the highest good by protecting the abundant but limited supply of coastal resources which make the South Carolina coastal zone such a desirable and unique place in which to live.

The policies contained on the following pages are refinements of broader policies found in the state's Coastal Zone Management Program. They were formulated through input received during the development of the Special Area Management Plan and are all enforceable by the South Carolina Coastal Council. In fact, many requirements found in this document (e.g., archaeological surveys, buffers, wetlands, master plans, storm water management plans, etc.) have been in use for years by the Coastal Council in carrying out its responsibility for managing development. Certain policies may be unique to the Ashley River Special Area Management Plan but fall within the purview of the authority given to the Council. Through this compilation of policies designed to address the unique problems of the Ashley River Special Area Management Plan area, developers are able to design their project plans and move forward with their developments without having to face unexpected delays and expenses. The policies are aimed at allowing the area to develop but in such a manner as to protect and preserve its beauty and uniqueness.

Historic and Archaeological Sites

Problem/Conflict Identification. As the populations of Dorchester and Charleston counties continue to grow, single and multi-family residential development is expected to proliferate within the SAMP boundary. The unmanaged development of "sought after" river front properties will diminish the aesthetic qualities and scenic views from historic sites along the river and adversely impact both historic and archaeological sites through physical or visual disturbance. At present, some 17% of the shoreline within the view corridors of historic properties is developed. The policies found below are intended to protect these valuable and irreplaceable resources while allowing for properly managed development.

Policies. Within the Ashley River SAMP boundary, Coastal Council evaluation of critical area permits as well as review and certification of State and

Federal permits will be based on the Rules and Regulations for Permitting, the state's Coastal Zone Management Program policies as well as the following:

1. An archaeological survey, conducted in coordination with the South Carolina Department of Archives and History, will be required by the South Carolina Coastal Council for all new development projects with a known archaeological site(s) or a high potential for containing an archaeological site(s) and all development projects which lie within the official boundary of a National Register property. The purpose of the survey will be to identify all archaeological sites within the proposed development project and to determine whether any of the sites are eligible to be named to the National Register of Historic Places. (Note: This policy calls for a survey, not an excavation. Its purpose is to protect archaeological resources for the future by identifying them early on, thus helping the developer to avoid unexpected delays once construction has commenced.)
2. A buffer area of 5' to 25' must be established around any archaeological site named to the National Register of Historic Places or eligible to be named to the National Register, and the archaeological remains must be stabilized or capped as deemed necessary by the South Carolina Department of Archives and History. While the preservation of the site in place is the preferred treatment, data recovery must be conducted if preservation in place is not a feasible alternative. The data recovery must be in accordance with a data recovery plan approved by the South Carolina Department of Archives and History.

Note: "Stabilization" and "capping" of sites consist of various methods including the revegetation (stabilization) of a site, in order to alleviate the erosional effects of wind and rain, and the careful, controlled burial (capping) of a site to preserve its integrity.

3. Areas with identified underwater archaeological sites or areas with high potential for containing underwater archaeological sites eligible or potentially eligible for the National Register of Historic Places, as determined by the South Carolina Department of Archives and History, must not be dredged or subjected to any form of underwater bottom disturbance unless an underwater archaeological survey has first been conducted and any adverse impacts have been mitigated to the satisfaction of the South Carolina Department of Archives and History. All underwater surveys must conform to the requirements of the S. C. Underwater Antiquities Act of 1991, administered by the S. C. Institute of Archaeology and Anthropology.

4. Since individual structures along rivers were historically oriented towards the river, new construction including but not limited to docks, boat ramps, and buildings within the designated scenic view corridor of a National Register or National Register eligible property will be allowed only if it is determined by the South Carolina Coastal Council after consultation with the South Carolina Department of Archives and History to have no negative effect.*
5. A buffer area of appropriate size must be established around a readily discernible cemetery or around identified headstones to ensure their protection. The South Carolina Department of Archives and History must be consulted as to appropriate buffer size. The size of the buffer must be sufficient to ensure the protection of the entire grave site or sites.
6. Along Ashley River Road, within the SAMP boundary from the Atlantic Coast Line Railroad trestle overpass to the intersection with Highway 165 (Bacon's Bridge Road), a 100 foot vegetative buffer, measured from the right-of-way, must be preserved and/or established by all new developments fronting on the road to provide a visual and noise barrier and to maintain the natural and historic character of this highway which is listed on the National Register of Historic Places. The requirements for the buffer may be reduced or modified if:
 - (a) the vegetative density of the buffer is adequate for the stated purpose (to be no less than 50 feet), as determined by the SCCC; or
 - (b) the buffer meets the requirements of a local government ordinance which provides for the establishment of vegetated buffers to protect the historic character of the highway. The ordinance must be consistent with the state's Coastal Zone Management Program.The buffer must be indicated on all submitted plats as well as included in deed restrictions or other legal means of assuring compliance.
7. Along the Ashley River, within the SAMP boundaries from the Atlantic Coast Line Railroad trestle to Bacon's Bridge, a 100 foot vegetative buffer must be preserved and/or established from the critical area landward for all new developments to maintain the natural and historic character of the river. The requirements for the buffer may be reduced or modified if:

* See note on page 54.

(a) the vegetative density of the buffer is adequate for the stated purpose (to be no less than 50 feet), as determined by the SCCC, with provisions for drainageways, water access and vistas in accordance with the conceptual requirements depicted in Figure 12, or

(b) the buffer meets the requirements of a local government ordinance which provides for the establishment of vegetated buffers to protect the natural and historic character of the river. The ordinance must be consistent with the state's Coastal Zone Management Program.

The buffer must be indicated on all submitted plats as well as included in deed restrictions or other legal means of assuring compliance.

8. An opaque natural, vegetative buffer must be set aside and maintained on new developments where contiguous with National Register and National Register eligible properties when necessary to maintain the historic character of the property. (An opaque vegetative buffer is one which totally blocks the view from one area to another.) This requirement is waived if a visual buffer already exists on the historical property or if the specific historical site is located at a distance from the property line so as not to be impacted by new development. Where appropriate, buffer requirements can be shared between the historic property and the new development.

Public Access and Recreation

Problem/Conflict Identification. The beauty of the Ashley River and its unique blend of historical and scenic qualities have attracted increasing numbers of boaters. Recreational boat traffic along the River has become quite heavy in recent years, especially on weekends, and the wakes from high powered speed boats have exacerbated stream bank erosion, including erosion of banks at historic property sites. Besides erosion, powerboat traffic also creates noise pollution that deters from the aesthetic appeal of the historic sites. Both residents and boaters have expressed concern over boating safety in regards to high speed boats which are operated throughout the area even in portions of the river which are narrow and winding.

There is one public boat ramp within the SAMP boundary. It is owned by the Town of Summerville and is located just south of Old Fort Dorchester. Two other public boat ramps are located a short distance south of the Special Area Management Plan boundary - one on Church Creek off Parsonage Road in the Pierpont community and the other on the Ashley River off Leeds Avenue next to the Mark Clark Expressway. In addition, some 68 private and community docks are located within the SAMP boundary, and many more docks will be built along the river as the area continues to develop unless policies prohibiting their uncontrolled proliferation are adopted. Both Drayton Hall and Magnolia Plantation and Gardens have expressed concern over the increasing number of

Vista and River Access

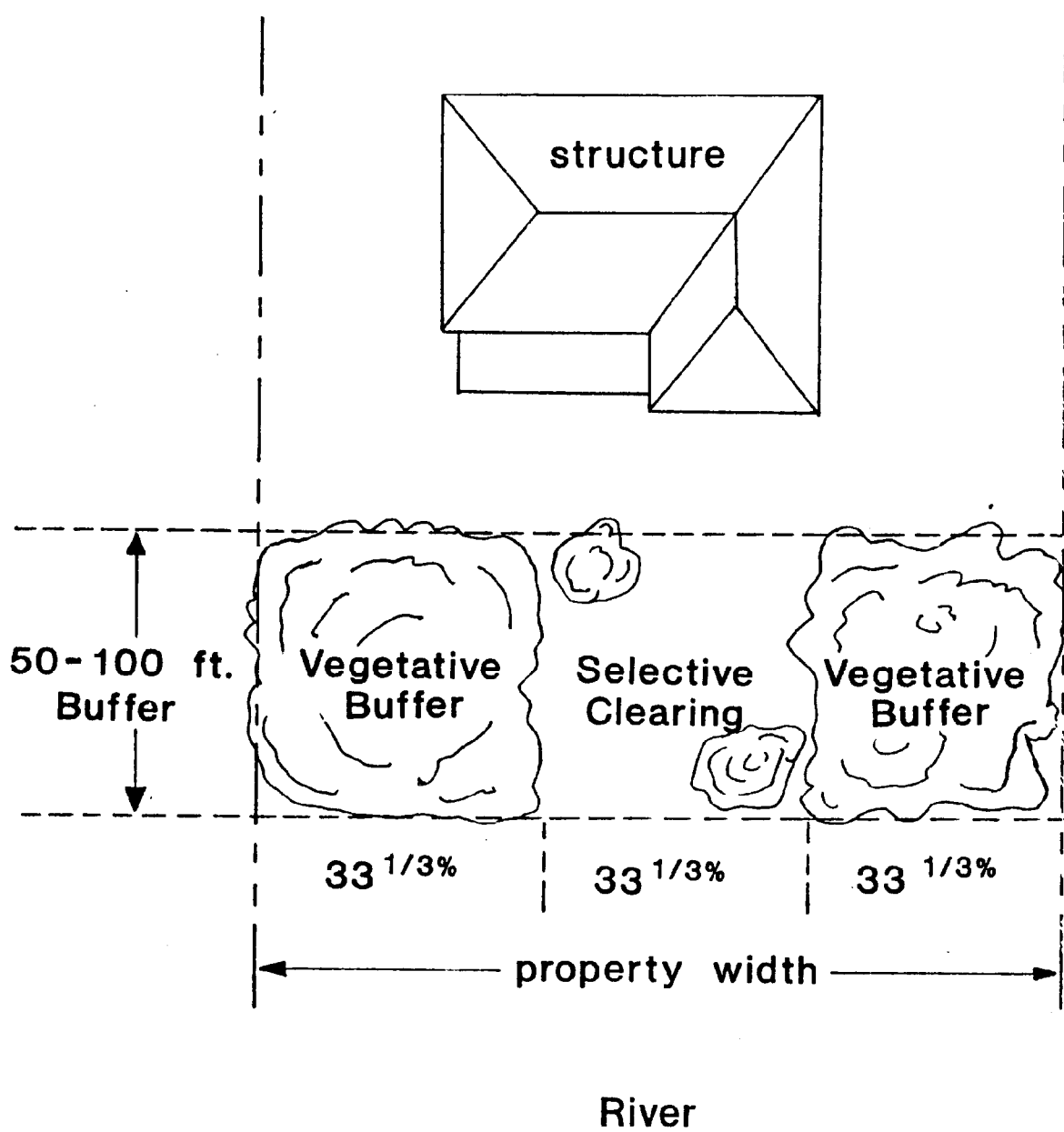


FIGURE 12. Vista and River Access

private docks which are now within their view corridors. The following policies are designed to allow for increased but controlled public access to the Ashley River in order to protect the very source of the attraction of the River from overuse.

Policies. Within the Ashley River SAMP boundary, Coastal Council evaluation of critical area permits as well as review and certification of State and Federal permits will be based on the Rules and Regulations for Permitting, the state's Coastal Zone Management Program policies as well as the following:

1. Due to the need to manage boat traffic within the boundaries of the SAMP and to help protect the historical nature of the area, marinas will not be permitted north of the Atlantic Coastline Railroad Trestle.
2. New private, community and public docks will be permitted within a designated scenic view corridor of a National Register property if they are determined (by the South Carolina Coastal Council through consultation with the South Carolina Department of Archives and History) to have no negative effect.*
3. New private boat ramps (i.e., ramps used by one citizen or family) will be permitted within a designated scenic view corridor of a National Register property if they are determined (by the South Carolina Coastal Council through consultation with the South Carolina Department of Archives and History) to have no negative effect.*
4. Due to the need to manage power boat traffic within the boundaries of the SAMP and to help protect the historical nature of the area, no new community (i.e., open to citizens of a particular area or organization only) or public boat ramps (i.e., open to all citizens) will be permitted north of the Atlantic Coastline Railroad Trestle.

The Natural Environment

Problem/Conflict Identification. The lands and waters encompassed by the SAMP boundary contain a diverse and abundant array of wildlife including numerous species of amphibians, reptiles, birds and mammals as well as fishes. Both the salt and freshwater wetlands are important ecosystems which provide vital nesting and nursery habitat. The wetlands and adjacent forests also contribute to the aesthetic beauty of the area. Future development in these pristine areas will adversely impact any surrounding ecosystem and its inhabitants.

