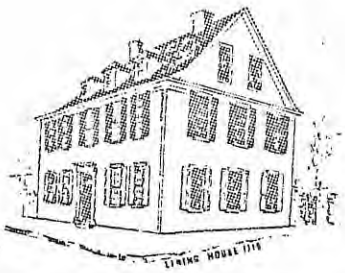
Statement prepared by Preservation Society in 1976.



ORGANIZED 1920 THE INCORPORATED 1928

PRESERVATION SOCIETY

OF CHARLESTON

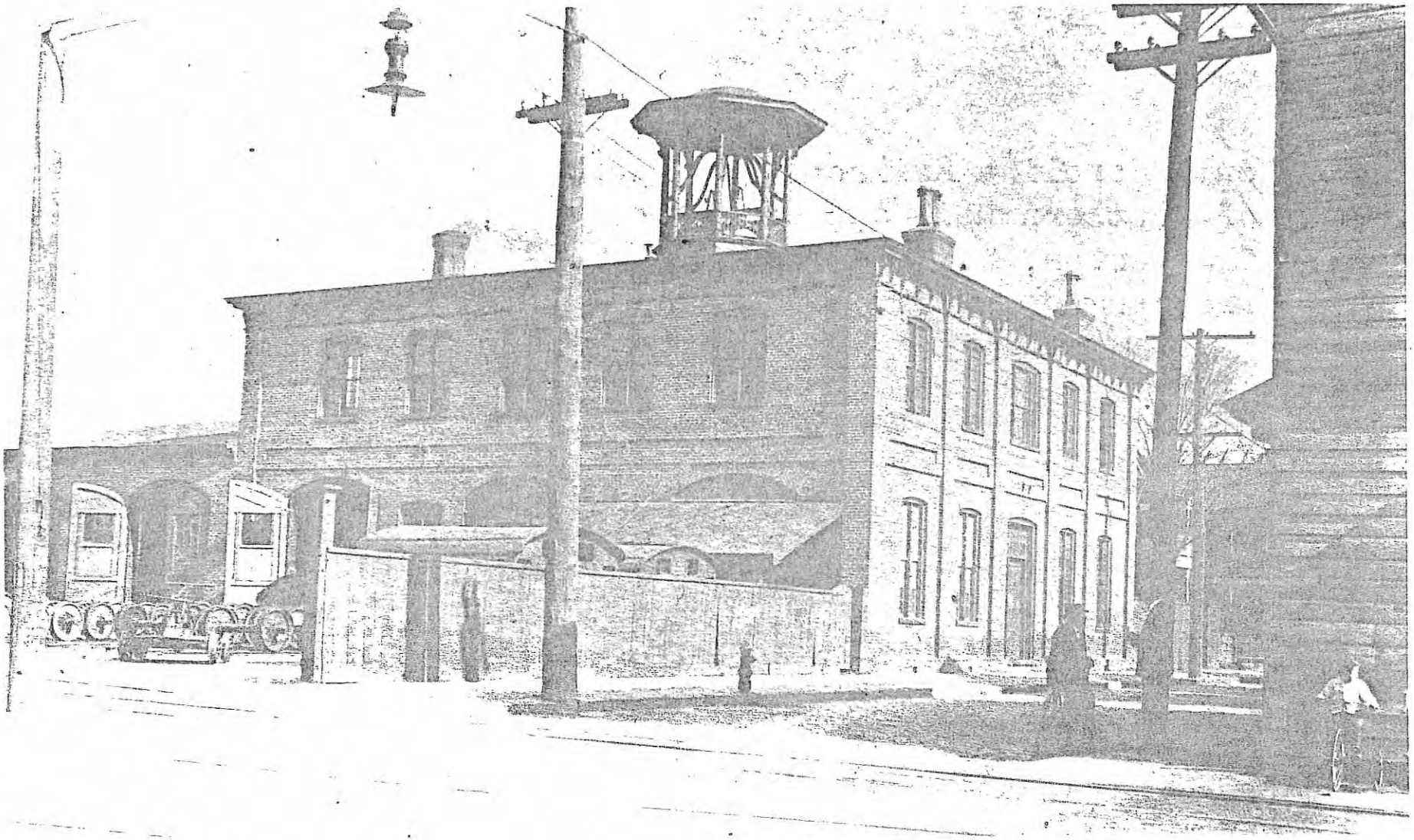
Box 521 CHARLESTON, S. C. 29402

TO WHOM IT MAY CONCERN:

The large brick building at 44 Line Street was constructed about 1852 as a car shop for the South Carolina Rail Road. The building origina contained a machine shop; sawing, planing and moulding mill; joiner shop; pattern and paint shop; and blacksmith shop, for the outfitting of railroa cars.

Architecturally, the building is rated ir ategory 3 of the Histori Architecture Inventory of the City of Charleston, ith the recommendation that it be retained d protected. It is one of the most beautiful of the city's surviving e tebellum industrial buildings. Its smokestack is unique in the city and has exceptional brickwork.

