

# Historic Architectural Survey of the City of Fairfax's Commercial Buildings

Allendale County, South Carolina



New South Associates, Inc.

Intentionally Left Blank

# Historic Architectural Survey of the City of Fairfax's Commercial Buildings

Allendale County, South Carolina

Report submitted to:

---

South Carolina Department of Transportation • 955 Park Street •  
Columbia, South Carolina 29201

Report prepared by:

---

New South Associates • 6150 East Ponce de Leon Avenue • Stone Mountain, Georgia 30083



---

Mary Beth Reed – Principal Investigator

Summer Ciomek – Historian and Co-Author

Mary Beth Reed – Principal Investigator and Co-Author

Ally Cochran – Historian and Co-Author

Pam Enlow DeVore – Historian and Co-Author

February 28, 2019 • **Revised Draft Report**  
New South Associates Technical Report 2941

Intentionally Left Blank



# ABSTRACT

New South Associates, Inc. was contracted by the South Carolina Department of Transportation (SCDOT) to conduct a historic resources survey and evaluation of the commercial buildings within the city of Fairfax in Allendale County.

The APE for the proposed U.S. 278/U.S. 321 intersection improvement project would include the existing ROW along an approximately 700-foot section of U.S. 278 and 300 feet beyond the ROW to account for the viewshed. The survey extended beyond the APE in order to adequately assess all the historic commercial buildings, not only those within the APE, to evaluate the potential for a commercial district that was eligible for the National Register of Historic Places (NRHP).

Background research showed that there was one previously recorded resource within the study area. The resource is the Virginia Durant Young House, which is listed on the NRHP. The historic architectural survey documented a total of 36 commercial resources that are 50 years old or older. Of the 36 resources, two (Resource Number 0061, Fairfax City Hall, and Resource Number 0072, the Fairfax Railroad Depot) are recommended eligible for the NRHP. Both resources accurately represent the history and development of Fairfax, are significant examples of their building types and/or styles, and retain a high level of integrity. Fairfax's commercial building stock was evaluated under Criteria A and C and is recommended not eligible to the NRHP as a historic district.

Intentionally Left Blank

# TABLE OF CONTENTS

ABSTRACT.....	i
TABLE OF CONTENTS.....	iii
LIST OF FIGURES AND TABLE.....	v
 I. INTRODUCTION.....	 1
 II. HISTORIC CONTEXT.....	 3
 III. METHODS.....	 9
BACKGROUND RESEARCH.....	9
SURVEY METHODS.....	9
NATIONAL REGISTER OF HISTORIC PLACES (NRHP) EVALUATION.....	9
 IV. HISTORIC ARCHITECTURAL SURVEY RESULTS.....	 11
Resource Number 0021.....	13
Resource Number 0022.....	14
Resource Number 0023.....	15
Resource Number 0024.....	16
Resource Number 0025.....	17
Resource Number 0026.....	20
Resource Number 0027.....	20
Resource Number 0028.....	22
Resource Number 0029.....	23
Resource Number 0030.....	23
Resource Number 0031.....	23
Resource Number 0032.....	26
Resource Number 0033.....	26
Resource Number 0034.....	28
Resource Number 0035.....	28
Resource Number 0061.....	29
Resource Number 0062.....	29
Resource Number 0063.....	32
Resource Number 0068.....	32
Resource Number 0069.....	34
Resource Number 0070.....	34
Resource Number 0071.....	36
Resource Number 0072.....	36
Resource Number 0073.....	37
Resource Number 0074.....	39
Resource Number 0075.....	39
Resource Number 0076.....	41
Resource Number 0077.....	41
Resource Number 0078.....	43

Resource Number 0079 .....	43
Resource Number 0080 .....	45
Resource Number 0081 .....	45
Resource Number 0082 .....	48
Resource Number 0083 .....	48
Resource Number 0084 .....	50
Resource Number 0085 .....	50
 V. RESULTS AND RECOMMENDATIONS .....	 53
 BIBLIOGRAPHY .....	 55

# LIST OF FIGURES AND TABLE

Figure 1.	Study Area and Resource Location Map.....	2
Figure 2.	1918 USGS Topographic Map Showing the Town of Fairfax.....	5
Figure 3.	1951 Sanborn Map of Fairfax.....	7
Figure 4.	Resource Numbers 0021 and 0022.....	14
Figure 5.	Resource Numbers 0023 and 0024.....	16
Figure 6.	Historic Postcard Showing Resource 0024.....	18
Figure 7.	Resource Numbers 0025 and 0026.....	19
Figure 8.	Resource Numbers 0027 and 0028.....	21
Figure 9.	Resource Numbers 0029 and 0030.....	24
Figure 10.	Resource Numbers 0031 and 0032.....	25
Figure 11.	Resource Numbers 0033 and 0034.....	27
Figure 12.	Resource Numbers 0035 and 0061.....	30
Figure 13.	Resource Numbers 0062 and 0063.....	31
Figure 14.	Resource Numbers 0068 and 0069.....	33
Figure 15.	Resource Numbers 0070 and 0071.....	35
Figure 16.	Resource Numbers 0072 and 0073.....	38
Figure 17.	Resource Numbers 0074 and 0075.....	40
Figure 18.	Resource Numbers 0076 and 0077.....	42
Figure 19.	Resource Numbers 0078 and 0079.....	44
Figure 20.	Fairfax Waterworks.....	46
Figure 21.	Resource Numbers 0081 and 0082.....	47
Figure 22.	Resource Numbers 0083 and 0084.....	49
Figure 23.	Resource Number 0085.....	52
Figure 24.	Aerial Photography of Fairfax.....	54
Table 1.	Surveyed Architectural Resources.....	11