The following policies are designed to provide additional protection for the relatively unspoiled natural environment of the Ashley River SAMP area.

* See note on page 54.

Policies. Within the Ashley River SAMP boundary, Coastal Council evaluation of critical area permits as well as review and certification of State and Federal permits will be based on the Rules and Regulations for Permitting, the state's Coastal Zone Management Program policies as well as the following:

1. Docks may be permitted, subject to current laws and regulations, on lots of record existing at the time of adoption of this Special Area Management Plan; however, new developments fronting on the Ashley River within the Special Area Management Plan boundaries will be limited to a single community dock which must meet the criteria of the state's Coastal Zone Management Program (i.e., Rules and Regulations for Permitting or policies for projects outside the critical area).
2. Individually permitted docks on lots of record existing at the time of adoption of this Special Area Management Plan must be limited in size (pierhead no larger than 100 square feet; a single floating dock no larger than 128 square feet) and will be subject to the criteria of the state's Coastal Zone Management Plan (i.e., Rules and Regulations for Permitting or policies for projects outside the critical area).
3. No roofs, handrails or second story decks will be allowed on new docks permitted within the SAMP boundary, and no docks existing or already permitted at the time of approval of this SAMP will be allowed the addition of a roof, handrail or a second story deck.
4. All docks permitted within the SAMP boundary must be constructed of wood and may not be painted.
5. Fueling facilities will not be allowed within the SAMP boundary.
6. No marinas will be permitted north of the Atlantic Coastline Railroad Trestle.
7. New private, community, and public docks will be permitted within a designated scenic view corridor of a National Register or National Register eligible property if they are determined (by the South Carolina Coastal Council through consultation with the South Carolina Department of Archives and History) to have no negative effect.*
8. New private boat ramps (i.e., ramps used by one citizen or family) will be permitted within a designated scenic view corridor of a National Register or National Register eligible property if they are determined (by the South Carolina Coastal Council through consultation with the South Carolina Department of Archives and History) to have no negative effect.*

9. A master wetlands and storm water management plan must be submitted for Coastal Council approval for all new development projects requiring Coastal Council certification.
10. Alteration of wetlands are subject to state and federal law and will be prohibited within the established scenic view corridor of a National Register or National Register eligible property unless such alteration conforms to the intent of this SAMP.
11. Docks which have been destroyed more than 50% must be rebuilt in conformance with this SAMP.

* See note below.

Water Quality

Currently a total of five active wastewater discharge points are located within the Ashley River SAMP boundary. Non-point source pollution, i.e., storm water runoff, from current and future development, perhaps plays a more significant role in water quality than does point discharge pollution.

While water quality is an issue of concern, it will not be addressed in the Ashley River SAMP, other than in policy #11 above, but rather within the framework of the future Charleston Harbor Special Area Management Plan.

*NOTE: A negative effect includes the demolition or alteration of historic structures and associated property or the destruction of an archaeological site. When the setting or vista of a property is an important part of its historic significance, construction that would affect the setting or vista will be considered a negative effect. This would include adjacent construction as well as any construction within a view corridor.

Recommendations

In addition to the above policies, the following recommendations have been developed and are aimed, for the most part, at the relevant local governments which have the authority, through their zoning and land use regulations, to carry out these recommendations if they so choose.

Recommendation

1. Since erosion from boat wakes can damage historic or archaeological sites located along the river's edge and the noise caused by outboard motors operating at high speeds is disruptive to area residents as well as to the atmosphere and character of the historic

Enforcement Authority/Implementation

1. South Carolina Wildlife and Marine Resources Department with voluntary assistance from the management authorities of the National Register properties.

properties, it is recommended that "no wake" zones and "slow to no wake" zones be established within the view corridors of National Register or National Register eligible sites or properties, in areas where archaeological sites are threatened or may soon become threatened by erosion, and in other areas which are experiencing bank erosion.

A "no wake zone" would allow for boats to be operated at safe speeds if no wake is produced. A "slow to no wake" zone (i.e., idle zone), designated for those areas experiencing bank erosion and areas in which excessive noise threatens the historic character of National Register or National Register eligible sites or properties, would require that boats be operated at slow speeds which do not produce a wake.

The South Carolina Wildlife and Marine Resources Department has the authority to establish no wake zones but only in regards to boating safety. The Wildlife Department has made the determination that boating safety is not a concern within most of the SAMP boundary. Therefore, the alternative action for obtaining the designation of no wake zones, is through passage of state legislation. Thus, the South Carolina Coastal Council and the South Carolina Department of Archives and History will formally request the General Assembly for passage of such legislation as well as petition the South Carolina Wildlife and Marine Resources Department to resurvey the area and reconsider their original decision. The support of local governments will be sought.

2. It is recommended that the undeveloped highground within the designated scenic view corridors of historic sites as well as buffers along Ashley River Road within the proposed National Register Historic District be obtained through conservation easements or be purchased from the property owners and held in trust.

3. Ashley River Road should be preserved as a two-lane scenic highway north of Church Creek (p. 7, 61 Corridor Growth Management Plan).

4. A historic overlay district and accompanying performance standards should be included in zoning ordinances (see p. 10, 61 Corridor Growth Management Plan).

5. A 100' vegetative buffer should be required, along Ashley River Road for all new developments within the proposed Historic District boundary.

6. Along wooded shorelines within the proposed National Register Historic District, a 100' vegetative buffer should be required along the banks of the Ashley River from the critical area landward for all new developments within the SAMP boundary.

2. The Lowcountry Open Land Trust or a similar land conservancy association established for this purpose.

3. Local government staffs working with the State Highway Department.

4. Local government zoning ordinances (amend where necessary). (Dorchester County's zoning ordinance requires a special area permit for projects impacting National Historic Landmarks or National Register properties. The City of North Charleston's zoning ordinance establishes an Ashley River Scenic District in which a 50' setback from the river and its wetlands is required. The City of Charleston's zoning ordinance requires a 50' opaque buffer along Ashley River Road.)

5. Local government zoning ordinances (amend where necessary).

6. Local government zoning ordinances (amend where necessary).

7. Development along the Ashley River should be designed to minimize runoff into the Ashley River (p. 11, 61 Corridor Growth Management Plan).

8. Public access to the Ashley River should be carefully managed by not allowing the construction of marinas, boat ramps or other such facilities that are inconsistent with this plan.

9. It is recommended that applicants for proposed erosion control projects, especially projects in front of National Register properties, seek the advice of the South Carolina Coastal Council, the United States Army Corps of Engineers and the Soil Conservation Service.

10. It is recommended that vegetative screening be placed, where and if feasible, along Ashley River Road and the banks of the Ashley River in developed areas where no vegetative screening presently exists.

11. It is recommended that a public education program be undertaken to help make area residents aware of environmental problems and their solutions.

12. It is recommended that an Ashley River Historic District be nominated to the National Register of Historic places.

13. It is recommended that the Ashley River be designated a scenic river. (A segment of the Ashley River has been determined eligible for designation as a scenic river but as yet official designation has not been made.)

7. Local government regulations.

8. Local government land use plans and zoning regulations; Charleston County Parks and Recreation Commission; South Carolina Department of Parks, Recreation and Tourism.

9. South Carolina Coastal Council, United States Army Corps of Engineers, United States Soil Conservation Service.

10. Property owners' associations; local governments. (The City of Charleston's zoning ordinance requires a 50' opaque buffer to be created along Ashley River Road.)

11. An existing or newly-formed citizens' committee or residents' association.

12. South Carolina Department of Archives and History.

13. South Carolina Water Resources Commission.

14. It is recommended that a comprehensive study be undertaken to identify potential intrusions into the view corridors of historic properties beyond the shoreline buffers of the Ashley River.

15. It is recommended that a regional terrestrial and underwater cultural resources survey be conducted throughout the entire Ashley River SAMP area to identify all significant archaeological and cultural resources and to propose all those resources that are eligible for inclusion in the National Register of Historic Places. (Note: Charleston County under a grant from the S. C. Department of Archives and History is conducting a cultural resources survey within Charleston County.)

16. It is recommended that a regional storm water management planning effort be undertaken to help protect and upgrade water quality in the Ashley River.

14. S. C. Department of Archives and History, National Trust for Historic Preservation, Coastal Conservation League, Lowcountry Open Land Trust, local governments, property owners.

15. S. C. Department of Archives and History, S. C. Institute of Archaeology and Anthropology.

16. City of Charleston, City of North Charleston, Charleston County, Dorchester County, Town of Summerville.

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APPENDIX A

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Mackin, Shirley
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APPENDIX B
Public Input Meetings



**SOUTH
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John C. Hayes, III
Chairman

H. Wayne Beam, Ph.D.
Executive Director

MEMORANDUM

TO: ALL CONCERNED AGENCIES, LOCAL GOVERNMENTS, ORGANIZATIONS
AND INDIVIDUALS

FROM: ^{EA} ANN ADKINS AND ^{KA} KARL OHLANDT (S. C. COASTAL COUNCIL) AND
NANCY BROCK (S. C. DEPARTMENT OF ARCHIVES AND HISTORY)

SUBJ: ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN (SAMP)

DATE: AUGUST 10, 1990

The South Carolina Coastal Council in conjunction with the South Carolina Department of Archives and History is developing a Special Area Management Plan (SAMP) for a portion of the Ashley River in order to ensure the future protection of its unique combination of natural and historic resources. The study area extends from the Seaboard Coast Line Trestle on the south to Bacon's Bridge Road on the north and from Dorchester Road on the east to Ashley River Road on the west.

Several meetings will be held during development of the plan in order to obtain valuable input from relevant agencies, local governments, environmental and historic preservation groups and interested individuals. The first meeting is scheduled for Wednesday, August 22, 1990, at 2:00 p.m. in the South Carolina Coastal Council's office at 4130 Faber Place, Suite 300, Charleston, South Carolina. We would like to invite you to attend this preliminary meeting at which the scope of the project will be presented, and time allotted for a question and answer session. Enclosed you will find a questionnaire. We would greatly appreciate your taking the time to answer these questions and either mail the completed form to the South Carolina Coastal Council (Attn: Ann Adkins or Karl Ohlandt), or bring it with you to the August 22 meeting.

We shall look forward to seeing you.

(PLEASE NOTE: The Ashley River SAMP is not part of the Charleston Harbor SAMP which is scheduled to officially begin in January 1991 and last 3-4 years. The Ashley River SAMP should be completed by January 1991 and is more immediate due to rapidly increasing pressures on the Ashley River.)

ATA:0057W/ddw

ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN

NAME _____

REPRESENTING _____

ADDRESS _____

TELEPHONE _____

1. What present and future problems do you feel are facing the Ashley River Area?

2. What suggestions do you have for addressing these problems?

3. What are some issues or topics which you feel should be addressed by the Ashley River SAMP?

4. Does adequate information exist to deal with these issues and topics? If so, where? If not, what additional information is needed?

5. How best can you or your agency help with the development of the Ashley River SAMP?

6. What do you consider to be the resources of the Ashley River?

7. What do you or your organization see as the most appropriate uses for the Ashley River?

AGENDA

ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN
PRELIMINARY INPUT MEETING
AUGUST 22, 1990

Welcome/Opening Remarks

Stephen Snyder
Director Of Planning and
Certification
S.C. Coastal Council

Remarks: Background of S.C.
Department of Archives
and History/ S.C.
Coastal Council
Coordination Effort

Nancy Brock
Project Coordinator
S.C. Department of
Archives and History

Remarks (Project Overview)

Ann Adkins
Project Coordinator
S.C. Coastal Council

History of Ashley River
Historic District

Tracy Power & Ian Hill
S.C. Department of Archives
and History

Slide Presentation

Karl Ohlandt
Intern
S.C. Coastal Council

QUESTION AND ANSWER SESSION

ASHLEY RIVER SAMP Meeting

August 22, 1990

<u>Name</u>	<u>Agency/Organization</u>
Fritz Aichele	SCCC
ROB DUNLAP	SCWMPD
ROB MIKELL	SCCC
Bill Dreyfoos	Charleston Harbor Proj's
ILGEN BEARD	MIDDLETON PLACE FOUNDATI
Barbara Neale	USDA - SCS
Wesley H. Birt	Dorchester County Planning
Elizabeth Hagood	Lowcountry Open Land,
Jay Thrower	Charleston County PRC
Lori Lambert	Charleston County Plans
Steve Dykes	Charleston County Pla
John Kidder	Drayton Hall
George Neil	Drayton Hall
STEVEN D. SMITH	S.C. INSTITUTE OF ARCHAEO
STEVE SNYDER	SC COASTAL COUNCIL
LAWRENCE A WALKER	HISTORIC CHARLESTON FOUN.
Curtis A. Joyner	SOUTH CAROLINA COASTAL COUNCIL
Clement Wilds	SCCC
Bill Eiser	"
DAN BELL	SC STATE PARKS
Jody Moldrow	City of Charleston
Linda Stine	Archives
Jee Tupper	Archives
KAREN SMITH	SC WATER RESOURCES Comm's
Karen Beasley	" " " "



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FAX 744-5847

John C. Hayes, III
Chairman

H. Wayne Baum, Ph.D.
Executive Director

MEMORANDUM

TO: ALL CONCERNED AGENCIES, LOCAL GOVERNMENTS, ORGANIZATIONS AND INDIVIDUALS

FROM: ^{RR} ANN ADKINS AND CLAY CLIFTON (S.C. COASTAL COUNCIL) AND ^{CC} NANCY BROCK (S.C. DEPARTMENT OF ARCHIVES AND HISTORY)

SUBJ: ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN (SAMP) INPUT MEETING

DATE: OCTOBER 18, 1990

The second meeting for the purpose of obtaining input in the development of the Ashley River SAMP will be held at 2:00 p.m. on Tuesday, October 30, 1990, in the South Carolina Coastal Council's Charleston office, 4130 Faber Place, Suite 300, Charleston, South Carolina. At this time, the project base map and overlays will be displayed - showing such information as main roads and highways, property boundaries, current and future land use, proposed scenic vista corridors, areas of erosion, docks and boat ramps (private, community and public), proposed no wake zones, etc. - for your review. In addition, the proposed policies and recommendations for protection of historic and natural resources will be discussed with you. If possible, a copy of the proposed policies and recommendations will be mailed to you several days in advance of the meeting.

