

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Kanawha & Michigan Railway Depot Warehouse

Other names/site number: Capitol Market

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 800 Smith Street

City or town: Charleston State: WV County: Kanawha

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B ___ C ___ D

 Deputy State Historic Preservation Officer	10/11/24
Signature of certifying official/Title:	
Date	
<u>West Virginia State Historic Preservation Office, Department of Arts, Culture and History</u>	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	
Date	
Title :	
State or Federal agency/bureau or Tribal Government	

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u>2</u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>2</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/ rail-related

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/department store

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19th AND EARLY 20th CENTURY AMERICAN MOVEMENTS/ Commercial Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The former Kanawha & Michigan (K&M) Railway Depot Warehouse is located in downtown Charleston on Smith Street in an urban commercial and historically industrial area. Interstate 64/77 is located immediately to the northeast and is elevated, with the Leon Sullivan Way exit ramp, also elevated, passing immediately to the southeast of the building. A mix of commercial, institutional, and residential buildings are located on adjacent streets. The building is a one-story long and narrow brick structure approximately 530 feet by 40 feet. It is oriented along Smith Street on its southwest side and the Kanawha River Railroad, an active railroad, to the northeast. Both long elevations feature cantilevered canopies and loading dock openings placed frequently along their lengths. The property includes two long steel structure pavilions to the northeast of the main building that houses a farmers' market. The remainder of the parcel contains parking lots. Despite changes to the setting and the demolition of most of the depot complex, the warehouse still retains integrity and is able to convey its historic association with Charleston's twentieth century railroad and freight industry.

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Narrative Description

Kanawha & Michigan Railway Depot Warehouse 1918 Contributing

The Kanawha & Michigan Railway Depot Warehouse is a one-story brick structure with a long and narrow plan 26 bays long by 2 bays wide and dimensions of approximately 530 feet by 40 feet. The structure has a concrete foundation. The metal truss roof has a very shallow pitch. The Smith Street elevation consists of loading docks in each bay that have been infilled with either fixed commercial metal windows and doors or metal infill consisting of horizontal slats resembling garage doors. The northeast elevation, which faces the railroad, consists of a concrete porch extending the length of the building with large three-pane fixed commercial windows or double doors in each former loading bay. The center bays are marked with non-original triangular parapets/gables containing "Capitol Market" signage. The center bays contain primary entrances to the building on both the northeast and southwest elevations. Additional entrances are located in the northwest elevation and in multiple bays in the northeast elevations. The building retains its original large metal frame cantilevered canopies which extend the length of the building on both sides and slope back towards the building. Above the canopies are original four-over-four pane industrial clerestory windows extending the length of the building in trios.

The south end of the building has a one-story, one-by-two bay brick addition that is smaller in height and width than the main building. It contains metal panel infill in the openings on the front, back, and side. This addition was constructed post-1975 when the office building portion of the warehouse was demolished.

The interior of the building consists of brick walls, concrete floors, and exposed metal truss and wood roof structure. The brick walls dividing the building into sections have large openings with massive sliding fire doors.

Integrity

Location

The K&M Depot Warehouse remains in the same place it was built in 1918 and retains integrity of location.

Setting

The surrounding neighborhood is comprised of interspersed small-scale commercial buildings, single-family dwellings, and early 20th century warehouse/commercial buildings. The Norfolk Southern railroad track is still active to the north of the building. While some of the setting along Smith Street and south towards downtown Charleston retains early 20th century buildings and scale, the setting on the north and east sides of the K&M Depot Warehouse has been altered by the construction of large, elevated interstate overpasses and ramps.

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Design

The original K&M Depot constructed in 1918 consisted of a two-story section and two one-story warehouse sections. The two-story section and one of the warehouse sections were demolished due to the construction of the interstate. The remaining section is the longer of the two warehouses. While the loss of the other two sections of the building altered the overall design of the depot, the remaining warehouse still conveys its original purpose for rail freight. Its long, narrow design alongside the railroad track and large loading bays on both the rail side and Smith Street side facilitated efficient movement of goods. Early 20th century design details including clerestory windows, cantilevered canopy, sliding interior fire doors, and truss roof remain intact.

Materials

Most of the original materials of the freight warehouse remain intact, including brick walls, metal and wood canopy, truss, wood plank ceilings, industrial windows, and metal fire doors and hardware.

Workmanship

The workmanship of the building is evident in the exposed brick walls, roof structure, and metal work.

Feeling and Association

The current use of the building as a market complements its historic use as a place of commerce, trade, and activity. In spite of the intrusion of the interstate, this neighborhood is still known and recognized in Charleston as a historic industrial and warehouse district.