Intentionally Left Blank

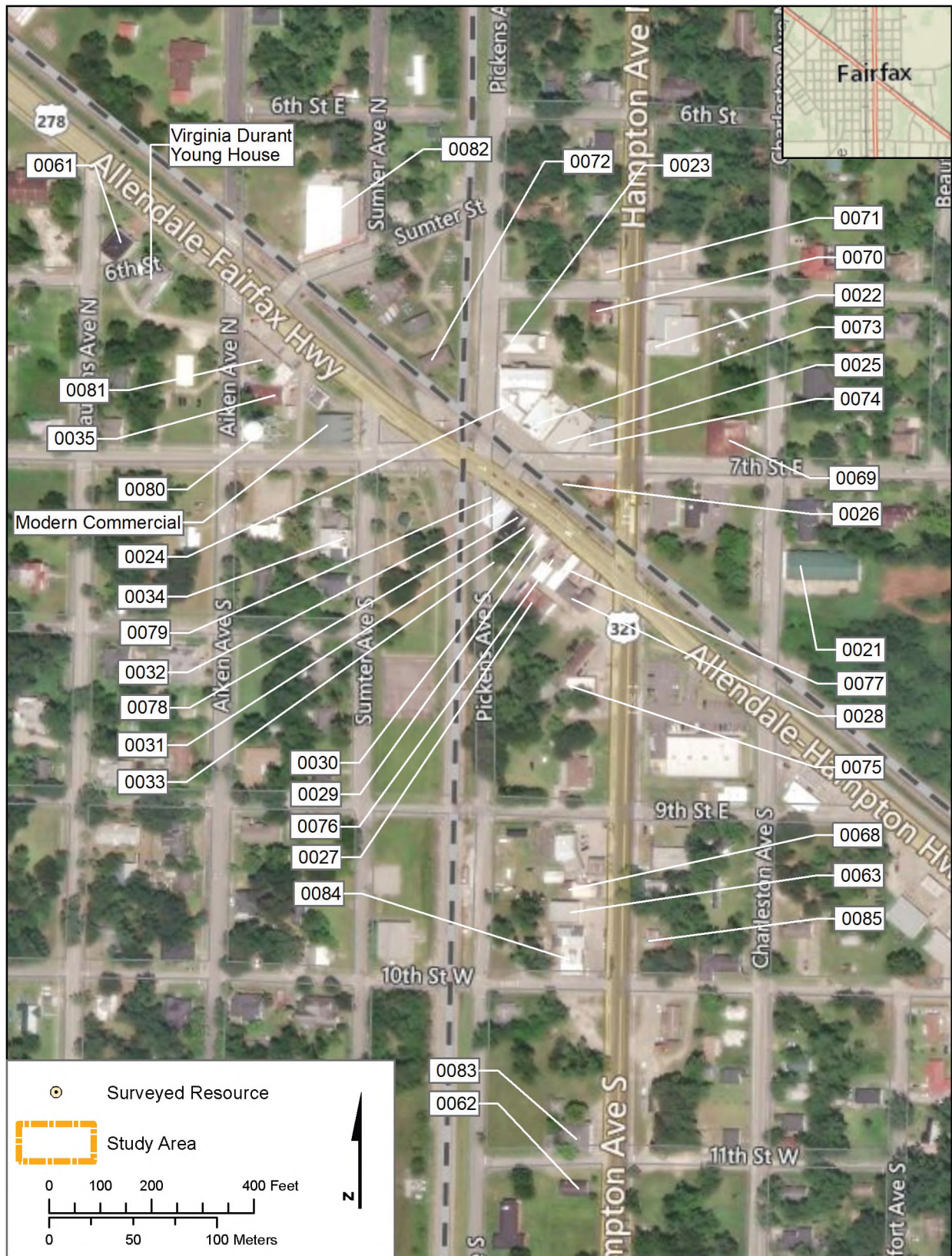
# I. INTRODUCTION

New South Associates, Inc. was contracted by the South Carolina Department of Transportation (SCDOT) to conduct a historic resources survey and evaluation of the commercial buildings within the city of Fairfax in Allendale County. The study was undertaken in response to an inquiry by the South Carolina State Historic Preservation Office (SC SHPO), who requested additional research on the history and development of Fairfax's commercial district and an evaluation of the National Register of Historic Places (NRHP) eligibility of the commercial building stock, both individually and as a district. The survey was performed as part of a cultural resources study for proposed improvements at the intersection of U.S. 278 (Allendale-Fairfax Highway) and U.S. 321 (Hampton Avenue). The proposed improvements would increase safety by eliminating one or more of the railroad crossings on the northeast side of U.S. 278, as well as creating aesthetic enhancements such as installing a landscaped median, planting street trees, and expanding greenspaces. The project corridor extends along U.S. 278 between Sumter Avenue and U.S. 321 (Figure 1).

The area of potential effect (APE) is defined as those areas that could be directly or indirectly affected by the proposed undertaking. The APE for the proposed U.S. 278/U.S. 321 intersection improvement project would include the existing right-of-way (ROW) along an approximately 700-foot section of U.S. 278 and 300 feet beyond the ROW to account for the viewshed. This study extends beyond the APE in order to adequately assess all the historic buildings within the commercial district, not only those within the APE.

This report is organized into five chapters, including the introduction. Chapter II presents the historic context and Chapter III outlines the methodology. The architectural survey results are presented in Chapter IV, while Chapter V discusses the recommendations.

Figure 1.  
Study Area and Resource Location Map



## II. HISTORIC CONTEXT

Written histories of Fairfax, South Carolina are few. This brief history draws heavily from *Allendale on the Savannah* by Alezania Easterling Lawton and Minnie Reeves Wilson (Bamberg, SC: Bamberg Herald Printers, 1970) and *Centennial Celebration, 1893-1993, Town of Fairfax, South Carolina* by Adrienne Loadholt (Fairfax, SC Town of Fairfax, 1993). Finally, Walter Edgar's *South Carolina Encyclopedia*'s profile of Fairfax written by Daniel McDonald Johnson and published in 2006 by the University of South Carolina was helpful in providing this context.

Fairfax, a small town located in Allendale County, is best understood in terms of historic transportation routes and commerce. Its origins stem from the 1850s when it was a rural crossroads community in Barnwell County anchored by Owen's Store. Founding dates for local religious congregations indicate its steady but small growth as a small agricultural community from the 1850s through the 1870s with a post office known as "Sanders" or Sandersville. A centennial history references only six dwellings in the community in 1880 owned by the Griffins, Preachers, and the W. J. and J. F. Sanders families (Loadholt 1993).

Its size was disparaged in an 1880 South Carolina Business Directory- "*Sanders' - Barnwell County – An unimportant post office with 15 inhabitants*" but change was on the way. The arrival of the Port Royal Railroad, an east-west line, through town in 1873 and the subsequent establishment of a rail stop named Campbellton Station, honoring a railroad official, established a second name for the growing town. When incorporation occurred in 1893, however, this situation was resolved by the community. Proposed place names were put in a hat and the moniker of Fairfax was selected (Johnson 2006).

The year 1896 brought the Florida Central Railroad, a north-south line later known as the Seaboard Air Line, to the rural community and the intersection of the two railroad lines dramatically encouraged commercial growth and enterprising families in the area took note (Lawton and Wilson 1970). Local histories relate that Owen's Store was moved into the town center in 1881 for greater commercial advantage. A new brick store was built by Francis Marion Young, a farmer turned entrepreneur, in the 1890s, selling clothing, farm supplies, groceries, and coffins. His business ventures expanded to include a telephone company, and he was involved with generating electricity, ginning cotton, and extracting cotton oil. Later generations stayed with the family business of providing electricity, first wiring homes for Delco generators, then moving to a full-fledged electrical contracting business (Johnson 2006). The Young Family were important town leaders in more than its commercial life. W.J. Young, a town physician and philanthropist, and his wife, Virginia Durant Young, a publisher and suffragette, would bequeath their home to the city for a library and their generosity provided funding for the establishment of the Allendale County Hospital in Fairfax (Johnson 2006). The home is now listed on the NRHP.