Enclosed for your information you will find a matrix of the responses which we received from all of you in answer to our preliminary questionnaire. These responses are being used to develop the draft policies and recommendations.

Thank you for your interest and cooperation. We look forward to seeing you on October 30.



AGENDA
ASHLEY RIVER SAMP INPUT MEETING
OCTOBER 30, 1990

WELCOME/OPENING REMARKS	ANN ADKINS, PROJECT COORDINATOR
OVERVIEW OF BASE MAP AND OVERLAY INFORMATION	CLAY CLIFTON, INTERN
SUMMARY OF ANSWERS TO QUESTIONNAIRE	ANN ADKINS
PROPOSED COASTAL COUNCIL POLICIES AND RECOMMENDATIONS FOR OTHERS	ANN ADKINS
QUESTIONS AND ANSWERS	

ATA:0098W

Ashley River SAMP Meeting

Oct. 30, '90

<u>Name</u>	<u>Agency/Organization</u>
Lawrence A. Walker	Ashley Charleston Foundation
Morgan A. McClure	Soil Conservation Service
Jim Eubanks	Charleston County Park & Comm ^{Recreation}
Jeff Schroyer	" " " "
John Liller	Drayton Hall
George Neil	" "
Jody Muldrow	City of Charleston
TINA HADDEN	COE
Buddy Solés	Resident
Wesley Birt	Dorchester County, Developer
Steve Dykes	Chas Co. Planning
Lori Lambert	" " "
Ms. Fize	SC STATE OFFICE
Benny Jones	S.C. Land Resources
Bill Dreyfus	Chas Harbor Project
Chas Dwell	Muttler Place Fund
ROB Mikell	SCCC
George W. McDaniel	Drayton Hall



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Executive Director

MEMORANDUM

TO: Riverfront Property Owners Within the Ashley River SAMP and Other Interested Parties

FROM: Ann Adkins, ^{PA} Project Coordinator; Clay Clifton, Project Intern (S.C. Coastal Council) and Nancy Brock, Project Coordinator (S. C. Department of Archives and History)

SUBJ: Public Input Meeting for Ashley River Special Area Management Plan

DATE: November 21, 1990

The S. C. Coastal Council and the S. C. Department of Archives and History are in the process of developing a Special Area Management Plan (SAMP) for a portion of the Ashley River. The primary focus of the plan is the preservation of historic, archaeological and natural resources within the SAMP boundary. The plan will also address public access to the resources of the river. The study boundaries include the areas between Ashley River Road (Hwy. 61)/Highway 17-A South junction to the north, the Seaboard Coast Line Railroad Trestle to the south, and the Ashley River and adjacent properties between Ashley River Road and Dorchester Road, west to east.

In particular, the SAMP will seek to enhance the natural qualities of the river and preserve the historical and aesthetic qualities of the four National Register sites located along its banks. These sites include three historic plantations - Drayton Hall, Magnolia Plantation and Gardens, and Middleton Place - as well as Old Fort Dorchester.

Since the Special Area Management Plan will affect development and public access within its boundaries, this letter is being sent out to riverfront property owners, boaters, fishermen and others to inform them of and invite them to a public meeting and discussion of the SAMP. This meeting will be held on December 6, 1990, at 5:30 p.m. in the S. C. Coastal Council's office, 4130 Faber Place, Suite 300, Charleston, S. C. 29405.

Enclosed you will find a brief questionnaire. We would greatly appreciate your taking the time to answer these questions and either mail the completed form to the S. C. Coastal Council (Attn: Ann Adkins or Clay Clifton) or bring it with you to the December 6 meeting. Answers to these questions will assist us in formulating policies which will be used to guide development within the area. The S. C. Coastal Council believes that a broad public consensus and endorsement of the Ashley River Special Area Management Plan is necessary to its success. Thank you in advance for your participation.



ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN

**PUBLIC INPUT MEETING
DECEMBER 6, 1990**

AGENDA

WELCOME/OPENING REMARKS

**ANN ADKINS, PROJECT COORDINATOR
SOUTH CAROLINA COASTAL COUNCIL**

**BACKGROUND OF S.C. DEPARTMENT
OF ARCHIVES AND HISTORY/SOCC
COORDINATION EFFORT**

**NANCY BROCK, PROJECT COORDINATOR
S.C. DEPARTMENT OF ARCHIVES
AND HISTORY**

PROJECT OVERVIEW

ANN ADKINS

**OVERVIEW OF BASE MAP &
OVERLAY INFORMATION**

CLAY CLIFTON, INTERN

QUESTIONS AND ANSWERS/COMMENTS

ASHLEY RIVER SPECIAL AREA MANAGEMENT PLAN

NAME _____

REPRESENTING _____

ADDRESS _____

TELEPHONE _____

1. What present and future problems do you feel are facing the Ashley River Area?

2. What suggestions do you have for addressing these problems?

3. What do you consider to be the resources of the Ashley River?

4. What do you see as the most appropriate uses for the Ashley River?

ASHLEY RIVER SAMP

Public Input Meeting

Dec. 6, 1990

0777A

<u>Name</u>	<u>Representing</u>
Barbara Eastling	Seagate Village Man
Jan Larry Joye	Seagate Village Marina
Robert S. White	Covington Hills Sub Div
Morgan A. McClure	US Soil Conservation Service
Gene Scarborough	Bethie Clark, Property Owner - Millbrook Pla.
Finchney Moore	
Margaret Murray	
Ray Munn	
Richard DuBose	MURPHY MINES
J. M. HARDISON	AS AN ASHLAND PLANTATION HOMEOWN
Shelby LAMIE	Westoe
ETHEL BRANTON	
Joseph L. PENALW	Concerned Citizen for Ashl.
Mary Ann Wiles	Concerned Citizen / Ashl. R. & Ashley R. R.
O. C. E ANN FUNDERBURG	47173 Rossy circle.
ROB Mikell	
Bobbie Buffler	4898 Lambs Rd
Jane D. Sager	4759 Holbird Dr.
Robert E. Sager	4759 Holbird Dr.
William S. Pelt	Self - Frances Adams
L.W. Kuagenhjeltn, Jr	203 Swan DR -
W.D. Kirtu Smán	4930 Lambs.
JIM Hutto	Chas. County Public Works
VICTOR LIPE	Hwy 61 Commissioner
JODY TAMSBURG	SELF

Wesley H. Birt
George M. Neil
George W. McDaniel
Lucia C. Juey
Keith Juey
E. L. D. W.
J. E. Thomer
Hayes Patterson
Jim Royce
Anna F. Funderburg
John Krauss
CHAIRE HAZEN
Gerold Hazen

Dorchester County Planner
Drayton Hall

4689 Ashley View Lane

" " " "

Michelle P. Lane

Charleston County PRC

1718 Afton Ave 29407

Charleston Natural History Society

Low County Saltwater Fishing Club

4917 Brossy Circle - 29418

5905 Ryan's Bluff 29418

ASHLEY RIVER WATCH

104 Hedge Row Goose Creek



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H. Wayne Beam, Ph.D.
Executive Director

MEMORANDUM

TO: Local, State and Federal Government Agencies, Special Interest Groups and Organizations, Individuals

FROM: ^{AA} Ann Adkins, Project Coordinator, S. C. Coastal Council
and Nancy Brock, Project Coordinator, S. C. Department
of Archives and History

SUBJECT: Public Input Meeting on the Ashley River Special Area
Management Plan Draft Report

DATE: August 8, 1991

A public meeting will be held by the South Carolina Coastal Council and the South Carolina Department of Archives and History at 7:00 p.m., Wednesday, August 21 at Middleton High School, 1776 William Kennerty Drive, Charleston, South Carolina. The purpose of the meeting will be to receive additional public input regarding the draft Ashley River Special Area Management Plan (SAMP) which is being developed to protect the historic, archaeological and natural resources of the upper Ashley River area.

ATA:0053a

ll



AGENDA

ASHLEY RIVER SAMP PUBLIC MEETING

AUGUST 21, 1991

7:00 p.m., MIDDLETON HIGH SCHOOL

WELCOME/OPENING REMARKS

Steve Snyder - Director of
Planning & Certification
S. C. Coastal Council

BACKGROUND OF PROJECT EFFORT
AND HISTORIC PERSPECTIVE
OF THE ASHLEY RIVER AREA

Nancy Brock - Project
Coordinator, and
Dan Elswick - Staff
Architect, S. C.
Department of Archives
& History

OVERVIEW OF POLICIES AND
RECOMMENDATIONS

Ann Adkins - Project
Coordinator
S. C. Coastal Council

COMMENT PERIOD

QUESTIONS AND ANSWERS

ATA:0071a

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John Wilcox

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N CHAR SC 4

John Wilcox

107 Riverchase Ln

N. Charleston SC 29405

John Harris ↑

102 Riverchase

N. Charleston SC 29420

SUNYA GENTILE

116 MEETING ST

CHARLESTON SC 29401

Meeting at Dorchester County Council Chambers
August 28, 1991

<u>Name</u>	<u>Address</u>
J Michael Muffree	P.O. Drawer 1166 Sull 29484
Annette Young	410 Bayfield Dr. ²⁹⁴⁸¹ Sumnerville
Sandra Wofford	515 S. George St., Jackson 291
Ben Cole	101 Lakewood Dr. S.ville 294
Wade J. Palmer	P.O. Box 2220, Sumnerville, S.
Joe Covista	Town Hall Sumnerville, S.C. ²⁹⁴⁸
Wes Birt	Dorchester Co. Planner - S.V.
George McDaniel	Drayton Hall
CHARLES DUELL	MIDDLETON PLACE FOUNDATION ²⁹⁴⁸
Heyward Hutson	121 Aptell Dr, Sumnerville S
John McFadden	103 Ashland, Jackson, S.C. ²⁹⁴²
M. F. F. F.	Dorchester City
Charles Cozzell	135 Wilson Lane, Sumnerville
JACK LANGSTON	Box 416 S. GEORGE 29477



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William W. Jones, Jr.
Chairman

H. Wayne Beam, Ph.D.
Executive Director

MEMORANDUM

TO: Local, State and Federal Government Agencies; Special Interest Groups and Organizations, Individuals

FROM: ^{AS} Ann Townsend, Project Coordinator, S. C. Coastal Council
and Nancy Brock, Project Coordinator, S. C. Department
of Archives and History

SUBJECT: Public Hearing on the Ashley River Special Area
Management Plan Revised Draft

DATE: November 26, 1991

A public hearing will be held by the South Carolina Coastal Council and the South Carolina Department of Archives and History at 7:00 p.m., Monday, December 16, 1991, at Rollings Elementary School, 815 S. Main Street, Summerville, South Carolina. The purpose of the hearing is to receive public comments on the revised draft of the Ashley River Special Area Management Plan (SAMP). Enclosed is a copy of the document for your review.