Market Canopies

1980

Non-Contributing

Two large metal pavilion structures are located on the northeast side of the building and consist of metal "W"- shaped roofs supported on brick piers. The southwest structure is approximately 420 feet long by 42 feet wide and the northeast structure is approximately 420 feet long by 35 feet wide. The structures are connected at the center by a taller perpendicular gabled pavilion.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

COMMERCE

Period of Significance

1918-1975

Significant Dates

1918

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

C.M. McVey

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Kanawha and Michigan Freight Depot Warehouse is locally significant under Criterion A in the areas of Transportation and Commerce. The K&M Freight Depot Warehouse served as a regional center for the transportation of raw materials and finished goods. In the late 1900s, the freight depot warehouse operated as a recycling center and newspaper storage facility before being converted into Capitol Market, a retail dining center and farmers' market. Its period of significance is 1918, the date of its construction, to 1975, when portions of the depot were demolished for the construction of Interstate 64/77.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Transportation

The Kanawha and Michigan Freight Depot Warehouse is locally significant under Criterion A in the area of Transportation. This depot served as a regional center of transportation for raw materials and finished products to and from Charleston, the state of West Virginia, and beyond. The K&M Railroad was completed between Charleston and Point Pleasant by 1888 and carried both freight and passengers. The original wooden freight depot was destroyed by fire in 1918. It was quickly replaced with a two-story brick office building on Broad Street and two one-story brick warehouses that stretched parallel to the railroad line sidings. (See Figure 1) While the two-story office building and one warehouse were demolished in the 1970s as a result of interstate construction, the longer warehouse along Smith Street remains. The building represents the importance of railroad transportation in the early 20th century and continues to convey that significance. The extremely long one-story layout has a clear visual link to the linearity of railroad tracks. A succession of loading docks along both elevations demonstrates the flow of goods between the street and the railroad.

Commerce

The K&M Freight Depot Warehouse is locally significant under Criterion A in the area of Commerce. This building was a vital link for Charleston in the exchange of raw materials and goods locally, regionally, and nationally. The building represents the importance of Charleston's warehouse and industrial district in the early to mid-20th century when manufacturing facilities, warehouses, and related commercial structures were located in close proximity to downtown. Based on the businesses historically located in the area, the depot was a place to transfer and store things such as coal, furniture-making materials, cereal grains, produce, and other agricultural products, metal ore, and much more. The presence of the railroad depot close to industrial sites facilitated local commerce.

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Historic Context

Charleston was a frontier settlement beginning in the late 1700s and was granted a charter in 1794 by the Virginia General Assembly. George Clendenin and his brothers arrived in 1788 and built Fort Clendenin near the present-day intersection of Brooks Street and Kanawha Boulevard. The Clendenins helped establish Kanawha County in 1788 and Charleston is most likely named for their father Charles. The area grew in population and commerce in the 19th century due to its location on the navigable Kanawha River and the nearby salt industry. In addition to the labor required for the salt works, the industry stimulated businesses such as river shipping, boat building, barrel making and sawmills. Cox's Landing, on the Kanawha River at the end of present-day Capitol Street, was the riverport for the community. The first steamboat arrived at Cox's Landing in 1820, and in 1842, 156 steamboats docked in Charleston.¹

The city was contested during the Civil War due to its strategic location, status as a local commercial center, and proximity to the saltworks. It changed hands several times in 1861 and 1862 and was eventually held by the Union for the remainder of the war. After the Civil War, the rapid advances in industry and technology spurred economic growth and brought railroads to the city, making it a regional hub of business, shipping, and commerce. The Chesapeake & Ohio Railroad (C&O), Kanawha & Ohio (also known as the Kanawha & Michigan and later the New York Central), and the Charleston, Clendenin & Sutton Railroad were constructed to Charleston. The Chesapeake and Ohio Railroad was completed in 1873. It was followed by the Kanawha & Michigan in 1884 and the Charleston, Clendenin & Sutton Railroad in 1890.² Charleston became the capital of West Virginia permanently in 1885, further adding to its prominence and development.³

In the late 19th century, the heart of Charleston was centered on the riverfront, Capitol Street, and surrounding streets. An 1873 map of the city of Charleston⁴ shows the general layout of streets recognizable today with dense development along the riverfront and detached residential and commercial buildings moving outward. Ferries connect the business district to the C&O Railroad, which had just arrived that year. The late 1870s saw the establishment of the first wholesalers of groceries, dry goods, hardware, liquor and shoes, indicating the city's rising importance as a regional center of commerce.⁵ The state house was constructed on Capitol Street between Washington and Lee in 1870; in 1885, after the state capitol was moved to Wheeling and back again, a second larger building was constructed at the same location.⁶ This building

¹ Rodney S. Collins, et al. "National Register of Historic Places Registration Form: Downtown Charleston Historic District." 2006.

² Richard A. Andre, "Charleston," e-WV: The West Virginia Encyclopedia, September 29, 2023, accessed August 9, 2024, <https://www.wvencyclopedia.org/articles/1089>.

³ Collins, section 7, pp 44-45.

⁴ M. Wood White, "City of Charleston; Capitol of West Virginia, 1873." David Rumsey Map Collection <https://www.davidrumsey.com/luna/servlet/s/2h2u88>

⁵ James Morton Callahan. *The History of West Virginia, Old and New*.