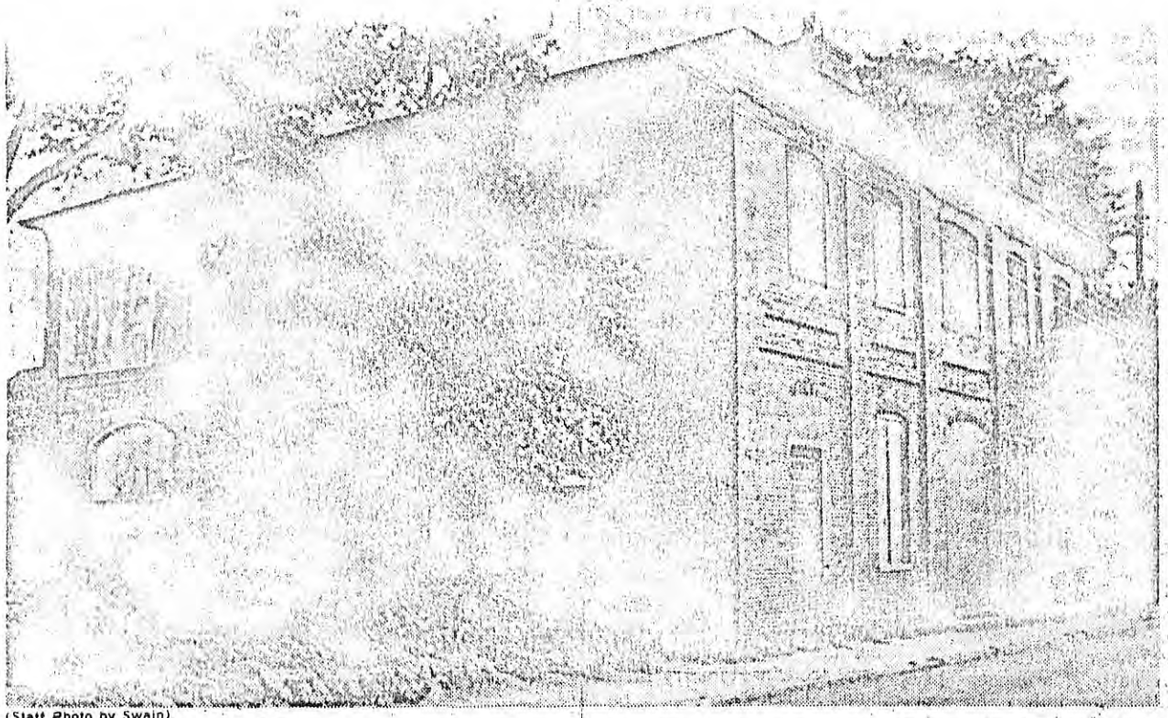
Forty-four Line Street is also part of a virtually intact complex of 19th Century railroad buildings between King and Meeting Streets, stretching north from Hutson Street to the Crosstown Route. Including depots, freight warehouses and related structures, the complex is one of the few surviving in the nation ans as such has been recommended for inclusion in the Historic American Engineering Record of the Library of Congress. The loss of this integral building in the complex would therefor be a loss to the nation as well as to Charleston. Its retention and preservation would, on the other hand, be of cultural significance to the nation and Charleston as well.



South Carolina Railroad: Carpenter Shop 1857. Copy of original 1917 photo from files of Southern Railway Company, Washington, D.C.

CHARLESTON EVENING POST

ear—151 5 Sections—76 Pages CHARLESTON, S.C., THURSDAY, APRIL 29, 1976 Daily 15¢—Weekly 60¢



(Staff Photo by Swain)

44 Line St., a former shop for the South Carolina Rail Road.

This is where such shops stood in 44 Line St. area.

Request To Raze Old Railroad Shop Denied

By CLYDE JOHNSON
Evening Post Staff Writer

A request to demolish a warehouse and office building isted in the City of Charles-on's Historic Architecture Inventory has been denied.

The request was heard Wednesday by the Board of Architectural Review. It had been opposed by the Preservation Society, on Charleston.

The building at 44 Line St. is owned by Southern Railway.

A spokesman for the board said several factors were considered before the request was denied. Among them were the fact that the building is one of the last ones of its' type, its listing in the historic inventory, the condition on the building and information provided by the preservation society.

He said the building is in "real good condition" and simply needs some cleaning.

The society said the building was constructed about 1853 as a car shop for the South Carolina Rail Road. It originally contained a machine shop; sawing, planing and moulding mill; joiner shop; pattern and paint shop; and blacksmith shop for the outfitting of railroad cars.

The group said, "It is one of the most beautiful of the city's surviving antebellum industrial buildings. Its smokestack is unique in the city and has exceptional brickwork.

"Forty-four Line is also part of a virtually intact complex of 19th-century railroad buildings between King and Meeting streets, stretching north from Hutson Street to the Crosstown Route (Highway 17). Including

SHOP

Continued From Page 1-A

depots, freight warehouses and related structures, the complex is one of the few surviving in the nation and as such has been recommended for inclusion in the Historic American Engineering Record of the Library of Congress."

The owners could not be contacted about their plans for the property.

In other action, the board approved a request to demolish a three-car garage at 122 Rutledge Ave, approved a request to demolish a one-story shed at the rear of 57 Washington St., and denied a request to remove roof and columns of the second floor side porch and remove exterior steps on the side and rear of 112 Queen St.

The News and Courier
Monday
May 23, 1977

Ceremonies Scheduled Tomorrow

Goodwill Industries Set To Take Over Old SCRR Car Shop

By ROBERT P. STOCKTON
Assistant Director,
Preservation Society of Charleston

The News and Courier
Do You Know Your Charleston?

One of Charleston's most valuable 9th Century railroad buildings is being given to Goodwill Industries by Southern Railway System.

Southern will deed the property at 44 Line St. to Goodwill Industries of Lower South Carolina, Inc., in ceremonies Tuesday.

The large brick building on Line Street was built about 1850 as a car shop for the South Carolina Rail Road. The building originally contained a machine shop; sawing, planing and moulding mill; joiner shop; pattern and paint shop; and blacksmith shop. All were used for the outfitting of railroad cars.

Architecturally, the building is rated in Category 3 of the Historic Architecture Inventory of the City of Charleston, with the recommendation that it be retained and protected. It is one of the most beautiful of the city's surviving antebellum industrial buildings.

The building is also part of a virtually intact complex of 19th-Century railroad buildings between King and Meeting streets, stretching north from Hutson Street to the Crosstown Route.

Including depots, freight warehouses and related structures, the complex is one of the few surviving in the nation and as such has been recommended for inclusion in the Historic American Engineering Record of the Library of Congress.

Goodwill officials became interested in the building in April, 1976, after the Board of Architectural Review denied a request to demolish the building.

Dr. Margaret Luszki, executive secretary of Goodwill Industries of Lower South Carolina, said the building, large as it appears, is about the size recommended for a Goodwill facility.

Goodwill will raise money through federal preservation programs and private sources to restore the building which is structurally sound but needs extensive repairs.

The front of the Line Street building is a square, two-story structure of brick laid in American bond.

The street facade is five bays wide with brick pilasters between bays and molded brick panels between stories.

Openings have segmental arches of brick, and the wooden box cornice at the roofline is set on a frieze of molded brick brackets which continues around the building.