AS



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James Kennedy
12-16-91

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APPENDIX C
Matrix of Public Input Data

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>DORCHESTER COUNTY</u>						
.development	.monitor effluent discharges		.cost of erosion control (Federal Grants available)	.through S/D Ordinance	.high value (waterfront) land holdings	.preservation
.Increased rec. use	.limit size & no. of docks				.development	.fishing
.erosion	.designate ski areas				.recreation	.boating
	.designate no wake zones					.quality development
	.require boat operator's licensing					.recreation
	.buffers					
<u>PRESERVATION SOC. OF CHARLESTON</u>						
.congestion	.restrict boat traffic (size and power)	.public access	.see Ashley River Plan of 1980-81	.monitoring	.authenticity	.non-commercial
.erosion	.control runoff	.dock limitations	.City of Chas. Growth Mgt. Plan of 1986-87	.advisory participation	.natural river vistas	.passive uses in support of protection of cultural resources per city plan/river plan

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>PRESERVATION SOC.</u>						
<u>Continued</u>						
.pollution (trash, noise)	.enforce regulations	.protection of historic sites		.active presentation assistance for public process	.diversity - cultural/plantation history	
.aesthetics (scenic vistas, river banks)	.create buffer zones	.buffers		.public education	.integrity-historical (SNL/NRHP sites in a unified landscape	
.protection of historic sites	.create height limits	.height limits in areas of historic sites				
		.limits on commercial activity				
<u>LOWCOUNTRY OPEN LAND TRUST</u>						
.erosion	.enforceable land and water use plans	.land use planning	.need baseline data-detailed projections scenarios using desired and actual growth patterns and impacts-GIS	.participation in development of land and water use plan	.historic and cultural significance	

PRESENT & FUTURE PROBLEMS? ANSWERS TO PROBLEMS OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED ADEQUATE INFO? HOW CAN YOU HELP? ASHLEY RIVER RESOURCES APPROPRIATE USES

LOWCOUNTRY OPEN LAND TRUST CONTINUED

.noise pollution .public education .water use/ quality planning .natural area significance (wetlands, water, etc.)

.boat traffic .buffers .long-term development goals, guidelines and regs. emphasizing natural preservation .obtain conservation easements

.dock proliferation .setbacks .long-term development goals, guidelines and regulations emphasizing natural preservation

.loss of scenic, historic and natural resources

MIDDLETON PLACE

.boat traffic .no wake zones in front of historic properties .boat traffic .see COG study .review and consult on problems .natural .quiet, controlled, passive recreation resources.

.visual and noise pollution .no wake zones .historic resources.

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>MIDDLETON PLACE</u>						
<u>CONTINUED</u>						
.erosion		.setback			.scenic	
.need for visual buffers		.limit on number of docks				
<u>SOIL CONSERVATION SERVICE</u>						
.erosion	.no wake zone from Fort Bull to Fort Dorchester	.preservation of natural and historic resources	.No. Need further study re: preservation, water quality and recreation	.provide technical assistance with erosion concerns and water quality issues	.visual	.education
.over development	.creation of a Conservation and Recreation District	.water quality		.SCS is involved with addressing erosion at Drayton Hall and with creation of a Conservation and Recreation District for the Ashley River	.historical	.recreation
.non-point source pollution (urban runoff)	.draft & implement stormwater ordinances to regulate runoff					.development of scenic river corridor -encourage responsible development and the protection of natural and historic

PROBLEMS?	RELATING TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>SOIL CONSERVATION</u> <u>SERVICE CONTINUED</u>						
.degradation of water quality	.establish a scenic view corridors to preserve vistas	.recreation			.cultural	
					.natural	
					.recreational	
<u>S.C. INSTITUTE OF ARCHAEOLOGY & ANTHROPOLOGY</u>						
.preservation of archaeological and historical resources	.perform a cultural resources inventory		.need systematic survey of archaeological sites (inclu. underwater survey)	.work w/CC & State Historic Preservation Office	.scenic beauty	.touring
	.develop an environmental management plan to include protection of cultural resources				.historic and archaeological resources	.historical education
	.tailor public use of river to management of the resources					.fishing
						.passive recreation
		.important rivers				.sport diving

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>S.C. INSTITUTE OF ARCHAEOLOGY & ANTHROPOLOGY</u> <u>CONTINUED</u>						
<u>DRAYTON HALL</u>						
.erosion	.enforceable growth management plan	.raise public awareness of importance of Ashley River Resources	.may find a model for protection of resources in management plan for Potomac or other historically	.assist in planning process	.natural beauty	.tourism
.unregulated powerboat traffic	.slow-no wake zones in historically important areas	.stress protective measures as being positive for long-term growth and enhancement of the community		.participate in efforts to physically protect historic sites	.historic plantations	.education
.uncoordinated (piecemeal) permitting of marinas, docks and boat ramps	.pollution controls			.help raise public awareness of need for protection of the area	.recreational opportunities	.nature study
.encroachment of development on marshlands and scenic vistas	.limitations on no. and size of marinas, docks, etc.			.enforcement of no wake zones	.wildlife sanctuary	.fishing

.non-destructive recreation

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>DRAYTON HALL</u>						
<u>Continued</u>						
.negative impacts of above on tourism and quality of life	.scenic easements					.boating
	.building height restrictions					.natural and historical conservation area
	.collaboration of local, state and federal agencies re: erosion control at historic resources					
<u>CHARLESTON COUNTY PARKS, RECREATION AND TOURISM</u>						
.user management	.no wake zones	.no wake zones adjacent to historic properties	.No. Need info. re: who uses river, how frequently, for what purposes, etc.	.Charleston Co. PRC will be developing facility on the river within one year to provide river access. Need to coordinate with SAMP.	.recreation	.recreation
	.enforcement by SCHWARD				.cultural	.historic preservation
					.social	.natural area preservation
					.historic sites	
					.natural resources	

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>CITY OF CHARLESTON</u>					
loss of natural beauty through removal of trees for residential development	.adoption of laws requiring minimum 50' wide natural buffers		.need studies to document amount and what kind of buffers are needed	.natural beauty	.wide natural buffer along river; single family residential beyond
.erosion	.enforced no wake zones		.reconvert Highway 61 Study Steering Committee to review policies	.wildlife	
	.speed limits for boats		.identify citizen representatives	.historic properties	
	.identify wide natural buffer along river; single family residential beyond				
<u>HISTORIC CHARLESTON FOUNDATION</u>					
.lack of comprehensive land use plan	.adequate buffer zone for development should be permit requirement	.extend boundary 3 miles upstream	.Yes. In Ashley River Plan and Hwy. 61 Corridor Study; Chas. Harbor Estuary Study, Concerned Citizens for the Ashley R., Nat'l Trust, C.O.E.	.historic sites	.restrict upper Ashley (above Mark Clark) to sailboats, etc.

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<p><u>HISTORIC CHARLESTON FOUNDATION CONTINUED</u></p> <p>.water quality (Need to direct portion or all of Summerville's WW away from the Ashley)</p>	<p>.restrict numbers and sizes of docks</p>	<p>.drainage of septic tanks along area north of Hwy. 61</p>		<p>.HDF is working w/Lowcountry Open Land Trust & Nat'l Trust. LOLT holds titles or easements on certain marshlands. NT is working on an easement program in Hwy. 61 corridor.</p>	<p>.natural landscape</p>	<p>.scenic</p>
	<p>.control of storm</p> <p>.creation of restricted recreational water zone (sailboats, canoes, rowboats, power boats of no greater than 5 hp)</p> <p>.upgrade water quality</p>				<p>.tourism</p> <p>.wildlife</p>	<p>.historic</p>
					<p>.non-destructive recreational uses</p>	

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>SOUTH CAROLINA WATER RESOURCES COMMISSION</u>						
.over development	.develop a comprehensive river corridor plan	.all issues impacting the river and adjacent areas should be addressed		.by providing expertise in river corridor planning	.historic/cultural sites	
.urban sprawl					.fisheries	
.water quality					.wildlife habitat	
.erosion					.boating	
					.water-based recreation	
<u>NATIONAL TRUST FOR HISTORIC PRESERVATION</u>						
.growth/development and associated problems	.document existing historical and natural resources				.historical	.passive recreational area
.lack of coordinated gov't jurisdiction for the area	.publicity and education				.archaeological	.heritage corridor*
	.develop/implement master plan to coordinate gov't efforts				.scenic	.agriculture
	.expand SAMP to include area between SC Hwy. 61 and proposed expressway				.natural	.limited residential development

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>RIVER FRONT PROPERTY OWNERS</u>						
.riverfront development	.limit development				.fisheries	.natural estuary preserve
.recreational abuses	.limit public access to river				.recreational	.recreation
.urban development	.police existing access				.historical	.waterway access to Charleston
.water quality/ degradation	.public education importance of resources and pollution control				.archaeological	
.restrictions on public access and use	.strict zoning				.natural beauty	
.equal access for all landowners	.solicit private agency to "clean up the river"				.fishing	
.river bank erosion from boat wake	.development of adjacent properties				.potential for a park on point of high ground extending from Lambs Road opposite Drayton Hall & Magnolia Gardens	.scenic preservation
	.encourage use of buffers				.boating	.controlled recreational uses
	.community boat ramps					.wildlife refuge

PRESENT & FUTURE PROBLEMS?	ANSWERS TO PROBLEMS	OTHER ISSUES/TOPICS NEEDING TO BE ADDRESSED	ADEQUATE INFO?	HOW CAN YOU HELP?	ASHLEY RIVER RESOURCES	APPROPRIATE USES
<u>RIVER FRONT PROPERTY OWNERS CONTINUED</u>						
	.docks 300 feet on residential lots					
	.enact legislation to develop "NO WAKE ZONES" opposite vulnerable river banks					
.commercial business development on Dorchester Road	.enforcement of strict zoning laws				.aesthetic	.educational
.boat traffic and wakes	.increase monitoring of waste stream discharges and control of storm water runoff				.scenic beauty	.functional (i.e., stormwater treatment)
.inadequate public access	.public access				.wildlife	.drainage
.flooding in upper areas of Ashley	. "clean" the river				.historical	
					.educational	
						.limited development and recreation

APPENDIX D
News Clippings

THE EVENING POST

Founded Oct. 1, 1894

BARBARA S. WILLIAMS
Editor
ROBERT J. COX
Assistant Editor

MICHAEL J. BONAFIELD
Associate Editor
CHARLES R. ROWE
Associate Editor

CHARLESTON, S. C., WEDNESDAY, AUGUST 1, 1990

Editorials

Help For The Ashley

Late last year, local and state preservationists strongly opposed the construction of a dock for a new residential development by the Ashley River north of Middleton Place. The dock, they said, would ruin the vista from the historic property, which is, incidentally, one of the area's primary tourist destinations.

Despite their objections, the dock was given the stamp of approval by the S.C. Coastal Council's permitting committee. That particular matter remains on hold pending the outcome of an appeal. But, thankfully, Coastal Council has taken subsequent action that should forestall future disputes.

Council staff has begun work on a plan to manage development along the river, significantly, with the assistance of the state Department of Archives and History, an appellant of the dock permit. The result will be a Special Area Management Plan that could be incorporated into the law governing coastal development.

According to a Coastal Council spokesman, the plan could restrict construction along scenic vistas and provide for no-wake zones — both concerns for the historic properties between the river and Highway 61. Erosion along the river at Drayton Hall, Middleton, Magnolia Gardens and other plantation sites has been attributed to an increase in powerboat use on the river.

As important, the management plan could restrict marina and dock placement and the type and density of riverfront development. Although some restrictions have been placed on riverfront development by North Charleston and Charleston, those kinds of limits are needed along the river's full length, in Charleston and Dorchester counties.

Further, it could provide stricter rules for stormwater drainage, which is largely blamed for decline of the river's water quality, in contrast with the other waterways that make up the Charleston Harbor system. The increase of stormwater runoff and of sewage effluent that is being pumped into the river and its tributaries are both a direct result of development along the river, state environmental officials say.

The Ashley River is one of the region's natural and historic treasures. The pressures it faces from increasing development and recreational use can't be properly handled on a piecemeal basis. The development of a special management plan by Coastal Council and the Department of Archives and History should provide the kind of comprehensive protection that's needed. It deserves the support of those local governments and agencies which will be called on to help with its preparation.

(10)

764C Friday, Dec. 1, 1990

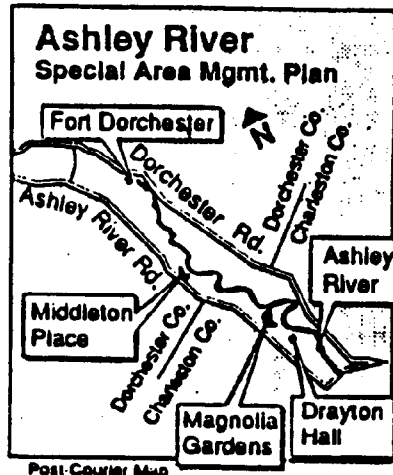
Plan is proposed to save riverfront

By PRENTISS FINDLAY
Of the Post-Courier staff

Heavy boat traffic is causing historic plantation waterfronts to crumble into the Ashley River, marring the view for tourists and frazzling the nerves of riverfront residents, speakers at a public hearing said Thursday night.