⁶ "The Early Capitol Locations," West Virginia Legislature, accessed August 9, 2024, http://www.legis.state.wv.us/Educational/Capitol_History/pg4-5.cfm.

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was destroyed by fire in 1921, at which time the present structure was built about 1½ miles upstream on Kanawha Boulevard.

The expansion of the railroad network had an enormous economic impact on Charleston and West Virginia. Railroads through the Appalachians were often constructed alongside rivers since this was usually the easiest route through the challenging terrain. Thus, Charleston’s location on the Kanawha River continued to prove beneficial for commerce. As the capital of the state, the city’s political importance also drew business owners, politicians, and others seeking influence and connections. Warehousing and industry grew in downtown Charleston around the development of the railroad. A number of railroads converged in Charleston, including the Charleston, Clendenin & Sutton Railroad, constructed between Charleston and Flatwoods beginning in 1890. It was purchased by Henry Gassaway Davis in 1902 and incorporated into the Coal & Coke Railway, which was extended to Elkins in 1906. The Coal & Coke was purchased by the Baltimore & Ohio (B&O) Railroad in 1912 and had its terminus, including a railyard and round house, between Slack Street and Piedmont Road.⁷ The Chesapeake & Ohio (C&O) Railroad, built in 1873, was located on the south side of the Kanawha River and linked Newport News, VA with Huntington, WV. The C&O was initially linked to downtown Charleston only by a ferry, but in 1892, a toll bridge was constructed across the Kanawha.⁸ Thus, three of the eastern United States’ eventual largest railroads all converged in Charleston, connecting the state’s valuable coal and timber resources to the nation and globe.

Development of the Kanawha and Michigan Railroad

The history of the development of the nation’s railroad system is often a convoluted story of charters, false starts, bankruptcies, reorganizations, and mergers, and the history of the Kanawha and Michigan Railroad (K&M) follows this pattern. The following table summarizes the history of the K&M, its precursors, and successors.

A Timeline of the Development of the K&M Railroad⁹

Year	Event
1869	Atlantic & Lake Erie (A&LE) Railroad chartered with the intention of linking Toledo to Pomeroy, OH on the Ohio River
1878	A&LE made little progress and was reorganized and sold as the Ohio Central
1882	Ohio Central reached Pomeroy on the Ohio River
1882	Ohio Central purchased Allegheny & Northwestern (A&N) and Richmond &

⁷ Donald L. Rice, “Coal & Coke Railway,” e-WV: The West Virginia Encyclopedia, January 30, 2012, accessed August 9, 2024, <https://www.wvencyclopedia.org/articles/1337>.

⁸ Callahan, *The History of West Virginia, Old and New*.

⁹ Thomas W. Dixon, Jr. “New York Central (Kanawha and Michigan),” *West Virginia Railroads, Volume 1: Railroading in the Mountain State*, 109; Robert L. Frey, “New York Central,” e-WV: The West Virginia Encyclopedia, August 1, 2016, accessed August 9, 2024, <https://www.wvencyclopedia.org/articles/1646>; Billy Joe Peyton and Hailey Horn, “Capitol Market,” *Clio: Your Guide to History*, March 23, 2017, accessed August 9, 2024, <https://theclio.com/entry/22823>; New York Central System Historical Society, Inc., “The Toledo & Ohio Central”; J.C. Morris, “The Years 1854 to 1864, Inclusive,” *Ohio Railway Report*, 1902; Henry Varnum Poor, *Poor’s Manual of Railroads*, 561-564.

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	Allegheny (R&A) with the goal of linking its line across the Ohio River and into VA and WV. Bonds were sold to complete the construction of the River Division from Point Pleasant to Charleston, including a bridge at Point Pleasant.
1883	Ohio Central defaulted on the River Division bonds, went into receivership and was split up and sold off in parts.
1885	The River Division was sold and organized under a new company; this company was incorporated in Ohio as the "Ohio and Kanawha Railroad Company" and in West Virginia as the "Kanawha and Ohio Railroad Company." The two separate corporations (which consisted of the same owners) were consolidated in 1886 as the Kanawha and Ohio Railway Company.
ca. 1887	Passenger station (no longer extant) constructed on Broad and Smith Streets in Charleston
1889	The Kanawha & Ohio Railway Company went into receivership and purchasers reorganized it as the Kanawha & Michigan Railway Company (K&M)
1900	The K&M purchased the Charleston & Gauley, expanding its reach east and south into West Virginia
1900	Toledo & Ohio Central purchased the K&M, but it still operated independently as the K&M
1910	New York Central gained control of the Toledo & Ohio Central and its subsidiaries; K&M still operated under K&M name
1918	Original freight depot/warehouse destroyed by fire and replacement constructed
1938	New York Central purchased the Toledo & Ohio Central and incorporated it and its subsidiaries, including the K&M, into its system
1952	New York Central fully merged the Toledo and Ohio Central into its system
1968	New York Central merged with the Pennsylvania Railroad to become Penn-Central
1975	Passenger depot and part of freight depot demolished for construction of I-77/I-64
1976	Penn-Central failure results in creation of Conrail
1999	Conrail split between Norfolk South and CSX; the former K&M tracks became part of Norfolk-Southern