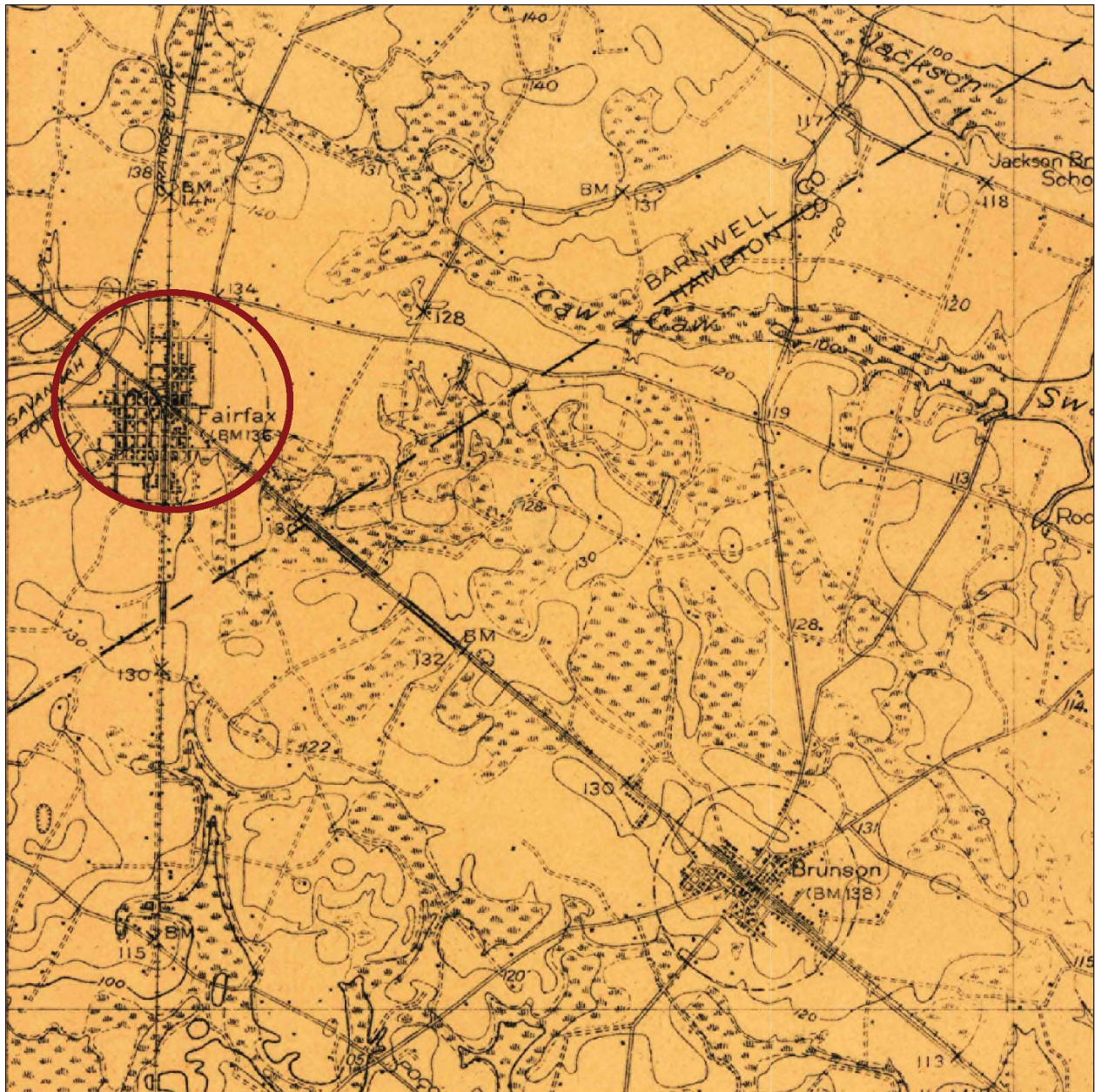
While Fairfax remained rural in its surroundings, the gridded town streets were indicative of the town's burgeoning commercial life. A map published in 1918 shows the junction of the railroads that formed its center with two larger grids north and south of that center aligned with the north-south Seaboard Air Line right of way (Figure 2). The businesses along Railroad Avenue and Pickens streets likely handled the more local/regional commerce. After U.S. Highways 321 and 278 developed in the area paralleling the rail corridors, motels, gas stations, and restaurants were established that would cater to the automobile traveling public (Lawton and Wilson 1970).

Unfortunately, no city directories were found and no early twentieth-century maps of the town showing its businesses and their locations were identified. There is also little information on African American life and commerce in Fairfax. Some archival sources, primarily newspaper advertisements found in the *Fairfax Enterprise*, note the following business names and dates, which give some sense of the types of commerce Fairfax boasted:

- F. M. Young Company, a two-story brick building and an adjacent one-story building, late 1890s, general merchandise;
- Ice, Light and Gin Company, possibly run by F.M. Young, established 1915;
- Standard Oil, 1890, operated by G.S. O'Neal;
- Bell Telephone Lines put in place 1906;
- Wilson Millinery Store, located in the home of Mary Ann Wilson, no date;
- Blacksmith Shop, operated by J.T. Wilson, "a wood and iron crafter, he built farm wagons, buggies, shoed horses, built furniture and made scroll bannisters"
- Speaks General Store , Highway 321, early 1900s, run by R.R. (Bob) Speaks. Speaks employed successful milliner Miss Winette until she opened her own store;
- Winette Hat Shoppe opened in 1917 by Miss Winette, later called Fashion Galore-Winette Hat Shoppe;
- B. F. Thomas Furniture Company;
- Fairfax Tractor and Implement Company;
- Best Grocery Store;
- C. W. Brewer Company;
- Cannery, 1929; and
- Planing Mill, 1929.



Figure 2.  
1918 USGS Topographic Map Showing the Town of Fairfax



Source: 1918 USGS Varnville, South Carolina Quadrangle

These business listings are fragmentary and weighted toward general commerce but suggest that industry was also becoming part of the town's early twentieth-century economy. Research suggests that its accessible location may have played a role in this change. By 1940, Fairfax's population had grown to 1,379 and by 1950, its population grew another 13 percent. This change may have been due to the coming of the Atomic Energy Commission's Savannah River Plant to the north which brought in thousands of workers and their families during its construction between 1950 and 1955. Data collected on the community prior to the selection of the plant area noted its transportation advantages and the presence of two hotels, a bank, a high school and grade school, a hospital, movie house, pool hall, and five churches (Reed et al. 2002).

A hand drawn Sanborn Map dated June 1951 shows Fairfax's commercial district along Railroad Avenue specifically where it intersects with South Pickens Avenue and north to Fifth Street and south to Seventh Street (Figure 3). Businesses include grocery, hardware, and drug stores, a hotel, pool room, dry cleaners, a five-and-ten store, filling stations, a movie theater, and garages. The presence of a Greyhound and Southeastern Bus Lines stop on Hampton Avenue likely provided both passenger and freight services. All of these appear in step with a small rural town economy and the "special" drawing of the Young's gin on the left underscores that agriculture was still vital to its economic health.

By 1974, an Allendale County Industrial Brochure was created to entice new industry to the area. Notably, the brochure identified 10 industries in Fairfax of which four were large in scale. Allendale Yarn, Inc. which produced synthetic carpet yarn employed 250 individuals; Corbett Plywood Corporation, employed 50; Collum's Lumber Company, 30; and Fairfax Dimension Company (furniture) employed 25 (Allendale County Development Board 1974). Clearly, Fairfax had an industrial profile by the 1970s that had begun earlier in the century. Fairfax's commercial history is a product of its location and its strong access to transportation. This access ensured its success as a market town and as a small commercial hub for this rural area within southwest South Carolina during the twentieth century.