One of the most striking architectural features is a dome or cupola which rises from the low-pitched hip roof of the front portion. In the second floor hallway, the massive timbers of this construction, held together by huge iron bolts, are exposed.

The front portion of the building is separated by a row of tall arches from the long, one-story rear portion of the building. The sides of the rear portion originally were arcades of alternating wide and narrow openings, now filled in with masonry.

Curiously, the narrow openings have segmental arches on the exterior and round arches on the interior. The wide openings have segmental arches.

Another distinctive feature is a smokestack which stands isolated from the building and rises some three stories. Set on a heavy brick base, the massive hexagonal stack tapers to a corona of molded brick. The brickwork is exceptional.

Goodwill Industries, founded in 1902, provides employment for the handicapped in 180 facilities

(Staff Photo)

44 Line St., Front Portion

News + Courier
12·6·81

44 Line St.

Staff Photos by Barry Hecht

Firemen Battle Blaze On Line Street From The Air And Ground

Blaze Damages Old Warehouse

By ROBERT SMALL
and JANE ALLEN
Post-Courier Reporters

A vacant Goodwill Industries of Lower South Carolina warehouse at 44 Line St. burned Saturday afternoon in a blaze that sent flames and smoke soaring 30 feet into the air — high enough to be seen west of the Ashley.

Fire officials have not determined the cause of the blaze.

Charleston city firemen received the call from an alarm box at Meeting and Line streets at 4 p.m. When firemen arrived flames were shooting out of the roof and smoke billowed out the back of the building. Acting Battalion Chief Roy Evans said there was no threat to the lives of people in nearby houses but barricades were set up as a precaution. Fire Chief Wilmont E. Guthke said, "Our main concern was keeping fire out of those buildings."

The fire and smoke drew scores of spectators who crowded along Line Street as firemen battled the blaze. The flames were fed by a brisk wind that carried smoke across the street.

Kenny Fox, a member of the Board of Trustees of Goodwill Industries, left his downtown business to view the fire. "Southern Railroad

(See BLAZE, Page 2-A)

continuation missing

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The News and Courier

Founded Jan. 10, 1803

ARTHUR M. WILCOX, Editor
ROBERT J. COX, Assistant Editor

CHARLESTON, S.C., TUESDAY, JULY 7, 1987, PAGE 10-A

Save The Stack

An article in the Post-Courier's Business Review section in 1985 reported that the new owners of the old S.C. Rail Road Car Shop at 14 Line Street "take pride in the fact the building is on the National Register of Historic Places and looks much the same as it did more than 100 years ago." The article included an interview with Stanley Waldman, the North Charleston lawyer who bought the building from Goodwill Industries of Lower South Carolina Inc. and used special tax credits for historic preservation to renovate the complex as a warehouse and storage business.

"We didn't do anything that was detrimental to the building, and we helped in the development of the East Side," he said in 1985.

But today, it's what Mr. Waldman refuses to do — shore up the free-standing "old Charleston brick" chimney in the center yard of the complex — that is detrimental to the building. If the chimney comes down, the building will no longer look as it did more than 100 years ago. Another of Charleston's historic structures will be lost. The 65-foot-tall stack is a focal point of the complex, which was built in the 1850s and included a machine shop; sawing, planing and molding mill; joiner shop; pattern and paint shop; and blacksmith shop — all used for the outfitting of railroad cars. The building, smokestack and yard combine to become one of the most impressive of the city's surviving antebellum industrial complexes. The shop (and chimney) was one of several pre-Civil War railroad buildings — depots, freight warehouses and related structures — between King and Meeting Streets, extending north from Hutson Street to the Crosstown. Hundreds of Charlestonians — some of them still living — worked at the complex.

The building, which the Southern Railway System gave to Goodwill Industries in 1977, once contained a passenger waiting room on the Meeting Street side, and it had an oroundhouse that stood where the Meeting Street Piggly Wiggly is now. In the mid-1940s, residents of the area began complaining about the railroad buildings because of the soot produced by the engines. Shortly afterward, the shops were closed and the buildings fell into disrepair.

The Charleston Board of Architectural Review wisely denied a request to demolish the building in 1976. Goodwill Industries then obtained federal, state and local grants for repair work. A new roof and wooden substructure were completed but the building caught fire in 1981, ending Goodwill's plans to use it as a main office.

Mr. Waldman bought the complex and renovated it as AAA Downtown Storage. Now he wants to demolish the chimney because, he says, it is in danger of falling. The BAR is right in refusing the request. It is correct in ordering Mr. Waldman to live up to his responsiblities and shore up the stack. Unfortunately, the matter appears to be headed to court. And that's too bad, because the money expended in legal fees could be better used in repairing the old chimney. Mr. Waldman has received several thousand dollars in tax credits for restoring the old railroad industrial complex, and, indeed, he has a responsibility to maintain it — including the stack.

Chrysler's Crime

In apologizing to owners of Chrysler's cars — and to people who put their trust in the company he has come to symbolize — Lee Iacocca owned up to two mistakes. He said the company had been "dumb" and "stupid" in testing cars with the odometers disconnected and in selling them and cars that had been damaged during "testing" as new.

The truth is that Chrysler was neither "dumb" nor "stupid." Chrysler thought the public was dumb and stupid. Chrysler's crime was dishonesty. That should be an unforgivable crime in Lee Iacocca's book and

Richard Reeve

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Mrs. Waldman helps run the day-to-day business operation.

Staff Photo by Tom Spain

Storage Facility Puts New Life In Old Building

By DARLENE H. GARDNER
Post-Courier Reporter

An old downtown landmark now houses a new business and serves customers with storage needs instead of railroad cars.

AAA Downtown Storage is located in a building at 44 Line St. that was built around 1850 as a car shop for the South Carolina Railroad.

"We're the largest storage facility in the peninsular city," says Stanley L. Waldman, the North Charleston attorney who owns the business.

Waldman, who has built several shopping centers and considers land development to be his hobby, says AAA Downtown Storage is also a rapidly growing dealer for U-Haul trucks and trailers.

Sheila S. Waldman, the attorney's wife, says they started leasing the units in December. Success came so quickly that all 125 storage units on the building's first floor and many of the outdoor units have been leased.

Construction is under way for an additional 169 units on the second floor. Demand will dictate when construction begins on the third floor.