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The late-19th century expansion of the K&M east and south into the southern coalfields greatly increased its freight traffic. The K&M was “dedicated to transporting coal from the West Virginia mines immediately north of the Kanawha River to the mills and factories of Ohio’s cities.”¹⁰ A large number of passenger trains were also operated; in 1916, 12 passenger trains a day connected Charleston to local, regional, and national destinations.¹¹

Although Sanborn maps of Charleston do not show the depot area in detail until 1907, the index maps for the 1888, 1893, 1897, and 1902 editions depict a building adjacent to the K&M tracks on Smith Street east of Capitol Street. The 1907 map shows a wooden depot structure in this area. Around 1888, the K&O Railroad constructed a passenger and freight depot on present-day Smith and Broad Streets; thus it is likely that the original wooden depot was constructed at that same time. The original passenger depot was a brick Victorian-style structure with a clay tile roof located on Broad Street (now Leon Sullivan Way). It was demolished in 1975 when the interstate was constructed. The original freight depot was a wooden structure that was destroyed by fire on May 18, 1918. The present brick building was constructed on the site that same year and was completed in early November.¹² The facility consisted of a 100’ x 200’ two-story brick building on Broad Street with two one-story warehouses extending to the northwest (Figures 1 and 2). The warehouse along Smith Street was approximately 525’ long, while the warehouse parallel to it was approximately half that length. Railroad sidings brought freight directly to the warehouses. A large railyard was also located on Lewis Street between Morris and Beaugard streets.¹³

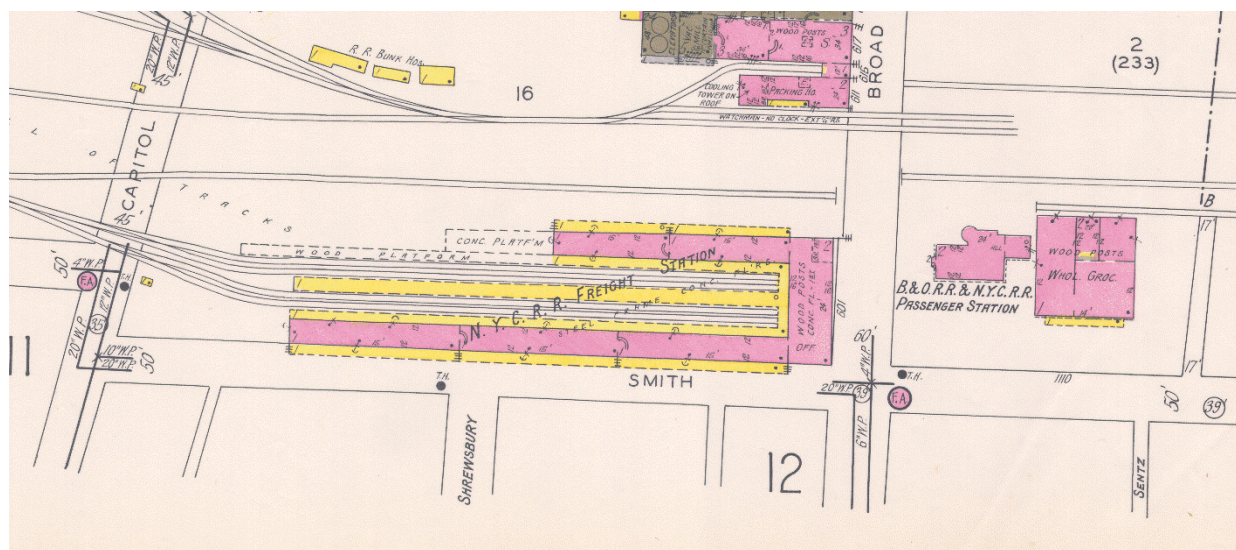


Figure 1. Excerpt, 1933 Sanborn Fire Insurance Map. (WVU Libraries)

¹⁰ Frey, "New York Central."

¹¹ Frey, "New York Central."

¹² "Completion of K&M Depot Big Achievement," *Charleston Mail*, November 6, 1918.

¹³ Sanborn Fire Insurance Map, 1933 (updated 1947).

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Figure 2. K&M Freight Depot, 1960s. (Photo source: Jerry Waters. Used by permission.)

The transportation and technological advances of the late 19th and early 20th centuries signified boom years for Charleston. The area parallel to the Kanawha River and stretching along the base of Charleston's northeastern hills and the railroad formed a continuous corridor of commercial, warehouse, and industrial properties, interspersed with residential areas. Although the area north of the K&M/NYC line consisting of Piedmont Road, Bullitt Street, Slack Street and surrounding streets is now separated from downtown by the interstate, prior to the 1970s the area was contiguous with downtown and what is now known as the East End. Many industrial, warehouse, and commercial buildings along the railroad architecturally demonstrate a direct relationship with the railroad through loading docks, track sidings, and/or two "primary" facades facing both the street and the tracks. The K&M Railway Depot visually represents the flow of goods to and from the railroad through its long progression of loading docks on both its trackside and streetside elevations.