Intentionally Left Blank

# III. METHODS

## BACKGROUND RESEARCH

Background research was conducted to identify any previously-recorded historic resources in Fairfax's commercial district and to compile a history of the development of Fairfax's business district. New South Associates reviewed Archsite, the digital site files and GIS database maintained by the South Carolina Institute of Archaeology and Anthropology (SCIAA) and the South Carolina Department of Archives and History (SCDAH), to identify any previously recorded commercial resources in the study area. Research was also conducted at local and state libraries and archives. The collections at the Fairfax Town Library and the Allendale County Library were consulted to find primary and secondary sources on the history of Fairfax and Allendale County. Additional research was performed at the Richland Library and University of South Carolina Library, including the South Caroliniana Library, both located in Columbia. Additionally, historic maps and aerial photography were reviewed.

## SURVEY METHODS

The architectural historians conducted a survey of the study area to document buildings and structures 50 years of age or older. The APE for the proposed U.S. 278/U.S. 321 intersection improvement project would include the existing ROW along an approximately 700-foot section of U.S. 278 and 300 feet beyond the ROW to account for the viewshed. The survey extended beyond the APE in order to adequately assess all the historic commercial buildings, not only those within the APE, to evaluate the potential for an NRHP-eligible commercial historic district. Buildings and structures were evaluated following the NRHP criteria. In the field, each resource was documented on a South Carolina survey form, a GIS point taken to record the resource's location, and each resource was digitally photographed.

## NATIONAL REGISTER OF HISTORIC PLACES (NRHP) EVALUATION

Cultural resources are evaluated based on criteria for NRHP eligibility specified in the Department of Interior Regulations 36 CFR Part 60: National Register of Historic Places. Cultural resources can be defined as significant if they "possess integrity of location, design, setting, materials, workmanship, feeling, and association," and if they are 50 years of age or older and:

- A. are associated with events that have made a significant contribution to the broad pattern of history;



- B. are associated with the lives of persons significant in the past;
- C. embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

## IV. HISTORIC ARCHITECTURAL SURVEY RESULTS

The proposed project consists of improvements at the intersection of US 278 (Allendale-Fairfax Highway) and US 321 (Hampton Avenue) along US 278, between Sumter Avenue and US 321, in the city of Fairfax, a small former railroad town in eastern Allendale County. Per SC SHPO request, a historic resources survey and evaluation of Fairfax's commercial buildings was performed to determine the NRHP eligibility of the historic commercial building stock, both individually and as a district. The study area for this evaluation extended beyond the APE to 6<sup>th</sup> Street on the north side of Fairfax, south along U.S. 321 Hampton Avenue to 11<sup>th</sup> Street, east to Charleston Avenue, and west to Laurens Avenue. The study area includes the APE and the concentration of Fairfax's historic commercial buildings.

Background research showed that there was one previously recorded resource within the study area. This resource is the Virginia Durant Young House, which is listed on the NRHP. The historic architectural survey documented a total of 36 commercial resources that are 50 years old or older. Of the 36 resources, two are recommended eligible for the NRHP. The following table and descriptions provides an inventory of the surveyed resources.

*Table 1. Surveyed Architectural Resources*

Resource Number	Name	Date of Construction	Address/Location	NRHP Recommendation
	Virginia Durant Young House	circa 1880	503 Allendale-Fairfax Highway	Listed
0021		circa 1970	169 Charleston Avenue	Not Eligible
0022		1946	1916 Hampton Avenue	Not Eligible
0023	Fairfax Post Office	1950	190 Pickens Avenue	Not Eligible
0024		circa 1900	Corner of Pickens Avenue and 7 <sup>th</sup> Street	Not Eligible
0025	Govan's Sports, Blues & Soul Food Restaurant	circa 1900	158 7 <sup>th</sup> Street	Not Eligible
0026	Police Substation and Information Center	1966	7 <sup>th</sup> Street	Not Eligible
0027		circa 1920	Allendale-Fairfax Highway	Not Eligible
0028	Fairfax Car Care	circa 1940	Corner of Allendale-Fairfax Highway and Hampton Avenue	Not Eligible
0029	Walter H. Sanders, Jr. Attorney at Law/Sanders Real Estate	circa 1925	167 Allendale-Fairfax Highway	Not Eligible

*Table 1. Surveyed Architectural Resources*

Resource Number	Name	Date of Construction	Address/Location	NRHP Recommendation
0030	T N & P Used Appliances	circa 1920	173 Allendale-Fairfax Highway	Not Eligible
0031		circa 1930	165 Allendale-Fairfax Highway	Not Eligible
0032	The Thrift Market	circa 1915	115 Allendale-Fairfax Highway	Not Eligible
0033		circa 1950	Pickens Avenue	Not Eligible
0034	Vision Ministries	circa 1920	156 Sumter Avenue	Not Eligible
0035	Fairfax Hardware	circa 1930	369 Allendale-Fairfax Highway	Not Eligible
0061	Fairfax City Hall	1940	Allendale-Fairfax Highway	Eligible
0062	Doris' Flower Shop	circa 1960	626 Hampton Avenue	Not Eligible
0063		circa 1950	Hampton Avenue	Not Eligible
0068		circa 1925	Hampton Avenue	Not Eligible
0069		circa 1930	7 <sup>th</sup> Street East and Charleston Avenue	Not Eligible
0070		circa 1935	Hampton Avenue	Not Eligible
0071	Rufus Fergusons Car Care	circa 1960	259 Hampton Avenue	Not Eligible
0072	Fairfax Railroad Depot	circa 1900	Northeast corner of Allendale-Fairfax Highway and Pickens Avenue	Eligible
0073	Express Tax Service	circa 1910	Pickens Avenue and 7 <sup>th</sup> Street	Not Eligible
0074		circa 1910	7 <sup>th</sup> Street West	Not Eligible
0075	Golden-Town Chinese Restaurant	circa 1960	256 Hampton Avenue	Not Eligible
0076		circa 1930	Allendale-Fairfax Highway	Not Eligible
0077		circa 1930	Allendale-Fairfax Highway	Not Eligible
0078		circa 1900	Allendale-Fairfax Highway	Not Eligible
0079		circa 1920	Southeast corner of Allendale-Fairfax Highway and Pickens Avenue	Not Eligible
0080	Fairfax Waterworks	1950	358 7 <sup>th</sup> Street West	Not Eligible
0081	Clara's Fried Chicken/Red Dot	circa 1965	399 Allendale-Fairfax Highway	Not Eligible
0082	Gatlin's IGA Food Store	circa 1965	Northwest corner of 6 <sup>th</sup> Street and Sumter Avenue	Not Eligible
0083	GQ's Car Care	circa 1965	Northwest corner of Hampton Avenue And 11th Street	Not Eligible
0084	Bert's Fast Stop and Pawn Shop	circa 1940	458 Hampton Avenue	Not Eligible
0085		circa 1925	Northeast corner of Hampton Avenue And 10th Street	Not Eligible

## PREVIOUSLY RECORDED RESOURCES

### VIRGINIA DURANT YOUNG HOUSE

The Virginia Durant Young House is a one-story residence of frame construction with a lateral gable roof, brick pier foundation, and weatherboard exterior. A full-front porch spans the symmetrical façade and consists of a hip roof supported by square columns. The central front door is flanked by sidelights and topped by a multi-light transom. Two gable dormers pierce the roof on the front elevation. Additional architectural elements present include interior brick chimneys, raking cornice and cornice returns, and a bay window on the southeast elevation. The house has multiple historic additions: one large frame addition that extends off the rear elevation and two smaller frame additions attached to the northwest elevation. The house does not appear to have undergone any recent or incompatible exterior alterations or additions.