Perhaps the oldest solar-heated greenhouse in the nation, dating to 1747, is in danger because boat wakes are eroding Drayton Hall. "The main problem we have is with the speedboats," said George McDaniel, Drayton Hall director.

At Middleton Place, designating
Please see RIVER, Page 15-A



RIVER

from Page 1-A

security officers to take photos of offending boaters has been discussed. "We're prepared to do that as a public service and to protect our rights," said Charles Duell, Middleton Place foundation president.

The South Carolina Coastal Council and the state Department of Archives and History are developing a management plan for the river. No-wake zones are among the recommendations being considered, officials said.

The state Water Resources Commission ranked the Ashley River first in the state in historic and archaeological significance in a 1988 study, said Nancy Brock, Department of Archives and History spokesman.

"We've long been concerned with erosion and encroaching development on the river," Ms. Brock said.

About 30 people attended the public hearing on the proposed Ashley River Special Area Management

Plan. Eleven people spoke at the hearing. Most had complaints about pollution or boat traffic, but at least one person worried that boaters might lose some rights.

"People should still have access," said James Joye.

The plan would encompass 20 miles of the river beginning just north of the Mark Clark Expressway bridge. It would consist of recommendations to local governments and state agencies for protecting the river's history and ecology.

Coastal Council would follow the plan in permit decisions. "If we don't have public support we can't have a viable plan," said Ann Adkins, Coastal Council planner.

Ways to preserve the river include a possible ban on marinas and limiting new construction in scenic river vistas at historic sites. Encouraging sailing and canoeing instead of high-speed boats is another option, officials said.

One speaker complained that he

can hear the boats on the river even with his lawnmower running. "There has to be a line drawn to control the boat traffic. It's going to take some drastic action," said Bob White.

Once a plan is approved, its success depends on the willingness of local governments and state agencies to enact it. The state wildlife department has authority to enforce no-wake zones if safety is at stake, or the General Assembly can designate a no-wake area, officials said.

The Ashley River plan will not address water quality. A Charleston Harbor management plan now being developed will deal with that issue. A draft river management plan should be available for comment in January, and Ms. Adkins said she hopes to have a plan approved by the end of February.

Coastal Council and Archives and History are splitting the \$20,000 cost of developing the management plan.

Right direction on the Ashley River

Too often, restraints on development are considered only after over-development is a foregone conclusion. That may not be the case along the Ashley River, thanks to the insistence of state and local preservation officials and the efforts of South Carolina Coastal Council.

Coastal Council, in conjunction with the state Department of Archives and History, is preparing a plan to buffer development along both sides of the river as well as Ashley River Road. So far, the proposal has met with the general approval of property owners along the river, and with representatives of historic properties that are particularly concerned with the waterway's future.

The plan addresses the preservation of scenic river vistas and the reduction of high-powered boat traffic. Power boats are not only a nuisance from a noise standpoint, but are contributing to erosion of the banks of historic properties along the river.

One speaker at a public hearing last week expressed the apprehension that restrictions could unduly limit boating access on the Ash-

ley. Existing traffic on the river, however, shows that there is adequate access. It is to be hoped that restrictions on power boating will result in a type of boating more in keeping with the waterway.

Council may need some assistance on power boat restrictions, since no-wake zones can only be designated by the state Wildlife Department, if there's a safety issue, or otherwise by the General Assembly. The need is obvious, particularly in the area between Drayton Hall and Old Fort Dorchester.

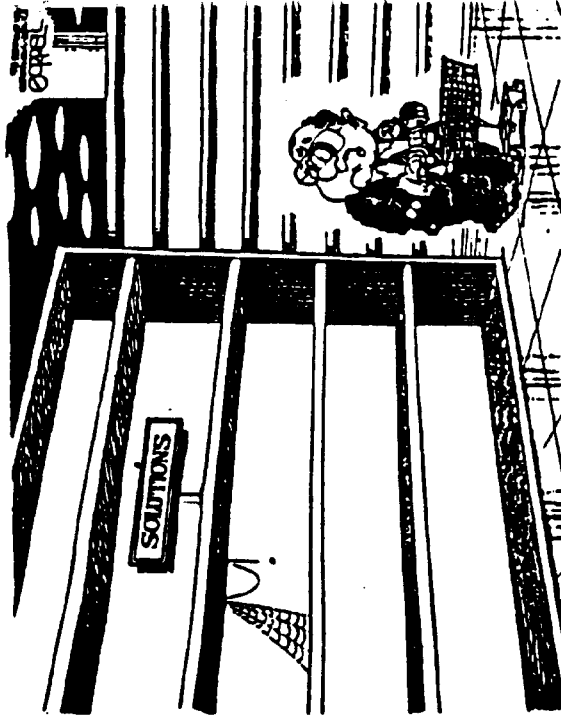
Similarly, local governments should provide support for the plan, following its completion, by considering appropriate revisions to zoning ordinances along the 20-mile stretch of river, which also includes the land area between Ashley River Road and Dorchester Road.

A Coastal Council spokesman says the plan won't work without public support. So far, public support is evident. It will also require the cooperation of local government, state agencies, and possibly, the Legislature.

of the constant search for food have become the dominant fact of Soviet life and the staple of Soviet conversation, and are as big a threat to stability in the country as an actual absence of food. It produces the kind of bone-deep fear — with no end in sight — that pushes even some demagogically minded Soviets (let alone ordinary, non-political Soviets) to

bring you presents from abroad (you can use for bribes, can assure that he will call you if a shipment of sausage comes in. Otherwise, may never know it was there.

When the butcher calls, you buy many times what you need (the same rule applies to anything you happen to see in a store in



Assisted suicide

We can't give up moral re-

By Bob Moos

Six months after helping a woman with Alzheimer's disease kill herself, Dr. Jack Kevorkian has been charged with first-degree murder. I will pause for anybody wanting to applaud.

Whatever one thinks about the right to die with dignity, there is a world of difference between withdrawing medical care, such as a ventilator, from a terminally ill patient and giving an individual something that will cause death. The first lets nature take its course; the latter

as having Alzheimer's, her physician said she could expect at least several more productive satisfying years. Despite her fear of eventually losing her faculties there still was time for her to enjoy many of the activities that gave meaning to her life.

If Kevorkian had Adkins' best interests at heart, he would have reminded her of those facts. He would have considered the possibility that the woman already had some of her reasoning ability gone, therefore, might be incapable of making such an irreversible

Letters to the editor N9C 12/11/90 8A

Classical music

Letters have appeared in the newspaper which comment on the state of broadcasting in the Lowcountry. One writer proposed that the most useful device on the radio had been the "off" button. Our area is blessed with many powerful stations dedicated to a young and youthful audience and has a couple of very good country-western stations. Such music is not for everyone, and South Carolina Public Radio, WSCI, has had to be all things to all people. WSCI has regularly broadcast some classical music in its program schedule.

Now, at last, we are blessed with a classical music station, WJYQ-FM, 105.5. These folks are providing excellent programming as a commercial classical station. What this means is that the public must patronize the station's advertisers and advise those advertisers of their appreciation. If we do this, we will always have classical music in Charleston.

S.D. THOMAS
2735 Speissegger Drive
Suite 102

Retired people and those in relatively low-paying jobs could not afford to pay the rapidly escalating property taxes. Messrs. Jarvis and Gamm made multiple appeals to the state Legislature for some sort of relief to keep these people from being driven from their homes. The

ing at rates that were inconceivable. Two cases I was personally familiar with: 1) a \$28,000 home in Malibu sold for \$750,000 within a 14-year period; 2) a \$72,000 house in Pacific Palisades was appraised at \$1,200,000 within an 18-year period. I realize these were not tract homes but were indicative of real estate mania.

Tax revolt results

Ashley River Upgrade

As a comprehensive management plan is being considered for the Ashley River, state health and environmental officials have begun another process to upgrade the water-quality classification of the river. Both bode well for the future of a waterway that faces increasing development pressures.

The State Department of Health and Environmental Control board on Thursday gave the go-ahead for publication of a proposal to upgrade standards for the river and to hold a public hearing on the plan. It was the proper response to a citizen petition calling for the reclassification.

The river's classification now requires that it be maintained for boating, fishing and wading. The new classification would have it upgraded for what DHEC calls "primary contact," to allow for swimming.

Considering that portions of the river periodically fail to meet the requirements of the current, lower classification, the upgrade will require DHEC to pay even more attention to discharges into the river and to development along its banks. St. Andrews Public Service District, Dorchester County and Summerville CPW discharge wastewater into the river.

Dorchester County plans to double its discharge, but expects that increased treatment will more than offset the effects of that change. The wisdom of that plan should be considered in view of an upgrade. At the least, it should ensure that all necessary steps for wastewater treatment will be taken.

As importantly, it will have DHEC and local governments look at development plans with an eye toward reducing storm-water runoff, considered the main pollutant of the Ashley River. Over the last decade, Charleston Harbor and related waterways have seen a general improvement. The Ashley River, however, has seen a decline in water quality during that time.

Meanwhile, S.C. Coastal Council and the state Department of Archives and History is considering a proposal to limit river-front development between Ashley River Road and Dorchester Road, and to put restrictions on power boat traffic that is both a noise nuisance and a factor in erosion along the river, particularly at Fort Dorchester and historic plantations.

Both plans recognize the value of the Ashley, one of the Low-country's most scenic waterways. The restraints each would impose are necessary to improve the quality of a public resource, the importance of which will only grow with the continued development of Charleston and Dorchester counties.

ADMINISTRATIVE DEPT

Lt/C Victor B. Schwartz, N

Now that we have attracted a fine group of new members from the last Boating course, we must have done something right to have them want to join us. Notice the distinction of them and us—they have joined and now it is up to us to welcome them and truly integrate them into us.



While some of you may say that this is a Bridge responsibility, I'm here to tell you that it is every member's job. Let me outline a few thoughts on member retention.

First, every newcomer to a group is a stranger. We all must go out of our way to welcome every stranger in our midst. Maybe a formal welcoming committee formed under the Membership Chairperson could be a start, but I think that maybe a little too structured. It would be a lot easier if some (or all) of our members, when they see a new face in the crowd, could go over and introduce themselves.

Next, persuade the new member to get involved in the education side of the USPS triangle. I'm sure that all of our members have read the "Take One or Teach one" commitment in the Log. I will submit that there is no one in this squadron who doesn't have time to take one course (or teach it). With less than 3% of the squadron holding full certificates, everyone surely needs to increase his or her knowledge of safe boating practices and procedures.

There is another purpose to the courses offered by USPS. Surprisingly, most of them are fun, loosely structured, informal, and laid back. You can actually laugh while you learn.

Even the Navigation course which I taught last year had ample opportunity for informal discussion sessions—even for subjects that had no relation to course material. The courses also offer the new member the chance to meet more members and share experiences. This is definitely worth the price of admission!

Finally, I know that there isn't a harried committee chairperson who

couldn't use an extra hand or two. There are plenty of committees and plenty of ways to use the expertise of both new and experienced members. The Educational Department folks can always use auxiliary helpers and instructors. The Safety gang and the Public Relations groups can use another hand (actually many hands) to preach the gospel and bang the drum.

Don't be afraid to volunteer—we can all use your help. ●

GAS WATCH

Lt William E. Mercer, Jr., S

Members are reminded that the prices given below are current as of a certain date. This month we contacted the marinas listed below on 18 June 1991.



Marina	Gas	Diesel
Ashley Marina	\$1.40*	\$1.01
Atlantis (Mt. Pleas.)	\$1.39	-----
Bohicket Marina	\$1.40	\$1.02
Dolphin Cove	\$1.40	\$1.27
Duncans' Boat Harbour	\$1.34	-----
Mariner's Cay	\$1.40	\$1.05
Ripley Light	\$1.37	\$1.05
Toler's Cove	\$1.36	\$1.00
Wild Dunes	\$1.36	\$1.05
* More than 50 gallons - \$1.35 ●		

THE CRUISE CORNER

4 July will find us rafted up at marker R*6* in the Ashley River anytime after 1200. At 1900 everyone is invited to the "Tying of the Knot" ceremony between Mama's Toy and Joy Toy. Barbara Easterling and Larry Joye will be getting married at this time. After dark, fireworks will be provided off Brittlebank Park for everyone's enjoyment.

5-7 July we'll have a cruise to Georgetown Landing Marina. Restaurants and Motel close by. (Ed. note: Further details were not provided. Anyone interested in going should contact Barbara Easterling for additional information.)

*YOUR HELP IS NEEDED

Even though USPS prevents us from lobbying as an organization, each of us can speak as individuals on local issues. For this reason, the following is being brought to each member's attention.