The area's proximity to transportation made it an ideal place not just to store goods, but to produce them. The industrial and warehouse district included grain mills like Charmco and the Brown Milling & Produce Warehouse. The Elk Milling and Produce Company was owned by James Kay, a prominent figure in the coal industry who built the coal town of Kaymoor in Fayette County. Kay started the Elk Milling Company primarily to supply his coal company stores at Cabin Creek.¹⁴ Furniture factories such as Kyle Furniture and Pugh Furniture also had a significant presence along Smith Street. Manufacturing facilities including the West Virginia Steel Corp Offices, Kanawha Manufacturing Co., and the McJunkin Corporation were located in the East End along the K&M/NYC line. Raw materials and finished products from these and other businesses in Charleston and the surrounding area passed through the K&M freight depot.

¹⁴ Jerry Waters, email communication. August 22, 2017.

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Today the Smith Street corridor and Bullitt Street area are known as industrial and commercial zones, but in the early 20th century, these areas were mixed-use neighborhoods. In an era before automobile ownership was common, working-class housing was located in close proximity to the commercial and industrial buildings where the labor force was employed. Businesses such as corner grocery stores, barber shops, restaurants and taverns were built throughout the city to support the local population. Broad Street (Leon Sullivan Way) was home to the Elk Hotel, right across from the K&M depot.¹⁵ Life in these neighborhoods was challenging, with trains and industrial facilities emitting smoke and dirt into the environment, families densely packed into small wood frame dwellings, and poverty rampant. Historic photos and maps show very little open space, with homes filling gaps between larger buildings on almost every street, both in the Smith Street corridor and the Bullitt Street area.¹⁶ On blocks closer to the Kanawha River, homes became larger and more spaced out.

The area was also home to a substantial Black population, which was segregated onto certain streets and blocks. Shrewsbury Street was the center of the Black community and home to Black institutions including Simpson Memorial Methodist Episcopal Church (extant), St. James' Episcopal Church (demolished), Garnet High School (now Garnet Career Center) and various businesses and homes.¹⁷

Mid-20th Century and Urban Renewal

As the 20th century proceeded, transportation shifted from railroad and river to automobiles. The slow decline of the coal and chemical industries beginning in the 1960s resulted in population decreases in the region and closure of businesses, especially those that supported heavy industry. Urban renewal projects demolished all but a handful of residences northwest of Ruffner Avenue and dramatically changed its architectural makeup. Interstates 64, 77, and 79 were built through Charleston in the 1970s adjacent to and through the project area and were purposely located to wipe out what were considered blighted areas, including predominantly working-class and Black neighborhoods in the warehouse district. A number of elevated ramps were built over existing streets. The Leon Sullivan Way exit ramp resulted in the demolition of the two-story portion of the K&M freight depot and the northeastern one-story warehouse extension.

The construction of Interstates 77 and 64 through Charleston was controversial. Lawsuits were filed against the project by non-profits and individuals who contended that the project would have serious adverse environmental effects, including increased traffic and pollution, changes to existing roads and streets limiting emergency access for residents. A lawsuit filed in 1972 requested an injunction and asked that further environmental impact studies and public hearings be conducted, and that all existing environmental evaluations be shared with the public.¹⁸ Many newspaper articles and letters to the editor from the time period express frustration and anger towards the West Virginia Department of Highways and the City of Charleston regarding lack of

¹⁵ Jerry Waters, "Elk Hotel," <https://www.mywvhome.com/1900s/photo2.htm>

¹⁶ Jerry Waters, "Back Side of Town," <https://www.mywvhome.com/thirties/doris.html>

¹⁷ Jerry Waters, "Shrewsbury Street," <https://www.mywvhome.com/fifties/shrewsbury1.html>

¹⁸ "Suit Would Halt Interstate Work," *Charleston Daily Mail*, January 20, 1972.

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transparency in decision-making, displacement of residents, destruction of greenspace, and targeting of the Triangle District, a predominantly Black neighborhood, for urban renewal.¹⁹ Even though the freight and passenger depots met the 50-year threshold and were subject to Section 106 review at the time of the interstate's construction, environmental documents from that time could not be located. The K&M passenger and freight depots appear to have been victims of the prevailing attitude of the time favoring "progress" at the expense of historic buildings and working-class and minority neighborhoods. While the loss of the freight depot's two-story section and second warehouse was unfortunate, this too is a part of the continuing story of the building and surrounding neighborhood.