AAA Downtown Storage has about 40,000 square feet in storage space. Customers are charged according to how much space they lease.

"What makes our facility so unusual is that we make space available to suit the needs of our tenants," Mrs. Waldman says. "We can take walls out or put them in to make storage units smaller or larger.

> 'What makes our facility so unusual is that we make space available to suit the needs of our tenants.'
>
> **— Sheila S. Waldman**

"We're also one of the few places that can store large items like boats and cars."

Mrs. Waldman takes care of the daily operation of the business along with Carolyn J. Burgess, property manager for Waldman's various holdings.

Mrs. Waldman got involved with the company because "the timing was just right. My three children are just about grown, and I wanted something to do with my time." She worked for the South Carolina Department of Social Services and as a teacher before her children were born.

She says storage units start as small as 16 square feet and can be used to store household and business goods. Restaurants and hotels, for example, use the units for their excess materials.

Mrs. Waldman says an added advantage of AAA Downtown Storage is that it has 24-hour security and a live-in manager.

"This is much bigger than we had anticipated in the beginning," Mrs. Burgess says. "When we first began, we didn't intend to go into the U-Haul business. The demand was there, so we just fell into it."

The business also offers moving services and sells items related to storage such as locks, boxes and furniture pads.

The Waldmans take pride in the fact that the building is on the National Register of Historic Places and looks much the same as it did more than 100 years ago.

Waldman, who had never taken on a renovation project prior to this, saw potential in the building a few years after it had been gutted by a fire in 1981. He purchased it from Goodwill Industries, which had been deeded the property by Southern Railway and had planned to make the building its headquarters.

"It's much harder to take an old building and make it useful than to take a new idea and start at the beginning," Mrs. Waldman says. "We didn't do anything that was detrimental to the building, and we helped in the development of the East Side."

Waldman's other projects include Remount Square Shopping Center and Fairmount I and II in Mount Pleasant. He is presently constructing a shopping center at River Road and Maybank Highway on John's Island. Waldman has also purchased four lots at Meeting and Sheppard streets. His plans are not finalized, but he says the lots will be used for storage-related purposes.

The building which now houses AAA Downtown Storage originally contained a machine shop, joiner shop, blacksmith shop, pattern and paint shop and a sawing, planning and moulding mill.

City's smokestacks an important part of history

8—This Week in Peninsular Charleston, S.C., Thursday, August 13, 1987

By CHRISTINA STEFANOU
Post-Courier Reporter

A smokestack used to be a part of most factories, but once a factory is abandoned, the smokestack can become either an eyesore or an artifact worth preserving.

There are three sets of stacks on the East Side in Charleston — one at the South Carolina Canal Railroad car shop on 44 Line St., two at the City of Charleston's incinerator and one at the Cigar Factory on the corner of East Bay and Columbus streets.

None of these buildings currently is used in the ways in which they were intended. Instead, because of the open spaces they provide, they have been successfully transformed into storage and office buildings.

The building at 44 Line St. was converted into AAA Downtown Storage and Truck Rental by Stanley L. Waldman, a North Charleston attorney. After a fire ravaged portions of the building in 1981, Waldman bought it and began renovations.

The car shop was once the northern boundary of a railroad complex that stretched from there to Hutson Street, between King and Meeting streets. It was abandoned after World War II and left that way until it became a National Historic Landmark in 1976. In 1977, it was deeded to Goodwill Industries by the Southern Railway System.

According to the chief architect at the Historic American Engineering Record, Eric DeLony, the stack at 44 Line St. probably was designed to draw smoke and exhaust from the forges in the shops. Because the equipment in the shops was probably steam-powered, a boiler was needed. The smokestack also emptied the steam from the boiler, DeLony said.

The stack is three stories high and is set on a hexagonal base. One of the unusual characteristics of the stack is that it is isolated from the building. DeLony believes that the distance allowed enough suction to develop so that exhaust from the furnace and forges could be pulled out.

In addition, the amount of smoke and exhaust that the stack emptied from the shops would have caused it to become extremely hot. Its distance from the building would have removed the heat from the working area, DeLony said.

The Charleston Cotton Factory was built on the corner of East Bay and Columbus streets in 1886. In 1911, the American Cigar Co., a subsidiary of the American Tobacco Co., took over the building.

In 1931, the American Cigar Co. began consolidating and made the Charleston operation larger — so large, in fact, that it supplied most of the company's southern market.

The factory was devoted to producing Cremo cigars and was known as "Cremo College" by many Charleston residents who were influenced by the factory's presence.

The News and Courier reported at the height of the Depression in 1932 that the factory employed up to 1,350 people and had a payroll of $1 million.

It closed in 1973, and a Charleston era came to an end.

The City of Charleston's incinerator on Cooper Street was built in 1935 by the Works Progress Administration and operated until 1955. It was later renovated and became the East Side Rehabilitation Center.

Many Charlestonians might not have known of the historical significance of the various smokestacks in Charleston had it not been for the words that were exchanged between Waldman and the Preservation Society concerning the smokestack on Line Street.

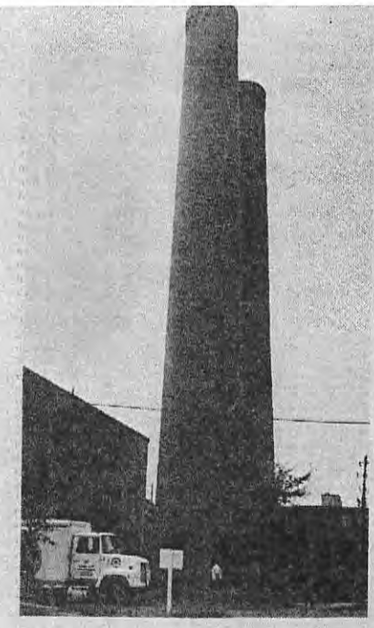
When his request to demolish the stack was denied by the Board of Architectural Review at the beginning of July, Waldman had no alternative but to comply with the preservationists' orders to have the structure renovated.