The Coastal Council is considering a number of changes that will affect boaters in the upper Ashley River. Those directly affecting boaters are listed below.

1. No fueling facilities will be allowed within the SAMP boundary (Ashley River above the Railroad Trestle.)
2. No marinas will be permitted north of the ACL Railroad Trestle.
3. No new private, community, or public docks will be permitted (within a designated area) unless they are determined by the Coastal Council (and others) to have no negative effect.
4. No new private boat ramps will be permitted as in (3) above.
5. Individually permitted docks must be limited in size (pierhead 100 sq ft; single floating dock 128 sq ft).
6. Since erosion from boat wakes can damage historic or archaeological sites located along the river's edge and the noise caused by outboard motors operating at high speeds is disruptive to the atmosphere of the historic properties, it is recommended that a no wake zone be established in areas of identified historic and/or archaeological sites which are threatened or may soon become threatened by erosion.
7. Public access to the Ashley River should be carefully managed by not allowing the construction of marinas, boat ramps or other such facilities that are inconsistent with this plan.
8. It is recommended that a public education program be undertaken to help make area residents aware of environmental problems and their solutions.

Those who would like to write as individuals are encouraged to send a letter to Ann Adkins, Project Coordinator, SC Coastal Council, Suite 300, 4130 Faber Place, Charleston, SC 29405. This must be done by 12 July! ●

Big Plans for the Ashley River

Charleston County's Ashley River is history rich. In the late 1600s this River was the major route for the State's English-Indian trade. Rice was the cash crop of the day and was grown along the River's banks. Large plantation homes and their surrounding grounds were spectacular.

For a variety of reasons, much of the River is still pure, spared from unwise development. One can still visit Middleton Plantation and see what the owners of this estate saw in 1755. The plaster on the walls of Drayton Hall remains as it was over 200 years ago.

But all is not well. Development has reached the upper, more historic portions of the Ashley River. Boat traffic is accelerating bank erosion. Docks threaten to mar the 17th century view. To make matters worse, four separate local govern-

ments regulate land use.

Realizing the need for a unified approach to the management of development, the Coastal Council and the SC Department of Archives and History joined forces to create a special area management plan (SAMP) for this area. The goal was to identify the problems of today and tomorrow, come up with workable solutions, and obtain support from local and state government, developers, environmental groups, and those who call the area home.

The resulting SAMP will be brought before the Coastal Council's Management Committee on July 18. Several of the recommendations greatly impact this agency: marinas are prohibited within the study boundaries; no docks are to be permitted within the scenic view corridor of a historic property; and storm water

management policies are significantly strengthened for development along the Ashley.

Local governments are also asked to adopt additional, more stringent policies. A vegetated buffer of 50 to 200 feet is suggested for the road along the River; a "no-wake" zone is recommended for the River; and zoning is requested that restricts development to one unit for every two acres.

In addition to these and other recommendations, the SAMP provides an interesting historical summary of the Ashley River. For a copy of the SAMP, please call Ann Adkins in the Coastal Council Charleston's office. Public comments will be received until July 12. If approved, this SAMP will become the Coastal Council's official policy statement for that portion of the Ashley River.

South Carolina Coastal Council
4130 Faber Place
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Charleston, South Carolina
29405
(803)744-5838

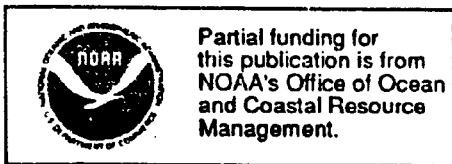
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REGION

Ashley River rules

By PRENTISS FINDLAY
Of the Post-Courier staff

New S.C. Coastal Council guidelines call for no wake zones on the Ashley River and restrict where marinas, docks and boat landings can be built.

The rules, which have been issued in draft form, would apply to a 20-mile stretch of the river from Charleston to Summerville.

The council and the state Department of Archives and History collaborated on the \$20,000, year-long effort to establish a river management plan.

The Ashley River is the most historically significant in the state because it was a transportation artery for the settlement of South Carolina. The archives department wants to put the river on the National Register of Historic Places, said Nancy Brock, review and compliance branch supervisor for the archives department.

At the same time, the natural beauty of the river has drawn people who want to live on its shores and enjoy its waters. In some areas, development has created a blemish on the view from historic plantations, Ms. Brock says.

Managers of those historic sites have complained about noise from high speed outboard motors and erosion from boat wakes causing plantations to slowly crumble into the river.

Drayton Hall and Magnolia Gardens officials have expressed concern about the growing number of private docks which mar the view from the properties.

Today, there are 68 private or community docks and a public boat ramp on the Ashley River within the boundary of the new plan. Many more docks will be built along the river as the area continues to de-

Monday, July 1, 1991

Obituaries 2-B
Classified ads 4-B



restrict boating

velop unless policies prohibiting their uncontrolled proliferation are adopted," the plan says.

The Ashley River plan was done at the urging of the archives department, which contributed \$10,000 toward the effort through a National Park Service grant. Coastal Council provided a matching amount of in-kind services and held a public hearing on the proposal.

"You can go along the river and see the extreme erosion. We're happy that the document grew out of an overwhelming public concern about pollution and erosion and noise along the Ashley River," Ms.

Brock said.

The Ashley River Special Area Management Plan will become an official planning document when the Coastal Council Management Committee approves it. A vote is expected at council's July or August meeting.

Even if the plan is approved, the Coastal Council is not required to follow it. However, council spokesman Donna Gress said the plan will likely carry a lot of weight when applications affecting the river are considered.

"It will be awfully hard for someone to get a permit for something

contrary" to the management plan, she said.

The plan establishes Coastal Council policies in three areas and makes several recommendations. The policies govern historic and archaeological sites, public access and recreation and the natural environment.

Archaeological surveys and buffer areas around archaeological sites are required if an area proposed for development has known historic value. Dredging is banned unless a survey is done first and

Please see ASHLEY, Page 3-3

ASHLEY

from Page 1-B

developer satisfies the state with a plan to mitigate any harm done to underwater historic sites.

Public access and recreation policies would prohibit marinas north of the Atlantic Coastline Railroad Trestle. No new private, community or public docks or private boat ramps would be permitted within view of property on the National Register of Historic Places unless officials allow otherwise. No new community or public boat ramps would be permitted north of the Seaboard Coastline Railroad Trestle.

Policies on the natural environment would require a 200-foot, natural undisturbed buffer along Ashley River Road for all new developments fronting on the road. Along wooded shorelines, a 100-foot natural, undisturbed buffer must be preserved along the riverbank for new development. Buffers may be reduced at the discretion of the Coastal Council.

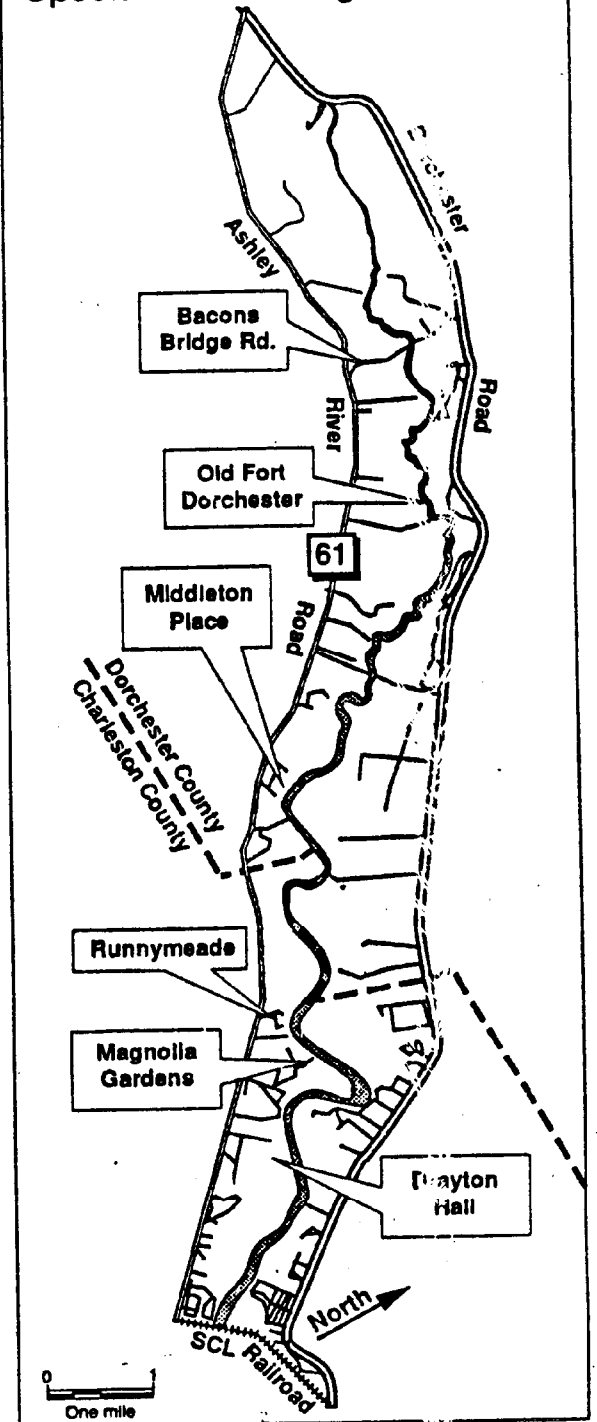
The plan also contains a number of recommendations, including one calling for no wake zones around historic properties threatened by erosion. It recommends that Coastal Council and the state archives department request the General Assembly establish the no wake zones.

It also recommends petitioning the state Department of Wildlife and Marine Resources to consider using its authority to establish no wake zones for safety reasons.

The Coastal Council is receiving public comment on the proposal until July 12.

Ashley River

Special Area Management Plan



Post-Courier Map by Gill Guerry

Post-Courier 12-15-91

Hearing on Ashley River plan set for Monday

By **BOBBIE YOUNG**
and **LYNNE LANGLEY**
Of The Post and Courier staff

A public hearing on the revised draft of the Ashley River Special Area Management Plan (SAMP) will be held at 7 p.m. Monday at Rollings Elementary School, 815 S. Main St., Summerville.

The hearing, which is being held by the S.C. Coastal Council and the S.C. Department of Archives and History, is scheduled to be the last on the proposed plan.

Many people consider the Ashley River area to be one of the three most historically significant areas in the Southeast, along with the Potomac and the James. But, according to the plan, "pres-

ures of untrammelled growth threaten its natural beauty and the very foundations of its historical resources.

Continued population growth in Charleston and Dorchester counties could have a negative impact on the environment of the river and on archaeological sites in the area. The plan lists the following problems: pollution, encroachment of development on scenic vistas, loss of natural environment, degradation of water quality, flooding and the absence of a unified approach to the management of development.

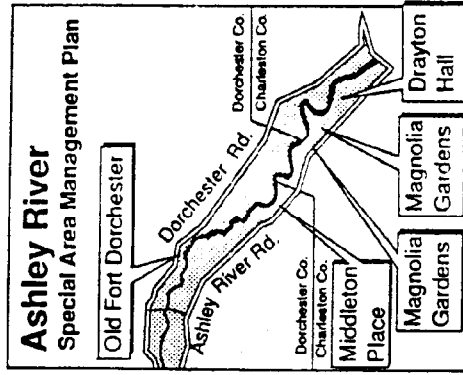
The plan was developed by the Coastal Council and the Department of Archives and History with input from government entities, special interest groups, landown-

ers and other individuals. The boundaries of the area are from the Atlantic Coast Line railroad trestle on the south to the Ashley River Road (Highway 61)/Highway 17-A junction on the north, and on either side of the Ashley River from the west side of Dorchester Road on the east to the east side of Ashley River Road on the west.

Only the east side of Ashley River Road is included because a survey by the Archives and History Department did not identify National Register-eligible or potentially eligible properties on the west side of Ashley River Road.

The state's Coastal Management Program addresses geographic areas of par-

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RIVER

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ticular concern (GAPCs). These are: areas of unique natural resource value; activities or facilities dependent on coastal location; and areas of special historic, archaeological or cultural significance. The plan identifies the following GAPCs in the Ashley River area: Fort Dorchester State Park, Drayton Hall, Magnolia Plantation and Gardens, Middleton Place, the Laurels, Runnymede and Ashley River Road. The state Historic Preservation Office thinks that a portion of the Ashley River area is significant enough to be placed on the National Register of Historic Places, making the entire area a GAPC.

The GAPCs must be given special consideration by the Coastal Council in its review of permit applications and certification review of state and federal permits.

The plan recommends:

- Establishment of "no wake" and "slow to no wake" zones within the view corridors of National Register or National Register-eligible sites or properties, in areas where archaeological sites are threatened or may be threatened by erosion, and in other areas which are experiencing bank erosion.