Capitol Market

Discussions on converting the building into a retail space and farmers' market began as early as the 1980s. The Charleston Urban Renewal Authority (CURA) purchased the building from Conrail in 1994 on the condition that the recycling center occupying the building would be relocated. Details on the building's time as a recycling center were very limited. Reference is made in a 1995 West Virginia Public Service Commission legal document to relocation of equipment from the Kanawha County Solid Waste Authority's "Smith Street Facility" to a facility at 600 Slack Street.²⁰ It is not known when the building transitioned from railroad/storage use to a recycling center. By 1997, the building's conversion into an indoor/outdoor market was complete. Metal outdoor pavilions were constructed to provide space for seasonal vendors. A variety of food-related businesses lease space inside the building. Capitol Market receives over 500,000 visitors annually.

Although the industrial and warehouse district is no longer the commercial hub it once was, a number of commercial, industrial, warehouse, and residential buildings representing this aspect of Charleston's history remain. The K&M freight depot warehouse is the only remaining train station within the East End warehouse and industrial area. Its current use as the Capitol Market complements its history as a busy center of trade and commerce.

¹⁹ "Ministers Favor 'Land Bank' Idea," *Charleston Mail*, 3 Jan 1968, p 16.

²⁰ Public Service Commission of West Virginia, "Final Order: Case No. 94-0065-SWF-CN," September 29, 1995, page 5, accessed August 22, 2024, <https://www.psc.state.wv.us/scripts/orders/ViewDocument.cfm?CaseActivityID=66311&Source=Archives>

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9. Major Bibliographical References

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): KA-1509, KA-1517, KA-4649-0018

10. Geographical Data

Acreege of Property 2.69

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|--------------|------------|
| 1. Latitude: | Longitude: |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

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Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|--------------|-----------------|-------------------|
| 1. Zone: 17N | Easting: 445158 | Northing: 4245063 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The historic boundary coincides with the boundary of Tax Parcel 11-12-104, which is bounded by Smith Street on the southwest, Leon Sullivan Way on the southeast, Norfolk Southern Railroad on the northeast, and Interstate 77 on the northwest.

Boundary Justification (Explain why the boundaries were selected.)

Tax Parcel 11-12-104 encompasses the K&M Freight Depot Warehouse and all associated buildings and parking lots.

11. Form Prepared By

name/title: Courtney Zimmerman, Architectural Historian
organization: Aurora Research Associates LLC
street & number: 1436 Graham Road
city or town: Silver Lake state: OH zip code: 44224
e-mail: courtney@aurora-llc.com
telephone: 304-685-7410
date: May 20, 2024

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Kanawha & Michigan Railway Depot Warehouse

City or Vicinity: Charleston

County: Kanawha

State: West Virginia

Photographer: Courtney Zimmerman

Date Photographed: May 11, 2024

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 9. Oblique view, northwest elevation, camera facing S.

Photo 2 of 9. View of northeast elevation, central bays, camera facing SE.

Photo 3. of 9 View of southwest (Smith Street) and southeast elevations with interstate ramp at right, camera facing N.

Photo 4 of 9. Northeast elevation, camera facing W.

Photo 5 of 9. Northeast and southeast elevations, camera facing NW.

Photo 6 of 9. Outdoor market pavilions, camera facing SE.

Photo 7 of 9. Overall view of property, camera facing SW from Sunset Drive on Capitol Hill.

Photo 8 of 9. Interior view from center of building, camera facing NW.

Photo 9 of 9. Interior view from center of building showing roof structure and clerestory windows on northeast elevation, camera facing NW.

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Photo 1. Oblique view, northwest elevation, camera facing S.



Photo 2. View of northeast elevation, central bays, camera facing SE.

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Photo 3. View of southwest (Smith Street) and southeast elevations with interstate ramp at right, camera facing N.



Photo 4. Northeast elevation, camera facing W.

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Photo 5. Northeast and southeast elevations, camera facing NW.



Photo 6. Outdoor market pavilions, camera facing SE.

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Photo 7. Overall view of property, camera facing SW from Sunset Drive on Capitol Hill.