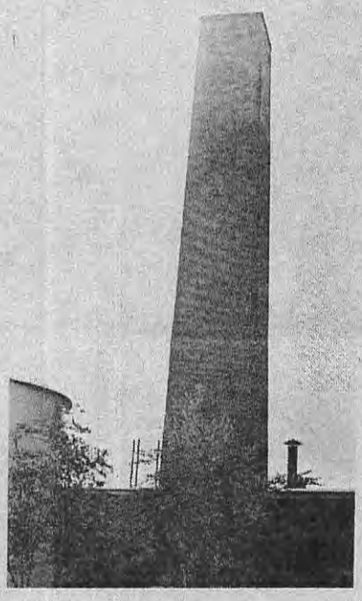
Waldman has hired R&P Industrial Chimney Co., of Lexington, Ky., to do the job and estimated that the work would be finished in 4-6 weeks.

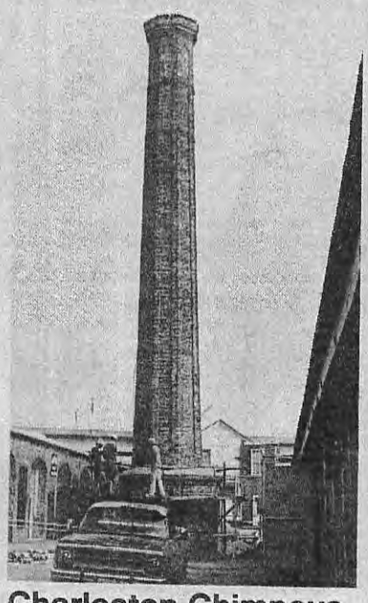
He said the company is adding lightning rods and is banding the structure to provide support.

DeLony said the building on 44 Line St., especially the smokestack, represents some of the earliest antebellum railroad architecture in the United States.

"It is one of the most extraordinary, architecturally signifi







Charleston Chimneys

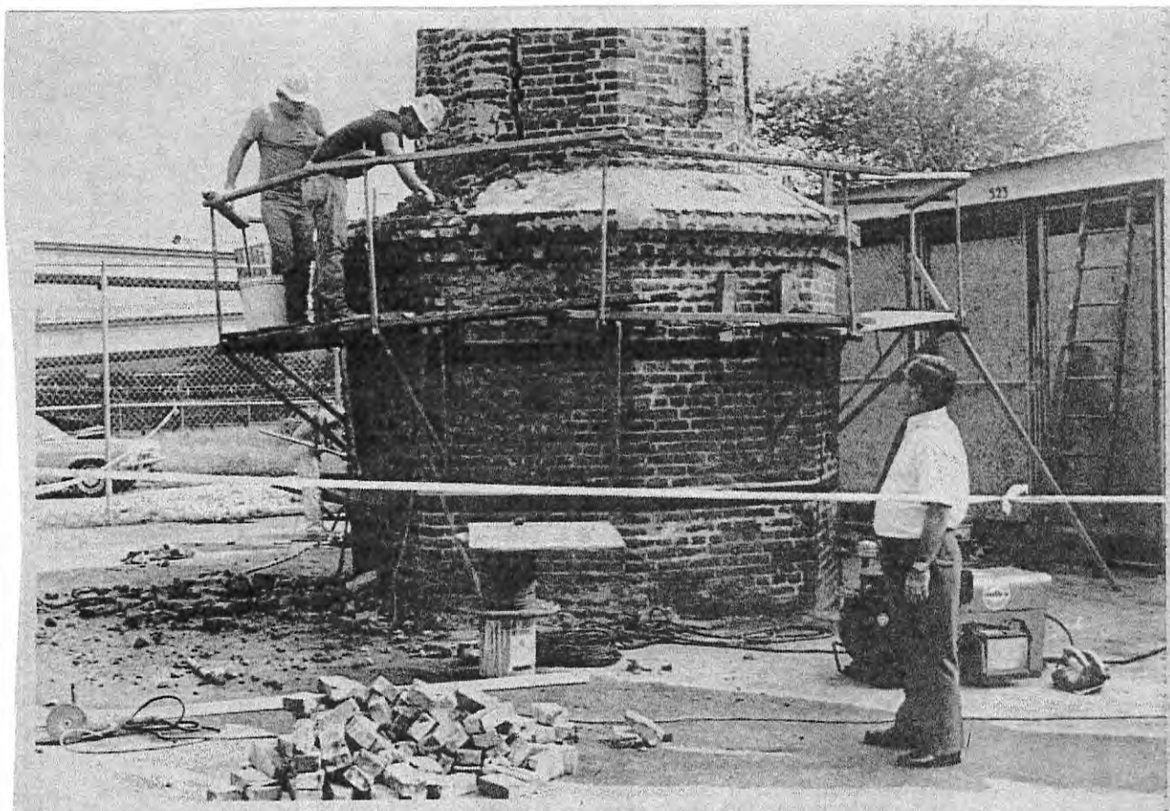
The smokestacks are (from top) at the Cooper Street incinerator, at the old cigar factory and on Line Street.

Stanley L. Waldman

...Plans festivities

'It is one of the most extraordinary, architecturally significant smokestacks in the eastern part of the country. The brickwork is lovely and very complex. Structures of this age and architectural quality are very rare.'

Architect Eric Delony



Waldman supervises restoration work on Line Street smokestack.

cant smokestacks in the eastern part of the country. The brickwork is lovely and very complex. Structures of this age and architectural quality are very rare," DeLony said.

He said that other railroads having such historical significance in the East are the Central Georgia Shops in Savannah, the Baltimore-Ohio Railroad in Martinsburg, W.Va., and the Chicago Burlington and Quincy in Aurora, Ill.

According to DeLony, almost all the others that date from the mid-19th century have been demolished.

In 1981, the Cigar Factory was placed in the National Register of Historic Places because it is an intact example of a late 19th-century industrial plant built in the Victorian Commercial style.

But when the building was renovated soon after, the smokestack was not included in the renovation, simply because no one doubted its stability, Business/Technology Center manager Jerome Clemons said.

He said the stack is about 50 feet high, and its walls have a thickness of at least two feet. When the factory was in operation, the smokestack handled smoke from waste tobacco leaves, he said.

Waldman said that as soon as work is finished on the stack on Line Street, he will encourage Charleston Mayor Joseph P. Riley Jr. to hold "Charleston Chimney Day." He said the date is tentatively set for Sept. 19.