- That the undeveloped high ground within the designated scenic view corridors of historic sites as well as buffers along Ashley River Road within the proposed National Register Historic District be obtained through conservation easements or purchased from property owners and held in trust.

- Ashley River Road should be preserved as a two-lane scenic highway north of Church Creek.

- A 100-foot vegetative buffer should be required along Ashley River Road for all new developments within the proposed Historic District boundary.

- Along wooded shorelines within the Historic District, a 100-foot vegetative buffer should be required along the banks of the river from the critical area landward for all new developments.

- Development along the Ashley River should be designed to minimize runoff into the river.

- Public access to the river should be carefully managed by not allowing the construction of marinas, boat ramps or other such facilities

inconsistent with the plan.

- That the river be designated a scenic river. (A segment of the river has been determined eligible for designation as a scenic river but as yet official designation has not been made.

- That an inventory be conducted in the area to identify all significant archaeological and cultural resources.

- That a regional stormwater management planning effort be undertaken to help protect and upgrade water quality in the river.

Three hearings have been held during the development of the plan and comments from the public have been incorporated into this revision.

Ann S. Townsend, planner with the Coastal Council and SAMP project coordinator, said the vegetative buffers have been modified from the 200 feet required by the original plan. People "had a real problem" with the 200 feet, she said.

Changes in the "no wake" part of the plan are important, she believes. Boat traffic causes erosion of the river bank and noise pollution. "This was all a no-wake zones before. People thought it would make them creep along."

Townsend said the plan incorporates policies the Coastal Council already is using. "All these policies are things the Coastal Council can do now and does require. But this (SAMP) pulls all these things together in one plan aimed at protecting a unique area of the coastal zone. We are not trying to stop development but to make it compatible with this special area."

For instance, future developments would be allowed to put in only one community dock versus every homeowner having his own. There are also restrictions on marinas and the size and materials of docks.

Comments received Monday will be incorporated into the plan, if any are significant enough to be needed, Townsend said. The SAMP will go to Coastal Council's Management Committee at its January meeting. The committee could accept it or seek revisions or take it under study.

Once the committee accepts the plan, SAMP will go to the full Coastal Council, which could approve it and put it into effect immediately.

Post & Courier
DEC 17, 1991

Ashley plan final hearing draws 100

By BOBBIE YOUNG
Of The Post and Courier staff

About 100 Dorchester County residents turned out Monday night to give their opinions on the revised draft of the Ashley River Special Area Management Plan.

The hearing at Rollings Elementary School in Summerville was the last scheduled public hearing on the plan drawn up by the S.C. Coastal Council and the state Department of Archives and History.

The plan would establish regulations to control development in the area, restrict boat traffic in certain areas and protect historical and archaeological resources.

A majority of those addressing the meeting favor the plan, although some want looser restrictions on the "no wake" and "slow to no wake" zones the plan recommends.

Richard Winters, who said he lives off S.C. Highway 61, says he has enjoyed the river for 22 years and has seen much of its beauty and attractions destroyed. He said much of the destruction he has witnessed has been caused by "profit-motivated" development. "You can't put back a 100-foot oak tree," he said.

Winters said he used to feed his family from the river but doesn't do it anymore because of the pollution. "Church Creek stinks. My whole neighborhood has sinus problems. You can't count the medical bills," he said. "We've lost a lot in 20 years and now we've got bars,

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8.

HEARING

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murders, drugs, chain link and concrete."

George Neal, assistant director of Drayton Hall, said the SAMP is an important document. He emphasized the importance of tourism to the economy of the Lowcountry and said tourists come to see the natural beauty and historic heritage. "They don't come to see strip development, billboards and automobile junkyards which are flourishing in Dorchester County."

He said reasonable controls need to be established to reduce erosion and control noise pollution.

Craig Reifies said he doesn't believe the plantations' claims of losing a foot of riverbank a year to erosion. He said the erosion that does take place is probably caused by the tides, not boat traffic.

He also questioned the need for vegetative buffers and view corridors recommended by the SAMP. He said, "Who's going to pay for that? I'm not going to do it."

George McDaniel, director of Drayton Hall, said the loss of riverbank to erosion is easy to trace to boat traffic. He said most of the loss has come in the last 10 years. "The tides don't change. Boat development has."

J. Michael Murphree opposes the SAMP. He said if it is so important for the public to protect the area by infringing on private property owners' rights, then the state should purchase the property and pay the owners a fair price.

He said private property owners' rights outweigh those of the viewing public or of wildlife to build a habitat.

Ross Hanahan of Middlebrook Plantation said he is concerned about keeping the historical value of the river, the environment and the heritage of the river. "A good many compromises need to be made between people that own the land and the people who use the river for entertainment," he said.

Comments received Monday will be incorporated into the plan if any are deemed significant enough to be needed. The SAMP will go to Coastal Council's Management Committee at its January meeting. The committee could accept it or seek revisions or take it under study.

Once the committee accepts the plan, SAMP will go to the full Coastal Council, which could approve it and put it into effect immediately.

Coastal Council Delays Vote on Ashley Proposal

By **BRUCE SMITH**
The Associated Press

CHARLESTON, S.C. — A management plan for one of the state's most historic rivers was delayed Thursday for more review by a committee of the South Carolina Coastal Council.

The Ashley River Special Management Plan would provide safeguards to protect the river northwest of Charleston. Development is encroaching on the unspoiled vistas in the area.

The river is the site of several historic antebellum plantations including Middleton Place, Drayton Hall and Magnolia Gardens.

The plan has been developed over the past 18 months. It calls for buffer areas for development and restrictions on new docks and boat landings.

It also recommends no-wake zones be established along the river to reduce erosion on the shoreline.

"This has been one of our more difficult projects. We have probably had more public interest in this than any other project," said Steve Snyder, council planning director.

Preservationists have applauded the plan. But it has drawn fire from others.

Contractor J. Michael Murphree called it "the most un-American document I have ever read." He said that through the plan "undeveloped property is to be regulated useless."

"This is not a permit process. This is just a guide," Snyder said. Any projects along river would be considered by council under its authority to review Department of Health and Environmental Control water quality permits.

The Management Committee agreed to delay action on a motion

by council member Bruce Berlinsky.

He suggested they look again at the ban on new boat ramps in the area. He also said rules calling for wooded buffers might be eased if development doesn't affect the views from historic plantations.

"It's a classic example of where we try to plan and a clash with private property rights," said council Chairman Wes Jones. He added "I don't think we ought to put it off a day beyond our next meeting."

Later, Snyder told the panel the State Ports Authority is looking at "14 or 15" sites off Winyah Bay to dispose of silt dredged from the Georgetown shipping channel.

The Corps of Engineers is now using the silt to build a marsh on the edge of an island in the harbor. But there are concerns that project may be recirculating dioxin in the water.

21.

Council Considering Plan To Protect Historic River

By BRUCE SMITH
The Associated Press

CHARLESTON, S.C. - In places, the Ashley River looks as it did 300 years ago when English settlers were greeted by unspoiled vistas of oak and sky above the gently rolling water.

But elsewhere, sleek highway bridges arch the river. And on summer weekends, hundreds of boats - many pulling water skiers - ply the bright waters. Development is marching the shores of the river - upstream from Charleston and down from Summerville.

To strike a balance between preservation and development, public use and private property rights, the South Carolina Coastal Council has been wrestling with a management plan for the river.

Developed over 18 months of hearings, meetings and planning sessions, it is expected to go to the council next month.

The Ashley is short - only 30 miles - compared to other South Carolina rivers. But it's perhaps the richest in history.

Indeed, the management plan suggests it is the third most historic river in the Southeast after the Potomac in Washington and the James in Virginia.

At one time, dozens of plantation homes lined the Ashley, many built with money from the antebellum rice culture. Many were destroyed by federal troops during the Civil War.

Middleton Place, Drayton Hall and Magnolia Gardens now at-

tract thousands of tourists who travel oak-shrouded Ashley River Road to visit houses and gardens overlooking the water.

The management plan requires trees and vegetation buffers around new development to help shield the view from the water. It also regulates new docks and prohibits new public boat landings along most of the river.

New docks would be allowed in sight of the plantations only if they have no negative impact on the view.

There are some controversial recommendations. One is that the state Wildlife Department require no-wake zones in front of the plantations. The wake of the boats is speeding erosion in front of the historic sites.

"This has been one of our more difficult projects. We have probably had more public interest in this than any other," said Steve Snyder, the council planning director.

Preservation groups applaud the plan.

Charles Duell, the president of the Middleton Place Foundation, said the area "is on the verge of development. Now is the time to protect it."

But there are critics among developers and private property owners. One concern is diminished use of land as a result of the requirement for buffers.

Others are concerned restrictions on the speed of boats and boat ramps might rob folks of en-

Savannah Morning News, Monday, January 20, 1992

River

Continued From Page 1A

joying the river.

Contractor J. Michael Murphree told the council Management Committee last week it is "the most un-American document I have ever read." He said that through the plan "undeveloped property is to be regulated useless."

The Coastal Council issues permits for docks. But no separate council permit is needed for other development along the river.

The council does get to review applications for Department of Health and Environmental Control water permits for such projects.

■ See RIVER, Page 7A

26.

Riverfront owners seek support for tighter rules

by DAVID PROFFITT
Staff Writer

Drayton Hall Director George McDaniel stood in the imposing doorway of the gracious plantation house and, much like its first owner, John Drayton, might have done in 1742, swept a hand toward the Ashley River and placid marshes.

"This is why it's so important," McDaniel said. "(Visitors) can look out there and not see a 15-story Drayton Overlook Towers."

Drayton Hall officials invited Dorchester County Council to the former plantation last Friday to urge members to support greater restrictions on river traffic and development in the area.

Councilmen visited several sites at Drayton Hall and Magnolia Gardens along S.C. Highway 61, getting a firsthand look at erosion that riverside landowners say is caused by boats speeding up and down the river.

The S.C. Coastal Council wants to require vegetation buffers around new development and restrict docks and boat landings along a third of the 30-mile Ashley River in Dorchester and Charleston counties. New docks would be allowed in sight of the plantations only if they don't detract from the view.

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"Government must take steps to control development, yet still allow growth," Councilman Heyward Hutson said.

Touring the area "gave us all a better appreciation for what's under consideration," Hutson said. "We ought to preserve these properties for everybody's benefit."

The goal is not to halt growth, but to prevent developers from gobbling up land and turning it into cookie-cutter subdivisions, strip shopping centers and fast food restaurants, McDaniel said.

"We still have an

opportunity to manage growth and preserve what is distinctive so that this doesn't become just Anywhere, USA," he told county officials.

"We are not no-growth advocates. We're not in that camp," McDaniel said. "It's the livability issues that we're concerned with, so that there's long-term economic growth."

Tourism is the tri-county area's second biggest industry, and more than 400,000 people visit Drayton Hall, Magnolia Gardens and Middleton Place each year, McDaniel said.

County officials watched a videotape in which McDaniel visited several

'We still have an opportunity to manage growth and preserve what is distinctive so that this doesn't become just Anywhere, USA.'

*George McDaniel,
director of Drayton Hall*

The Special Area Management Plan plan also would set no-wake zones along the river to reduce shoreline erosion in front of the plantations.

Some real estate developers and boaters frame the debate as one between landed gentry anxious to protect scenic views at any cost, and common folk who simply want to build a house or enjoy a public waterway.

Summerville home builder J. Michael Murphree told the Coastal Council's management committee last Thursday its plan is "the most un-American document I have ever read."

"Undeveloped (land) is to be regulated useless" under the plan, Murphree said.

The committee delayed a decision on the plan for further study.

See Ashley, Page 8A

erosion sites and interviewed landowners along the river.

The videotape clearly shows significant waves lapping against the shoreline after boats pass.

In one spot at Magnolia Gardens, erosion has eaten away 15 to 20 feet of the bank since 1985. In another, the water knocked over a three-foot seawall built to save several trees.

In a count made on a Saturday afternoon last May, 47 boats sped past the plantations during a 1½-hour period, said George Neil, assistant director of Drayton Hall.

Boaters, described by some riverside residents as "coarse and rude," generally

ignore signs asking them to slow down, Neil said.