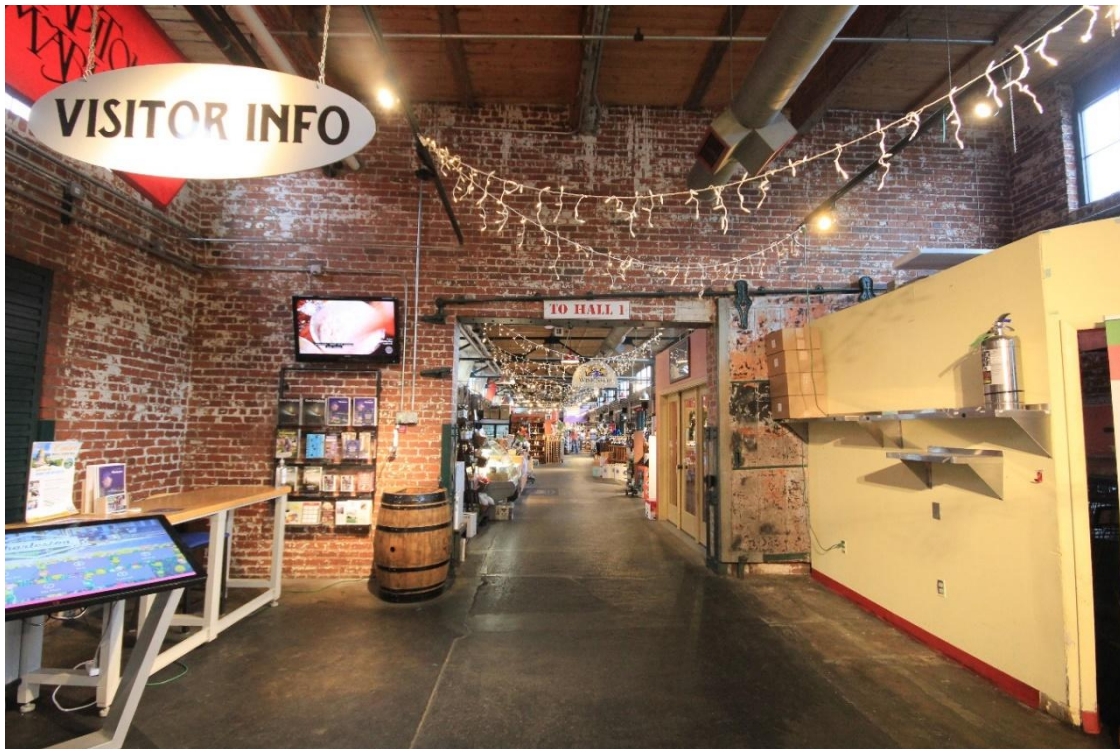


Photo 8. Interior view from center of building, camera facing NW.

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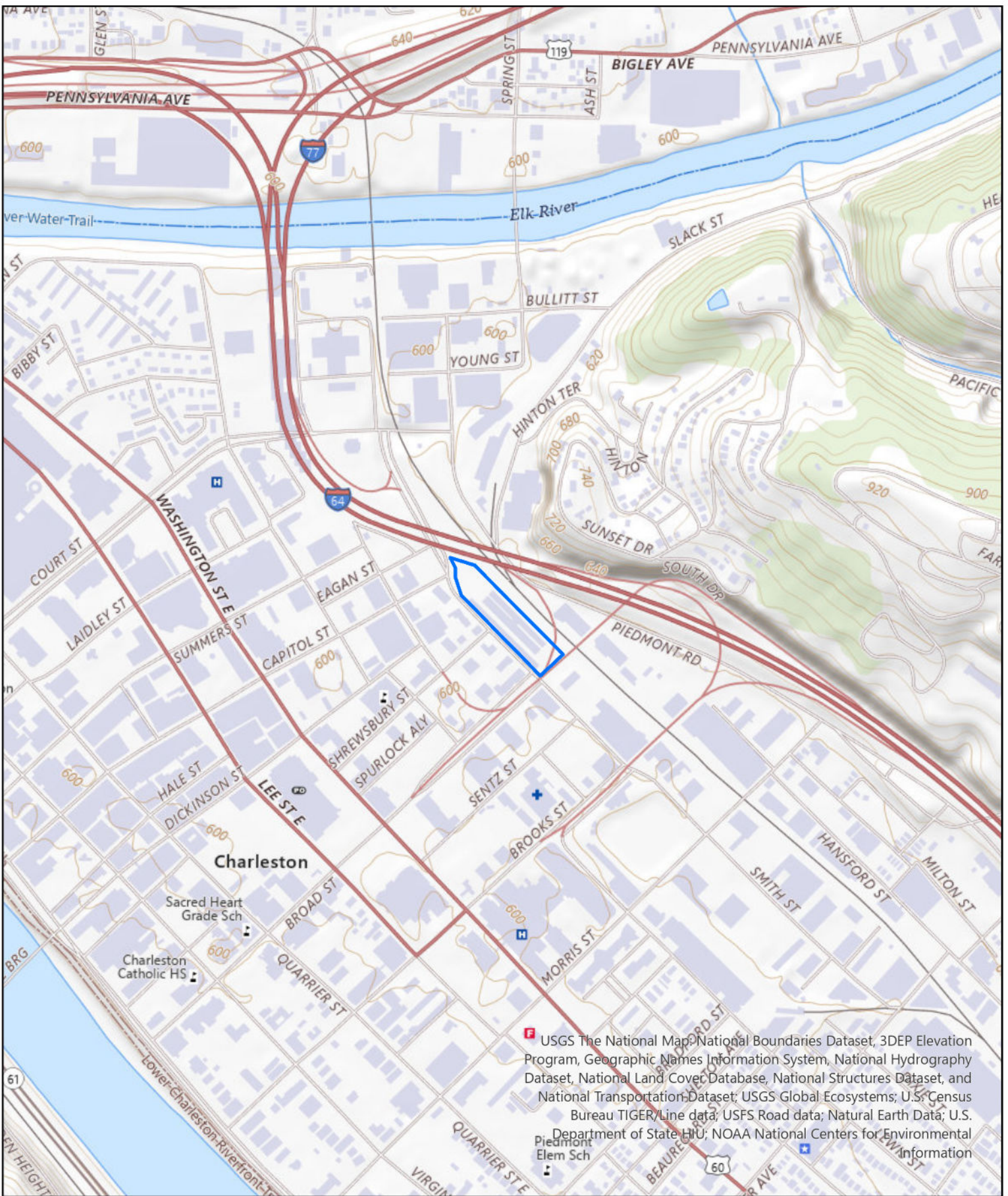
Photo 9. Interior view from center of building showing roof structure and clerestory windows on northeast elevation, camera facing NW.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.