The Virginia Durant Young House was listed on the NRHP in 1983 for its association with Virginia Durant Young, a journalist, novelist, humanitarian, political activist, and recognized leader of the women's suffrage movement nationally and in South Carolina. The property is listed for its significance in the areas of social history, politics/government, and women's history.

## NEWLY RECORDED RESOURCES

### RESOURCE NUMBER 0021

#### *169 Charleston Avenue*

Resource Number 0021 is located at 169 Charleston Avenue, on the west side of the street, south of the intersection of 7<sup>th</sup> Street West (Figure 4A). The building is a one-story, single-retail commercial building and is estimated to have been constructed circa 1970. The building is of concrete block construction and sits on a poured concrete foundation. A brick veneer is present on the façade. The building is capped with a low-pitched gable roof. The front elevation has an attached, flat awning that is supported by round metal posts. The façade entryway consists of aluminum-framed glass double doors, but the façade's windows have been boarded over.

Resource Number 0021 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of a mid-twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

Figure 4.  
Resource Numbers 0021 and 0022



A. Resource Number 0021



B. Resource Number 0022



## RESOURCE NUMBER 0022

*1916 Hampton Avenue*

Resource Number 0022, located at 1916 Hampton Avenue on the southeast corner of the intersection of 6<sup>th</sup> Street and Hampton Avenue, is a one-and-a-half-story, single-retail commercial building (Figure 4B). Constructed in 1946, the L-shaped building is of brick construction and has a stepped parapet on the south elevation. The façade's windows have been partially boarded over; those that are visible are single-pane. The north and rear elevations have delivery or service entry roll-up doors and six-over-six wood-framed windows. A corrugated metal storage space that wraps around the corner of the building has been added to the interior of the building's L. The addition has a low pitched, hipped metal roof.

Resource Number 0022 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. Since a storage addition has been added to the building, the resource does not retain integrity of its design nor is it a significant example of a mid-twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0023

*Fairfax Post Office*

Resource Number 0023 is located at 190 Pickens Avenue, on the southeast corner of the intersection of 6<sup>th</sup> Street and Pickens Avenue (Figure 5A). The building was constructed in 1950 and is currently the Fairfax Post Office. The one-story, rectangular building is of masonry construction and is capped with a hipped roof of composition shingles. The façade consists of a single, aluminum-framed glass entrance with a side light and transom windows, flanked by symmetrical aluminum-framed, single-pane windows with masonry sills. A concrete signboard is set in the façade above the entrance. The windows and door do not appear to be of the original construction. A poured concrete accessibility ramp and a metal awning are also present. A single entrance is present on the south elevation, and a former window has been enclosed with brick and a portable A/C unit. On the rear elevation, a single entrance with a transom window is flanked by two six-over-six wood-framed windows, and an attached metal awning is supported by round poles.

Resource Number 0023 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The façade's windows and door have been replaced with aluminum-frame windows and a door. As a result, the resource does not retain integrity of its design nor is it a significant example of a mid-twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

Figure 5.  
Resource Numbers 0023 and 0024



A. Resource Number 0023



B. Resource Number 0024

## RESOURCE NUMBER 0024

*Fairfax Bank and Trust Company*

Resource Number 0024 is located at the northeast corner of the intersection of 7<sup>th</sup> Street and Pickens Avenue (Figure 5B). It is estimated that the building was constructed circa 1900. A cast metal sign inset adjacent to the main entrance on the truncated southwest corner states that the building was formerly the location of the Fairfax Bank and Trust Company. A postcard captures the name, “The Citizens Bank” above the entrance to the building in 1914 (Woody and Johnson 1998) (Figure 6). This was to become the Fairfax Bank and Trust Company in 1933, which was renamed the Allendale County Bank in 1981. In 2014, the bank failed and was absorbed by Palmetto State Bank (U.S. Bank Locations 2019).

The building is part of a two-part commercial block and is of frame construction with a brick veneer. The building’s irregular footprint is a result of the Port Royale and Augusta Railroad running diagonally across the northeast intersection of 7<sup>th</sup> Street West and Pickens Avenue. The building’s façade, southwest and west elevations have been altered by the addition of a metal faux-mansard roof that encapsulates the second-story windows, a metal awning that hangs over the primary entrance and extends to the roof, and modern shutters on the first-story windows. The north elevation retains many of the building’s original design elements, such as the brick cornice and brick segmental arches above the windows, however an exterior staircase has been enclosed by an addition. All of the windows have been replaced with modern vinyl single, 12- or 24-light windows. The front entrance has been updated with modern, double metal doors and single transom light.

Resource Number 0024 is recommended not eligible for the NRHP. While the Citizens Bank, and later the Fairfax Bank and Trust Company, would have been integral in financing the residential and commercial growth of Fairfax, the building has lost its historic integrity due to multiple changes to the façade and rear elevation and the replacement of historic windows and doors and no longer resembles the historic financial institution that it began as. It is no longer a significant example of a two-part commercial block building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0025

*Govan’s Sports, Blues and Soul Food*

Resource Number 0025 is located at the corner of 7th Street and 7th Street West (Figure 7A). The one-part commercial block building was constructed circa 1900 and is of timber-frame construction with brick veneer. The building contains two storefronts, each symmetrical, featuring double wooden doors with a central light, topped by metal awnings. The southern storefront’s

Figure 6.  
Historic Postcard Showing Resource 0024



Source: Woody and Johnson 1998



Figure 7.  
Resource Numbers 0025 and 0026



A. Resource Number 0025



B. Resource Number 0026

doors are recessed, and the southwestern storefront's doors are set flush with the windows. Two large, aluminum-frame display windows flank both entrances and are not contemporary with the building's original construction. Storefront cornice spans the front elevations, running between the signboard and the covered transom lights. A decorative cornice, consisting of corbeled brick, extends along the roofline.

Resource Number 0025 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The façade's appearance has been significantly altered by the replacement of original windows and the addition of bead board and shutters. As a result, the resource does not retain integrity of its design nor is it a significant example of a one-part commercial block building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0026

##### *Fairfax Police Substation and Information Center*

Resource Number 0026 is a one-story hexagonal building of wood frame construction and brick veneer (Figure 7B). Located to the southeast of the intersection of 7<sup>th</sup> Street West and Allendale-Fairfax Highway and due west of a small, brick plaza, a sign above the entrance reads, "Police Substation and Information Center." Five sides of the building feature single-pane, horizontal sliding windows. The sixth side, facing north toward 7<sup>th</sup> Street West, features a single-entry doorway. The door has been replaced with a modern, nine-light door. The building is topped with a hipped roof of composition shingles and features a hexagonal cupola.

Resource Number 0026 is recommended not eligible for the NRHP as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building is not a significant example of any discernable building type or style. Therefore, the property is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0027

##### *Warehouse Between Pickens and Hampton Avenues*

Resource 0027 is located between Pickens Avenue and Hampton Avenue, immediately south of the commercial block on the south side of Allendale-Hampton Highway (Figure 8A). The building is a single-story, rectangular warehouse of masonry construction with a front-gabled, raised seam metal roof. The construction date of Resource Number 0027 is estimated to be circa 1920. On the southwest elevation, two vehicle bays with roll-up doors are present, each flanked by a window with brick segmental arches. All of the building's windows have been covered with plywood or filled in with concrete block.