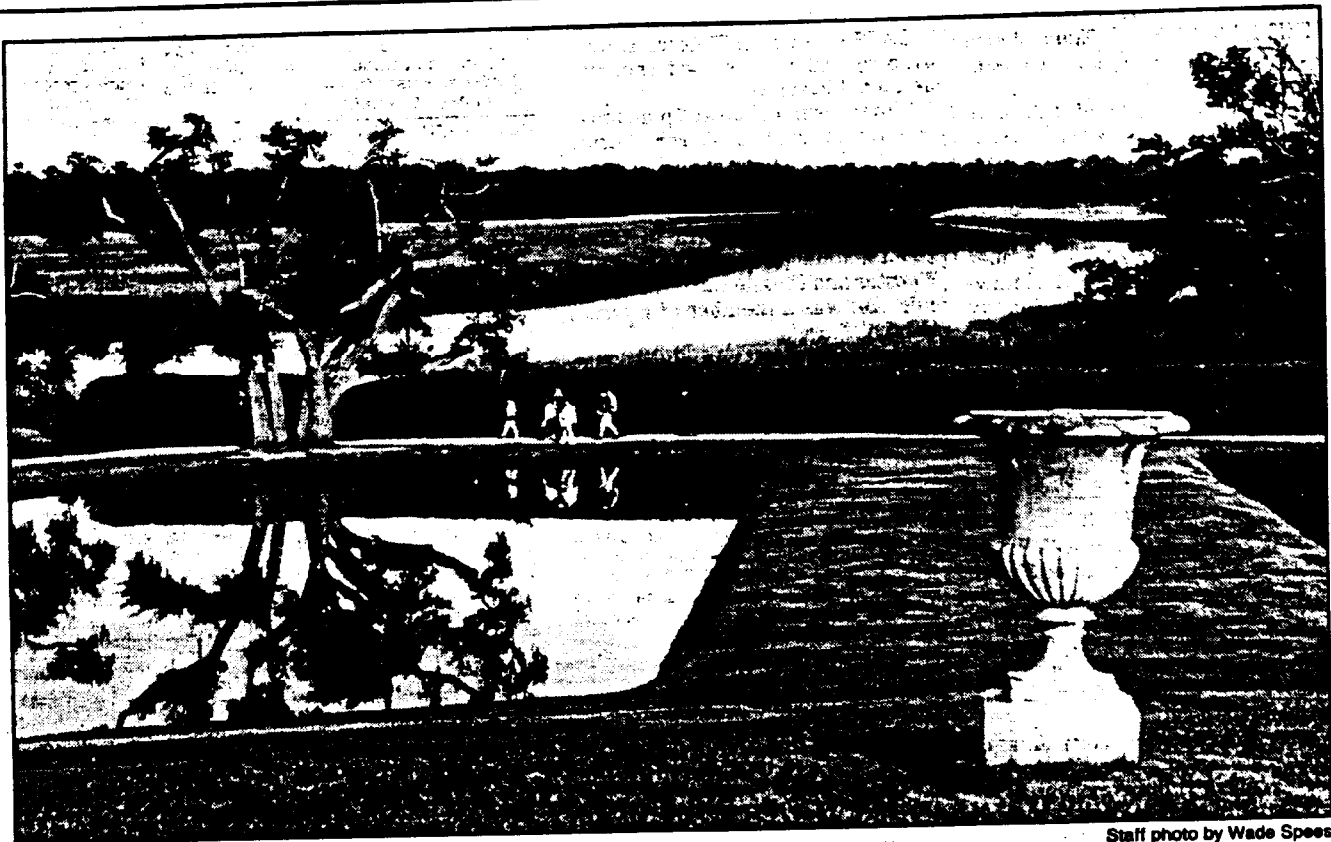
"A lot of water skiers like to come this way because it's pretty," he said. "But they don't realize the damage they do."

Long-time landowners said in the videotape that erosion during the past few years has far outstripped problems in previous years.

There are ways to enforce no-wake zone rules, he said. Deputized plantation workers could take photographs of offenders' boats and give them to state wildlife officials, or the plantations could hire off-duty wildlife officers to patrol the river.

*The Associated Press
contributed to this article.*

27.



Staff photo by Wade Spees

The easement will help preserve the view from Middleton's Butterfly Lakes.

Easement helps preserve view at Middleton site

■ **BEAUTIFUL VIEW:** The easement will ensure the view remains as it has for more than 250 years by restricting removal of vegetation and construction.

By **LYNNE LANGLEY**
Of The Post and Courier staff

A conservation easement will preserve part of the scenic marshland vista across the Ashley River from Middleton Place.

Donna A. Brantley has given an easement protecting 905 feet of river frontage and 20 acres of high ground located in the North Area to the Lowcountry Open Land Trust.

The easement will ensure the view remains as it has for more than 250 years, according to Elizabeth Hagood, executive director of the land trust.

"I've always loved the river," Ms. Brantley said. "It's a beautiful place and I wanted to keep it intact as well as support the current efforts to protect the Ashley River corridor."

The easement preserves in perpetuity a natural buffer 100 feet deep along the river, prohibits all construction and removal of vegetation. On the high ground behind the buffer, the easement restricts residential development to less than the level now allowed.

Charles Duell, president of Middleton Place Foundation, said, "Ms. Brantley has set an important precedent in helping to preserve a riverscape that has re-

mained unchanged for more than 250 years. Her foresight will benefit many generations to come."

George McDaniel, director of nearby Drayton Hall, added, "This easement is another crucial step in the efforts of many individuals, organizations and political leaders to preserve the historic character of the Ashley River and the recreational opportunities found here."

The easement falls within the Ashley River Special Area Management Plan, which S.C. Coastal Council will discuss next week and could approve in the near future.

Preservation by private landowners is a key to the conservation effort, said Virginia C. Beach, associate director of the land trust. Ms. Brantley's conservation

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VIEW

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easement could begin a trend in that direction, she said.

The land trust has worked with area landowners to protect more than 1,000 acres of marsh and high land along the river.

The trust has received easements to all the marsh on the south side of the river from the T. Allen Legare Bridge on the Charleston peninsula to the North Bridge connecting to U.S. Highway 7. Charles Towne Landing preserves its stretch of marsh between the bridges.

The Ashley River is considered one of the three most historically significant rivers in the Southeast,

along with the Potomac and the James River in Virginia, Ms. Hagood said.

"It is a place where outstanding historic structures have survived in a uniquely beautiful environment," she said. She voiced concern about current land-use policies and the potential for considerable development in the area. That makes conservation easements all the more important along the Ashley River, she said.

The Lowcountry Open Land Trust, organized in Charleston in 1986, is a non-profit organization dedicated to preserving scenic vistas and open space in the Lowcountry. The trust has helped protect more than 4,500 acres of land and marsh.

AREA REPORT

Coastal Council OKs Ashley River plan

The S.C. Coastal Council on Friday unanimously approved an area management plan for property along the upper Ashley River.

Council and the S.C. Department of Archives and History developed the regional plan, which was in the works for nearly two years. The effort — known as the Ashley River Special Area Management Plan, or SAMP — also incorporates ideas from individuals, government and special interest groups.

The plan pulls together regulations Coastal Council already has the authority to apply along the river, said Ann S. Townsend, Coastal Council planner and project coordinator. The plan became effective with council's vote Friday, she said.

In an unusual move, Coastal Council conducted an impromptu public hearing on the plan, the fourth in recent months. On Friday, three opponents and five proponents repeated points made in earlier hearings.

The SAMP endorses "no wake" and "slow to no wake" zones along parts of the Ashley River to protect historic sites from erosion. A bill pending in the General Assembly would establish no-wake zones within 500 feet of National Historic Landmarks or places listed on the National Register of Historic Places.

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EDITORIALS

Critical guidelines for Ashley River

One opponent of the management plan for the Ashley River, approved by Coastal Council on Friday, said that it "steals the American dream and property owners' rights to use their property." The plan may limit what a property owner can do along the Ashley River and the surrounding area, but in the same manner that zoning regulations restrict development in most cities and counties. The result is to the benefit of the larger community.

The plan, developed over the last two years with the assistance of the S.C. Department of Archives and History, is designed to protect the scenic and historic Ashley River from overdevelopment and power-boat traffic. It will fill a critical need.

One of the plan's most important provisions will preserve view corridors adjacent to historic properties by the river, including Magnolia Gardens, Drayton Hall, Middleton Place, and Fort Dorchester. That doesn't eliminate development, but only requires that new projects are screened by a natural buffer from the river's edge. Similarly, the plan retains a buffer along historic Highway 61, which parallels the river.

The plan limits the construction of marinas, boat ramps and docks, and recommends legislative approval of no-wake zones by the historic properties. Those provisions will keep down the increase of boat traffic on the river, reduce heavy erosion caused by boat wakes, and cut motorboat noise near the plantations and gardens. The plan doesn't keep boats off the river, but requires they be operated in a manner that won't diminish enjoyment of the historic properties, which are

visited by tens of thousands of local residents and tourists each year.

The plan will, in short, allow for the preservation of the pastoral setting along the part of the river that contains some of the state's most significant historic landmarks. That ought to be done out of respect for their importance to the state's heritage and to allow for their aesthetic enjoyment, to which is linked the vitality of tourism in Dorchester and Charleston counties.

Coastal Council officials point out that the special area management plan was developed with the assistance of local government, the public and special-interest groups. Local governments have generally endorsed the plan and, in fact, will be instrumental in administering its zoning elements within their respective jurisdictions. Their cooperation will be vital for its success. Additionally, the plan will complement private efforts to gain conservation easements prohibiting development along critical areas of the Ashley River. Such an easement was recently granted by a generous landowner for 20 acres across the river from Middleton Place.

Coastal Council and the S.C. Department of Archives and History characterize the Ashley River as ranking with the James and Potomac rivers in terms of historic importance to the nation. Unfettered development might favor shortsighted and narrow interests, but not the larger community interest. Those who have said they will attempt to diminish the future influence of the plan, either locally or in the Legislature, ought to reconsider their opposition.

Preservation NEWS & NOTES

S. C. Department of Archives & History

Vol. 3 • No. 1 • Spring 1992

The newsletter from the State Historic Preservation Office (SHPO) for preservationists and other interested citizens

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Ashley River Special Area Management Plan

A cooperative effort of the SHPO and the South Carolina Coastal Council

The relative length of the Ashley River, particularly in comparison to the state's three major river systems—the Santee, Pee Dee, and Savannah—is inversely proportional to its relative significance in South Carolina's natural, historical, and cultural landscape. Though only about thirty miles long from its headwaters in Dorchester County to its mouth at Charleston Harbor, the river has had a dramatic influence on the state for well over three hundred years.



The Middleton Oak, which stands on Middleton Plantation, is estimated to be about one thousand years old.

The increased threats of development along the Ashley River have forced the South Carolina SHPO and the South Carolina Coastal Council to develop a Special Area Management Plan (SAMP) for the river from the Atlantic Coast Line Railroad Trestle just south of Drayton Hall, in Charleston County, to Bacon's Bridge Road, some twenty miles upriver, in Dorchester County. It is hoped that this plan, which considers the use not only of the river itself but of wetlands and historic properties along the river as well, will help direct future development and allow for both historic preservation and natural conservation of this unique resource.

The SHPO contributed to the plan by identifying, documenting, and evaluating the wide range of historic resources along the Ashley—well-known properties like Drayton Hall, Magnolia Gardens, Middleton Place, and the Ashley River Road; and lesser-known, yet still significant, properties like the 1920s Atlantic Coast Line Railroad Trestle; the remnants of Fort Bull, a Confederate earthwork; the Laurels, a twentieth-century seasonal residence designed as a modern conception of a plantation house; and Rummymeade, an 1880s residence built by leaders in the area's post-Civil War phosphate industry. Last July, Tracy Power and Ian Hill of the SHPO staff,

along with Chloe Mercer, a summer intern from Clemson University, spent four days along the river evaluating the potential for a National Register historic district there.

This team identified, documented, and evaluated forty-nine resources—sixteen historic and thirty-three archaeological—within the Ashley River SAMP boundary. The sixteen historic resources are over fifty years old. Two—Drayton Hall and Middleton Place—had already been designated National Historic Land-

marks; three—Magnolia Gardens, Old Dorchester, and the Ashley River Road—had already been individually listed in the National Register of Historic Places; the remaining eleven were recorded as part of the South Carolina Statewide Survey. The thirty-three archaeological resources had already been recorded by the South Carolina Institute of Archaeology and Anthropology at the University of South Carolina.

The SHPO believes that a significant portion of the SAMP area is eligible for the National Register as an historic district, which will document and recognize the historic,

See Ashley River p. 4

Ashley River cont'd from 1

archaeological, and cultural significance of the Ashley River. Forty-five of the forty-nine historic resources that were identified and evaluated last July will be contributing properties in this potential historic district. The Ashley River itself, from the Atlantic Coast Line Railroad Trestle to Bacon's Bridge Road, will be a contributing historic, archaeological, and cultural resource and the focal point of such a district. The district's general boundaries will be from the Atlantic Coast Line Railroad Trestle on the southeast to Bacon's Bridge Road on the northwest; the southwest boundary in most places will be the southwest side of the Ashley River Road, and the northeast boundary in most places will be an as yet undetermined distance

from the river towards Dorchester Road.

The South Carolina State Historic Preservation Office plans to nominate the Ashley River Historic District to the National Register. *Tracy Power* ••

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