He said he hopes it will highlight the other chimneys in Charleston and "make people think what Charleston's all about."

The proceeds from the event will be donated to the Children's Wing at the Medical University of South Carolina, he said.

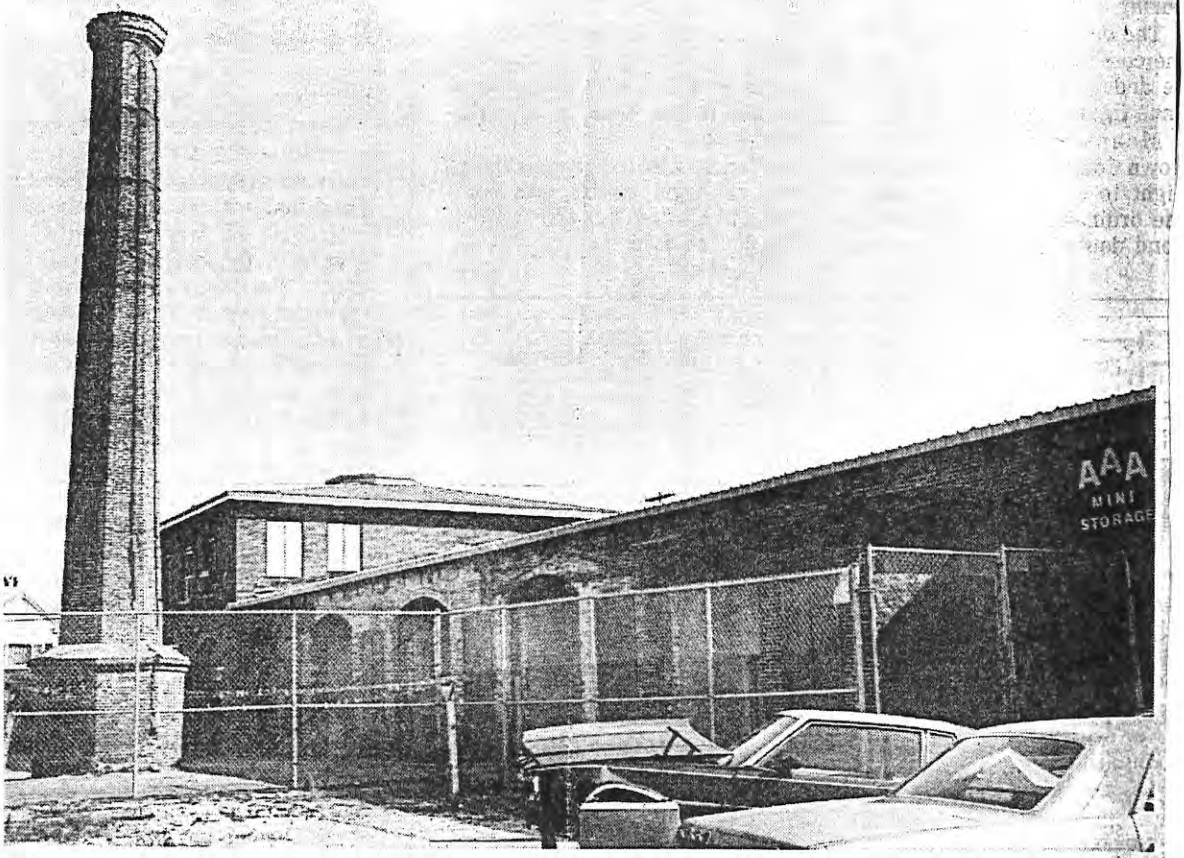
Staff Photos by Walter Allread

Workman checks damage to Line Street stack.

Line St.

The Editorial Eye

7/10/87



SAVE-A-STACK — The Charleston Board of Architectural Review has denied a demolition request and asked the owner to stabilize this 65-foot smokestack on Line Street, once part of a South Carolina Rail Road car-shop complex built about 1850. There is ample reason for preservation. The distinctive, freestanding stack and adjacent brick buildings are among the city's more notable antebellum industrial structures. With the ownership of such architecturally or historically significant property comes an obligation to maintain it, particularly when tax credits are involved. (Staff photo by Stephanie Harvin)

Property owner agrees to restore smokestack

By CHARLES ROWE
Post-Courier Reporter

N & C 7/18/87

A dilapidated brick smokestack at 44 Line St. no longer serves an industrial function, but it will be restored as part of a historic property, Charleston city officials said Friday.

Stanley Waldman has agreed to have workers stabilize and restore the smokestack, part of the former S.C. Rail Road Car Shop, city attorney William B. Regan said. Regan said he was contacted about the work Friday by Waldman's lawyer.

Estimates provided the city put the cost of restoring the 65-foot, free-standing smokestack at $16,630.

Waldman was ordered to stabilize the smokestack on July 1 by the city's chief building official, who described the structure as a safety hazard. Waldman balked at the repair, saying the structure should be torn down.

His request to demolish the smokestack was rejected by the city's Board of Architectural Review, whose members cited the property's historic significance.

"Now that we know he's going to fix it ... we are going to have to understand it can't be done overnight," Regan said.

Waldman renovated the shop building after a fire in 1981 and operates a storage business there. He received tax benefits for the property's restoration.

Waldman couldn't be reached for comment Friday.

44 Line St

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The "Bird's Eye View" shows a substantial complex of railroad buildings at Chapel and Washington streets, including a roundhouse, all belonging to the Northeastern Railroad.

The South Carolina Railroad's roundhouse was part of another complex of buiildings on the present site of the Meeting Street Piggly-Wiggly.

The South Carolina Railroad acquired that half-block in 1847 and over the following decade or so built the complex which included the roundhouse, a foundary, a forge, machine shop and woodworking shop.

The complex remained in use until 1947, when Southern Railways, the successor of the South Carolina Railroad, built a roundhouse in North Charleston.

All but one of the buildings seem to have disappeared except the two-story machine shop building at Meeting and Columbus streets.

Piggly-Wiggly was completing plans to convert that century-old building into a supermarket when it burned in 1958.

The South Carolina Railroad also had in the 1850s, a passenger depot and a car shop on the north side of Line Street between King and Meeting streets.