Figure 8.  
Resource Numbers 0027 and 0028



A. Resource Number 0027



B. Resource Number 0028

Resource Number 0027 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building's appearance has been significantly altered by the removal of original windows and doors. As a result, the resource does not retain integrity of its design nor is it a significant example of an early twentieth-century commercial warehouse. Therefore, the property is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0028

### *Fairfax Car Care*

Resource Number 0028, located at the southwest corner of the intersection of Allendale-Fairfax Highway and Hampton Avenue, is a U-shaped, one-story gas station (Figure 8B). Constructed circa 1940, the building is of masonry construction with a stucco exterior. The hipped roof is clad in composite shingles. The former service station has two vehicle bays located under the projecting hipped roof. The entrance is a single door topped by a transom window, leading to an office or waiting room. A hipped roof canopy extends out from the office/waiting area, but the fuel pumps have been removed from beneath it.

Gas station design shifted to a more streamlined design as gas stations needed more room to offer an ever-expanding menu of services and oil companies aimed to standardize their services and stations, both in quality and design. As sales slumped in the 1930s due to the Great Depression, the oil companies opted to make their facilities appear more modern and exciting. Resource Number 0028 appears to retain elements of the earlier 1920s and 1930s preference towards revival architectural styles, such as the U-shaped plan and hip roof with overhanging eaves. However, it also exhibits elements from the streamlined designs of the 1930s and 1940s, such as a smooth stucco exterior, large display window, and distinct and separate spaces for the office, storage, restrooms, and service bays. The station may have been partially renovated from one gas style to the next in an attempt to update the station's appearance.

Resource Number 0028 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of a mid-twentieth-century service station nor is it an example of corporate gas station architecture. Therefore, the resource is recommended not eligible under Criteria A, B, or C.



## RESOURCE NUMBER 0029

*Walter H. Sanders, Jr. Attorney at Law and Sanders Real Estate*

Resource Number 0029, located at 167 Allendale-Fairfax Highway, is a one-part commercial block building (Figure 9A). The building is of frame construction with brick veneer, is topped by a flat roof, and is estimated to be constructed circa 1925. The symmetrical façade features a wide, wooden door flanked by two fixed sash, single pane picture windows. A canvas awning hangs above the façade entrance. The southeast elevation features a ribbon of three double-hung windows followed by a brick chimney and a single entrance.

Resource Number 0029 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of an early twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0030

*TN & P Used Appliances*

Resource Number 0030 is located at 173 Allendale-Fairfax Highway. The one-part commercial block building's construction date is estimated to be circa 1925 (Figure 9B). The building is flanked on both the southeast and northwest elevations by neighboring buildings. Resource Number 0030 is of frame construction with a brick veneer and a flat roof, and its symmetrical three-bay façade features a central door flanked by single pane display windows.

Resource Number 0030 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of an early twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0031

*165 Allendale-Fairfax Highway*

Resource Number 0031 is located at 165 Allendale-Fairfax Highway, and is a one-story, rectangular building in a commercial block (Figure 10A). The building's construction date is estimated to be circa 1930. The northwest and southeast elevations are flanked by other buildings. The building is of frame construction with a brick veneer and a flat roof. The asymmetrical façade features a single entrance with two rectangular wood-framed picture windows to the left of the door.

Figure 9.  
Resource Numbers 0029 and 0030



### A. Resource Number 0029



B. Resource Number 0030



Figure 10.  
Resource Numbers 0031 and 0032



A. Resource Number 0031



B. Resource Number 0032

Resource Number 0031 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of an early twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0032

##### *The Thrift Market*

Resource Number 0032 is located at 115 Allendale-Fairfax Highway in a two-story commercial block (Figure 10B). The rectangular building, constructed circa 1915, is of frame construction with a brick veneer and a flat roof. The building contains two symmetrical storefronts. One storefront has two central display windows flanked by single-entry doorways, each with a boarded-over transom light. The other storefront has a central double door entry flanked by two large display windows. Each storefront's second story has three windows with segmental brick arches that have been boarded over. Above the second-story windows are recessed signboards and a decorative brick cornice.

Resource Number 0032 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of an early twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0033

##### *Pickens Avenue*

Resource Number 0033 is located on the east side of Pickens Avenue, immediately south of the commercial block at the intersection of Pickens Avenue and Allendale-Fairfax Highway (Figure 11A). Constructed circa 1950, the rectangular, one-story building is of frame construction with a brick veneer and has a flat roof. The southeast elevation has a single vehicle bay, consisting of double-doors, and is accessed via an alley off of Pickens Road. The northeast, northwest, and southwest elevations each have two windows that have been boarded over. The building's past and present use is unknown.

Resource Number 0032 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. The building's appearance has been significantly altered by the removal original windows. As a result, the resource does not retain integrity of its design nor is it a significant example of a mid-twentieth-century commercial block building. Therefore, the property is recommended not eligible under Criteria A, B, or C.



Figure 11.  
Resource Numbers 0033 and 0034



A. Resource Number 0033



B. Resource Number 0034

## RESOURCE NUMBER 0034

*Vision Ministries*

Resource Number 0034, located at 156 Sumpter Avenue, is a two-part commercial block building (Figure 11B). The construction date for the building is estimated to be circa 1920. The commercial building is of frame construction with a brick veneer and a flat roof. The symmetrical façade features three bays. The current entrance is comprised of central double doors are topped with a faux-fanlight and is flanked by large six-over-six double hung sash vinyl windows. It appears that the original entryway has been enclosed with vinyl siding. The second story features three window bays which have been filled in with brick and vinyl siding. A metal awning sits on top of concrete and stone pillars that are attached to the façade.

Resource Number 0034 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. The building's appearance has been significantly altered by the removal and replacement of original windows, the replacement of the original door, and the addition of a metal awning and columns. As a result, the resource does not retain integrity of its design nor is it a significant example of an early twentieth-century two-part commercial block building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0035

*Fairfax Hardware*

Resource Number 0035 is located between Aiken Avenue and Sumter Avenue, immediately south of a small strip mall on the south side of Allendale-Fairfax Highway (Figure 12A). The single-story commercial building has concrete block construction with a front gable roof covered in metal sheeting. The construction date for Resource Number 0035 is estimated to be circa 1930. The front elevation has an asymmetrical three bay façade with double doors surrounded by sidelights and transom on the right end of two two-light, fixed sash windows.