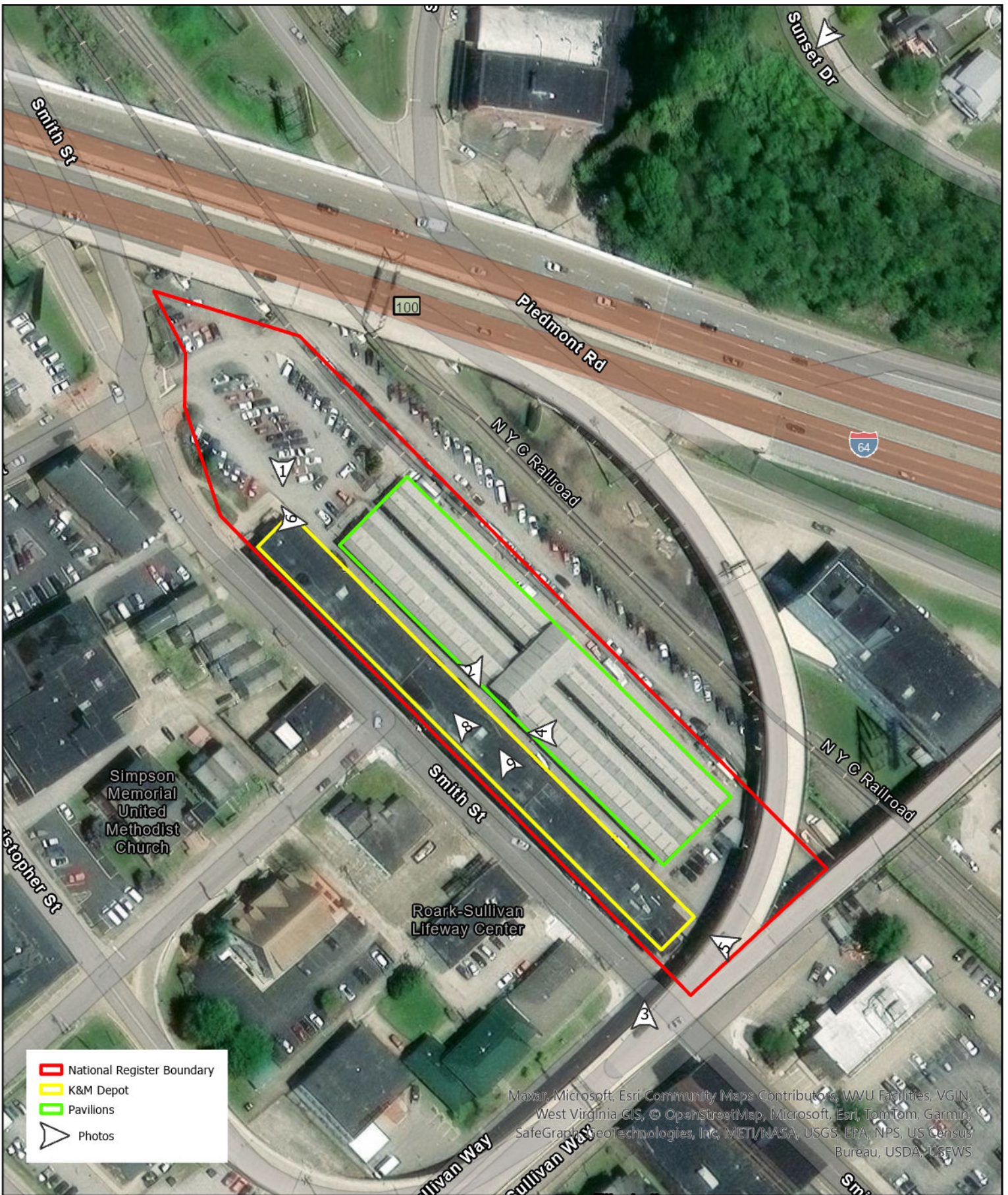
Kanawha & Michigan Freight Depot
National Register USGS Topo Map
 Charleston West Quadrangle
 Charleston, Kanawha County, West Virginia
 June 2024

 National Register Boundary



0 375 750 1,500 Feet





Kanawha & Michigan Freight Depot
National Register Boundary and Photo Key
 Charleston, Kanawha County, West Virginia
 June 2024