The brick car shop, located at 44 Line St. survives and is used as a warehouse by Southern Railways.

An important antebellum railroad complex which has managed to survive more or less intact is that in the Ann and John streets area between King and Meeting.

This complex was built after draymen and wharf and warehouse owners blocked the South Carolina Railroad's desire to bring its tracks to the Cooper River dock.

The railroad's officials and City Council met and decided on the mid-peninsula location in 1848.

The complex includes Camden Depot, whose battlemented tower gates have suffered considerable mistreatment but are now being studied for possible restoration.

Camden Depot may have been named after the Camden Branch of the South Carolina Railroad, which opened between Columbia and Camden in 1848.

The depot is believed to have been designed by Edward Brickell White, the first Charleston architect to employ the Gothic Revival style.

Also attributed to White is the former railway office at 39 John St., which features a buttressed facade, crenalleted parapet, Gothic-arched doorways and windows with dripstones and a simulated turret on the southwest corner. It was built in 1850.

Included in the complex are the two brick South Carolina Railroad warehouses at 40 Ann St. and 36 John St., both in mid-Victorian styles. Charleston architect Edward C. Jones may have designed 40 Ann.

Forty Ann and Camden Depot have been designated parts of a National Historic Landmark which also include the William Aiken House (built before 1811) at 456 King St. and its Gothic Revival carriage house.

The mansion was the home of William Aiken, first president of the South Carolina Canal and Railroad Co., the nations' first railway with steam locomotives and in the 1830s the nation's longest rail line.

The mansion was inherited by Gov. William Aiken Jr. who sold it in 1863 to the South Carolina Railroad. It is now Southern Railways' division headquarters.

The William Aiken House and carriage house are listed as "Valuable to the City" in the architectural survey, "This is Charleston." Camden Depot, 39 John and the two warehouses are listed as "notable."

Looking Around

By Thomas R. Baxter

Aspirin and Little Mugsy are outside my window right now, crouched in front of my automobile like little Apaches. One of them has just ignited something and the other is counting down, "five, four, three, two. . . ."

Whatever it was, it didn't go off, but they'll probably be back at it inside an hour. My wife, that paragon of Northern charm, is outside now hurling stones at the wee ones and shouting out descriptive phrases that you won't read in this morning's newspaper. Her intentions are good, but her aim is poor.

Aspirin and Little Mugsy are two juveniles of uncertain gender, loosely associated with a neighboring family. They are the Lowcountry's answer to the Viet Cong. They are definitely not what I bargained for when I moved to the Island-With-Everything.

Don't get me wrong. I've got absolutely nothing against children in general. I was one myself once; and one of my best friends, Mr. Motang, is officially classed as a child.

It's just these two specific kids that bother me.

Right after we moved in they tried frontal assault, lighting firecrackers on our kitchen doorsteps and such. But I've got to hand it to them. They picked up the finer points of guerilla warfare with amazing rapidity.

There is nothing worse, for instance, than the sound of a red wagon with one wheel missing being scraped along an asphalt road at six in the morning.

Then there's the bloodcurdling shriek of your wife, when she opens the mailbox and finds a dead crow inside.

Disguised as dogs, they have ransacked our garbage cans nightly. One of us has to get out each morning to get the paper before they do. The atrocities they've performed on The News and Courier are unspeakable. They seem to reserve a special bit of sadism for pages with my stories on them.

Three weeks ago, when all the lights went out at precisely the same time the car horn inexplicably started blaring, my wife broke down and went outside to begin negotiations. I don't guess I'll ever know what went on out there, but I'll never forget the look on her face when she came back inside.

I've decided now to fight it out to the finish. And I've also decided to get up from the typewriter—something outside just exploded, and all through the house there's an odd smell. . . .

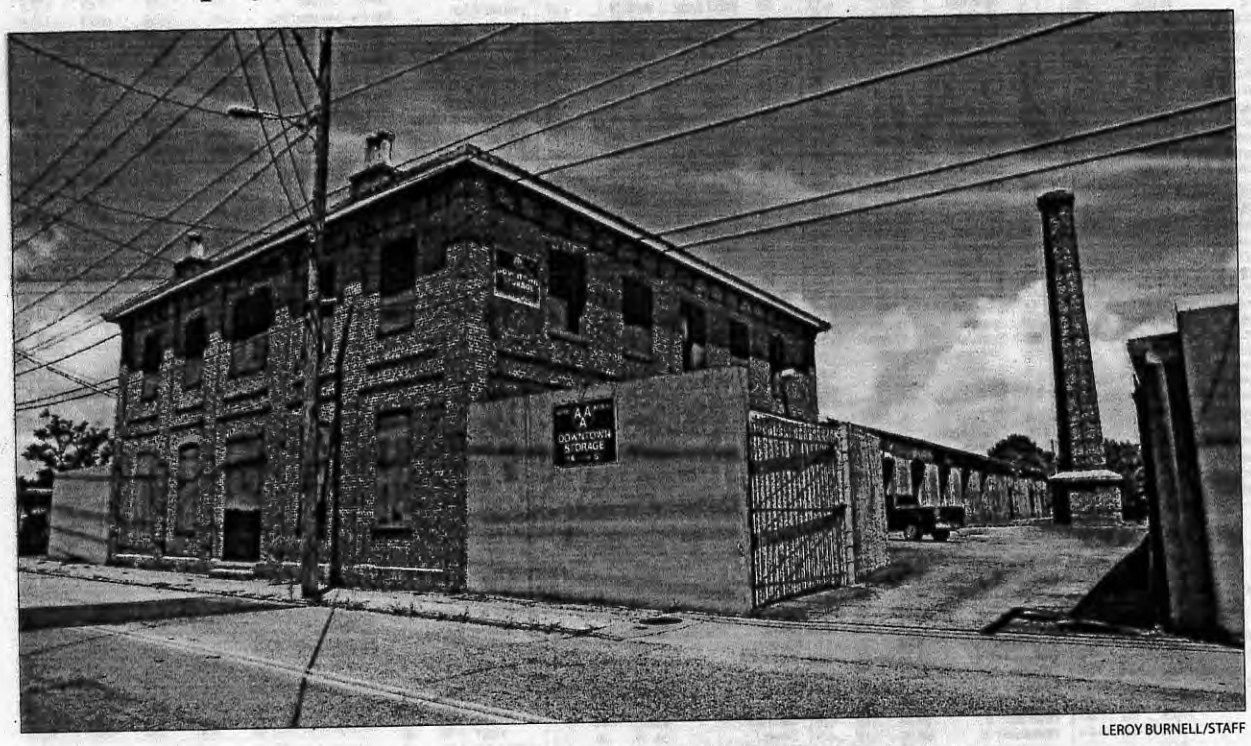
*Given to BSC by Mr. & Mrs Henry Hutson

(date ?)