Resource Number 0035 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building's appearance has been altered on the façade with replacement windows and doors and by moving the entrance from the central bay to the right-hand bay. As a result, the resource does not retain integrity of its design and materials nor is it a significant example of an early twentieth-century commercial warehouse. Therefore, the property is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0061

*Fairfax City Hall*

Resource 0061 is located between 6<sup>th</sup> Street and Aiken Avenue on the south side of Allendale-Fairfax Highway. The two-story, Art Deco government building was constructed in 1940 and designed by architect J. Peary Wilson (Figure 12B). The building is of masonry construction with a stucco exterior and a flat roof. It has a symmetrical, five-bay façade. The center bay contains an entrance with a glass door surrounded by sidelights and transom, below a pair of one-over-one double hung sash windows. The flanking bays contain four-light vertical windows that stretch from the first to the second story. The exterior bays have one-over-one double hung sash windows. All windows and doors on the front elevation are slight recessed. One-over-one double hung sash windows are found throughout the building. There is one interior brick chimney and one exterior brick chimney on the rear elevation. The rear portion of the first floor appears to contain the city jail, as the windows have metal bars and the interior doors have bars. The exterior door on the rear elevation is metal with a small door to allow guard to look outside.

The Fairfax City Hall was evaluated under Criterion A, for its significance in the areas of politics/government and community planning and development, and Criterion C, for its significance in the area of architecture. The building created a center point for civic and government functions in Fairfax, as well as the criminal justice system. Additionally, the building is a good, local example of the Art Deco style and appears to be the only Art Deco building in the city of Fairfax. The building appears to have undergone little to no alterations and retains a high level of integrity of design, materials, and workmanship. Therefore, the Fairfax City Hall is recommended as eligible for the NRHP under Criteria A and C.

## RESOURCE NUMBER 0062

*626 Hampton Avenue*

Resource Number 0062, located at 626 Hampton Avenue, is a one-story single retail building, built circa 1960 using concrete block construction (Figure 13A). The building has a symmetrical three bay façade and a front gable roof. The front elevation features two-over-two double-hung sash windows flanking the central door. Concrete steps and a concrete Americans with Disability Act (ADA) ramp with metal railing lead to the front entrance. All entrances and windows are covered with security bars. The north elevation has paired six-over-six double-hung sash windows and a secondary entrance on the northwest corner with an extended shed roof overhang. A gravel parking area is located on the north side of the building.

Resource Number 0062 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to



Figure 12.  
Resource Numbers 0035 and 0061



A. Resource Number 0035



B. Resource Number 0061



Figure 13.  
Resource Numbers 0062 and 0063



A. Resource Number 0062



B. Resource Number 0063

the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of a mid-twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0063

##### *Hampton Avenue*

Resource Number 0063 is located on Hampton Avenue, just north of Bert's Fast Stop and Pawn Shop. The concrete block building was constructed circa 1950 (Figure 13B). The building has an asymmetrical front façade that features a multi-light fixed window and a single door entrance. To the right of the window is a single vehicle bay. Windows on the side elevations are partially or completely enclosed with concrete block and there is metal coping along the roofline.

Resource Number 0062 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity, it is not a significant example of a mid-twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0068

##### *Hampton Avenue*

Resource Number 0068 is located on the west side of Hampton Avenue between 9<sup>th</sup> Street and 10<sup>th</sup> Street. The historic core of this two-story, commercial building is of masonry construction with a front gable roof and exposed rafter tails on the side elevations (Figure 14A). The east-facing façade of the building features a stepped parapet wall and eight-light steel-frame casement windows on the upper and lower stories, as well as a single door entrance. The north wall has two windows in the upper level and no openings below. The south wall has one window in the upper level and no openings below. The rear of the building has a narrow central chimney, a single door entrance, and multi-light steel windows of various sizes. Approximately 10 years ago, a metal two car garage was erected directly in front of the historic building.

Resource Number 0068 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The façade's appearance has been obscured by the construction of a modern metal building. As a result, the resource does not retain integrity of its design nor is it a significant example of a one-part commercial block building. Therefore, Resource Number 0068 is recommended not eligible under Criteria A, B, or C.



Figure 14.  
Resource Numbers 0068 and 0069



A. Resource Number 0068



B. Resource Number 0069

## RESOURCE NUMBER 0069

*Commercial Building between Hampton and Charleston Avenues*

Resource Number 0069 is located between Hampton Avenue and Charleston Avenue on the north side of 7<sup>th</sup> Street. The circa-1930, one-story commercial building has a frame construction with a metal roof (Figure 14B). The two storefronts have concrete block and brick veneer with a stepped parapet and a rounded roof. Decorative brick veneer trim is around the windows, doors, and quoins of the building. Three pairs of 12-light windows are on the east elevation.

Resource Number 0069 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building's appearance has been significantly altered by the replacement of original windows and doors on the front elevation. Also, the property is currently vacant. As a result, the resource does not retain integrity of its design nor is it a significant example of an early twentieth-century commercial retail building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0070

*Commercial Building between Pickens and Hampton Avenues*

Resource Number 0070 is located between Pickens Avenue and Hampton Avenue on the south side of 6<sup>th</sup> Street. The circa-1935, one-story building was previously a gas station (Figure 15A). It has masonry construction with a gabled roof and composite shingles. The building exhibits characteristics of Spanish Colonial Revival with stuccoed exterior and a pent roof with terra cotta barrel tiles. A gable roof canopy extends out from the front elevation. The building has fixed windows topped with four-light transom windows on the front and north elevations. A restroom at the rear of the building has a four-light transom window above the door and a frosted one-over-one double-hung sash window. The gas pumps have been removed, and the building is currently vacant.

In the 1920s through the 1930s, gas stations maintained the look of a small house, typically featuring one of the revival styles, with a hip or gable roof projecting out over a driveway to form a canopy supported by two columns. As services such as oil changes and basic repairs were offered at gas stations, service bays or garages were added to the side of the popular domestic designs.

Resource Number 0070 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building's appearance has been significantly altered – the roof has been bumped up, the vehicle bay has been enclosed, and



Figure 15.  
Resource Numbers 0070 and 0071



A. Resource Number 0070



B. Resource Number 0071



the gas pumps have been removed. As a result, the resource does not retain integrity of its design nor is it a significant example of an early twentieth-century Spanish Colonial Revival gas station. The resource is not an example of corporate gas station architecture. Therefore, the property is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0071

##### *Rufus Fergusons Car Care*

Resource Number 0071 is a circa 1960 one-story service station located at 259 Hampton Avenue, on the northwest corner of Hampton Avenue and 6<sup>th</sup> Street (Figure 15B). The historic core of the building has a rectangular plan shape. The building has a metal shed roof and metal panel exterior that rests on a slab foundation. The front elevation of the building has two vehicle bays with glass roll doors on the right side. The garage area, on the left side of the façade, is separated from the office/waiting area by a vertical, triangular pylon. The office and waiting area has a plate glass corner window and door topped by a transom window. Men's & women's restrooms are located on the south elevation. A detached canopy covers a gas pump island where the pumps have been removed. There is a small frame addition on the rear elevation. The building is situated on a small lot with a large paved parking area on the southwest corner.

The post-World War II era brought about changes to gas station design. Although the rectangular, boxy plans remained, elements of the building were reworked to, once again, modernize the station's appearance (Liebs 1995). This was primarily achieved by slanting the once flat roof. Attention-getting features were also added to the stations, such as V-shaped canopies, a large raised pylon usually containing the name of the oil company, and wide eaves lined with fluorescent bulbs.