P&C 4/15/2016

Buyers to showcase historic downtown site

Mixed-use project to incorporate 1857 Charleston building, nearby parcels



LEROY BURNELL/STAFF

The site of AAA Downtown Storage on Line Street in Charleston recently sold for a new mixed-use development.

44 Line St. timeline

1857: South Carolina Railroad Co. builds carpenter shop.

1956: Southern Railways closes the shop, and it falls into disrepair.

1978: Board of Architectural Review denies request to demolish building. Southern Railways deeds structure to Goodwill Industries for a distribution center and workshop.

1981: Fire ravages the building shortly after being designated part of National Historic Landmark District. The walls remain, but the roof is destroyed.

1984: A North Charleston attorney buys the property and grants the Preservation Society an exterior preservation easement to qualify the property for historic preservation tax credits so he can refurbish the site into a mini-storage warehouse.

2016: Storage business and surrounding parcels sell in $8.7 million deal for new mixed-use development.

—Preservation Society of Charleston

BY WARREN L. WISE
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A downtown Charleston storage facility in a historic building surrounding an antebellum smokestack could soon see a mixed-use development sprout on the site.

An Ohio-based developer and a Charleston real estate investment firm recently bought 12 parcels on and around the site of AAA Downtown Storage at 44 Line St. in a deal valued at nearly $8.7 million.

The buyers aren't outlining their specific plans for the mid-peninsula site, but an environmental cleanup plan filed with the state related to the block calls for a mix of uses, including apartments, businesses and open space.

Lifestyle Communities, a developer and property manager based in Columbus, Ohio, and The Seine Group of Charleston, through an Atlanta-based arm called East Line Partners LLC, bought the 294-unit storage business as well as the 2-plus acres bound roughly by Sheppard, Meeting and Line streets and an old railroad line.

Seine is a partner in the 10-story Woolfe Street apartment building rising about three blocks south of the storage site.

The purchase includes four parcels on the south side of Line Street near the unused rail line, just north of the Courier Square apartment and commercial building being constructed on property owned by the parent company of The Post and Courier.

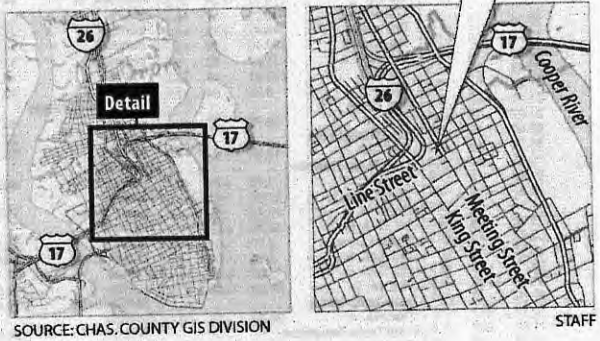
Justin Ferira, Seine's CEO, said it's unclear what the use will be for the properties south of Line Street. They are currently being used as a lay-down yard on the Courier Square project.

Chad Thompson, chief marketing officer for Lifestyle Communities,

Please see **WAREHOUSE,** Page B3

Storage site may become mixed use

The site of AAA Downtown Storage at 44 Line St. has been sold. Developers hope to build apartments and commercial uses on the historic property.



SOURCE: CHAS. COUNTY GIS DIVISION STAFF

Historic downtown storage business, parcels sell for $8.7M

WAREHOUSE, from B1

said he hopes to have a better picture of the proposal in a couple of months.

The central building of the mini-storage warehouse dates back to 1857, which means the historic structure won't be going anywhere under the city's preservation guidelines.

"The plan is to showcase the historic building," Ferira said.

As part of the property deal, the Preservation Society of Charleston waived a right of first refusal it had held for 32 years on the site of the historic structure at 44 Line. It retained an option to buy the property if it becomes available again.

The preservation easement is a protective mechanism the society holds on historic properties in Charleston.

"We worked with them on this acquisition, and we didn't feel any need to utilize it in this situation," said Kristopher King, the group's executive director.

King said developers plan to renovate an old carpenter's shop, which is the main building on the storage-warehouse site, and convert it to commercial use. Construction above it will not be allowed, he added.

"A storage warehouse is not the highest and best use of that property," he said. "We are intrigued by the idea of having a public use there."

King said also there are two vacant historic houses on Shepard Street that the developers will have to address.

"We oppose the relocation of historic structures," he said. "They need to show us a strong case as a benefit for having them moved."

He added, though, that he is unsure if leaving them there is the best option.

"The onus is on them to show what is best for that property and the historic structures," King said.

Ten of the parcels, previously owned by Hagerman Court LLC and others, sold for $7.6 million.

Two other parcels included in the deal were sold separately.

City Councilman William Dudley Gregorie sold the developers a lot at 36 Line for $425,000, while a firm called CB3 LLC sold the lot at 38 Line for $650,000, according to Charleston County property records.

Gregorie did not immediately respond to an email and phone calls for comment.

Historical records show the site closest to the rail line, developed in the mid-1800s, included an assortment of shops for blacksmiths, woodworking, machines, paint and offices. A plywood warehouse and large oil-storage room also were located on the site during the 1900s.

Because of past uses of the property and those of former nearby businesses that could have leached substances into the soil, a required environmental testing of soil samples showed some contamination above acceptable federal levels for lead, arsenic and other substances. Water samples were fine, according to the environmental study of the site.

East Line Partners has agreed to assess and manage any cleanup of the site, according to a filing with the state Department of Health and Environmental Control.

Reach **Warren L. Wise** at 843 937-5524 or twitter.com/warrenlancewise.

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