Resource Number 0071 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or economic development. Although the building exhibits elements of 1950s and 1960s gas station design, it is not a significant example of a mid-twentieth-century service station nor is it a known example of corporate gas station architecture. Therefore, the property is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0072

##### *Fairfax Railroad Depot*

The Fairfax Railroad Depot is a circa 1900 one-story building originally used as a train depot located on the northeast corner of the intersection of Allendale-Fairfax Highway and Pickens Avenue. The building has a rectangular plan shape with a hip roof and a brick veneer exterior

(Figure 16A). Triangle knee braces are located beneath the roof's overhanging eaves. The hip roof dormer contains two diamond light fixed sash windows. There is a single bay front entrance located on either side of a living space projection on the front façade. Both entrances are topped by three-light transom lights. All windows on the building are six-over-one double-hung sash wood windows or four-over-one double-hung sash windows. The doors and windows have brick stringcourse and are topped by brick flat arches. Fairfax Railroad Depot also has two interior brick chimneys, both positioned along the roof's ridgeline. The interior of the building appears to be unaltered.

The Fairfax Railroad Depot was evaluated under Criterion A, for its significance in the areas of transportation and community planning and development, and Criterion C, for its significance in the area of architecture. As in many rural areas, the arrival of the railroad spurred the creation and growth of town along its route, as stops were established for commerce and travel. The depots provided local farmers with an easier and more expedient way to send their crops to markets. Such was the case in Fairfax, as the town grew around the railroad depot, with the post office and first stores constructed adjacent to the depot. Additionally, the railroad depot is a good example of an early twentieth-century depot and retains a high level of integrity of design, materials, and workmanship. Therefore, the Fairfax Railroad depot is recommended as eligible for the NRHP under Criteria A and C.

#### RESOURCE NUMBER 0073

##### *Express Tax Service*

Resource Number 00733 is a two-story commercial block building, constructed circa 1910, located at the merge of Pickens Avenue and 7th Street. Although the building is of brick construction, the first story façade has a brick veneer exterior, while the second story façade has an aluminum faux-mansard roof (Figure 16B). Replacement windows adorn the first and second story. Windows on the first story are fixed sashes, while the second story windows are fixed multi-light sashes. A double-door entrance is located on toward the left side of the façade. A metal pent roof awning runs the length of the front elevation. The side elevation of the building is covered in stucco and multiple additions are located on the rear elevation.

Resource Number 0073 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or economic development. Additionally, the building does not retain its integrity due to multiple changes to the façade, as well as the replacement of its historic architectural elements, such as its windows and doors. It is no longer a significant example of a two-part commercial block building. Therefore, the resource is recommended not under Criteria A, B, or C.

Figure 16.  
Resource Numbers 0072 and 0073



A. Resource Number 0072



B. Resource Number 0073

## RESOURCE NUMBER 0074

*7<sup>th</sup> Street West*

Resource Number 0074 is a one-story commercial block building with three storefronts located on 7th Street West. The circa 1910 building is of masonry construction and has a flat roof (Figure 17A). Each storefront is comprised of an entrance flanked by large fixed sash windows. All windows on the building are replacement windows. The windows and doors are topped by semi-elliptical brick arches. The doors at two storefronts are wooden double doors that appear to be original, both topped by transom lights. The middle storefront has replacement simple door entrance with a side light and a transom light. Signboards and corbelled brick cornice run along the parapet. The left storefront has two windows that have been filled in with brick and its entrance is topped by a pent roof metal awning.

Resource Number 0074 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or economic development. The building no longer retains integrity due to alterations, such as the replacement of windows and doors, and is not a significant example of a one-part commercial block building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0075

*Golden-Town Chinese Restaurant*

Resource Number 0075, located at 256 Hampton Avenue, is a former motel now used as a restaurant. The one-story building, built circa 1960, has an irregular plan with a shed roof and brick veneer exterior (Figure 17B). An aluminum faux mansard roof forms an awning across the front elevation of the building that appears to be new. The southern side of the building is an east-facing restaurant enclosed in large plate glass windows. A wing extends northeast from the restaurant that contains six rooms, each with a two-over-two double-hung sash window. The property has minimal landscaping. A hedge runs the length of the restaurant's front façade, a sign displaying the name of the restaurant, and a paved parking lot is in front of the building.

Resource Number 0075 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or economic development. The building is not a significant example of a motel. Therefore, the property is recommended not eligible under Criteria A, B, or C.



Figure 17.  
Resource Numbers 0074 and 0075



A. Resource Number 0074



B. Resource Number 0075



## RESOURCE NUMBER 0076

*Allendale-Fairfax Highway*

Resource Number 0076 is a one-story building constructed circa 1930 (Figure 18A). The building appears to have been a former gas station, with a clipped gable/jerkinhead roof covered in raised seam metal roofing. The overhanging roof eaves have decorative brackets and cornice returns. The building's exterior is clad in brick veneer. A canopy extends from the front façade, supported by brick columns and has a tin panel ceiling with what appears to be original light fixtures. The front elevation features a front door and a fixed sash display window, both topped by transom windows and all appear to be original to the building. Beneath the canopy, the gas pumps have been removed. On the rear elevation is a historic two-story addition of brick construction with six-over-six double-hung sash windows and a brick chimney.

In the 1920s through the 1930s, gas stations maintained the look of a small house, often resembling a bungalow or featuring one of the revival styles, with a hip or gable roof projecting out over a driveway to form a canopy supported by two columns (Liebs 1995).

Resource Number 0076 was evaluated under Criterion C, for its significance in the area of architecture on the local level. Although the former gas station is an excellent example of an early twentieth-century gas station, the two-story rear addition greatly diminishes the building's integrity of design, materials, and workmanship. Therefore, Resource Number 0076 is recommended as not eligible for the NRHP under Criterion C.

## RESOURCE NUMBER 0077

*Allendale-Fairfax Highway*

Resource Number 0077 is a one-part commercial block building with a brick veneer exterior (Figure 18B). The building has a symmetrical façade with a recessed simple entrance flanked by sash display windows. The windows are topped by transom windows. Both doors and windows do not appear to be original. The front elevation features a parapet, signboard, and a corbelled brick cornice. The building has an interior brick chimney.

Resource Number 0077 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or economic development. The building is not a significant example of a one-part commercial block building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

Figure 18.  
Resource Numbers 0076 and 0077



A. Resource Number 0076



B. Resource Number 0077

## RESOURCE NUMBER 0078

*Allendale-Fairfax Highway*

Resource Number 0078 is a two-part commercial block building of masonry construction built circa 1900 (Figure 19A). The building has a symmetrical façade with a centrally-located entrance topped by a transom window and flanked by display windows. All fenestrations are non-historic replacements. The front elevation has a parapet and a corbelled brick cornice. The windows on the second story have been filled in with brick.

Resource Number 0077 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or economic development. Due to the replacement of its windows and doors, the building does not retain integrity and is not a significant example of a two-part commercial block building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0079

*Commercial Building at the Intersection of Allendale-Fairfax Highway and Pickens Avenue*

Resource Number 0079 is a two-part commercial block building located on the southeast corner of the intersection of Allendale-Fairfax Highway and Pickens Avenue. Constructed circa 1920, the building is of brick construction and the front elevation is angled, oriented parallel to the street corner (Figure 19B). The central front door is flanked by plate glass windows that are topped by flat brick arches. The second story windows are topped by segmental arches and have all been boarded up. A canopy extends from the front elevation with large brick columns and a planter, which appears to have been added later. A corbelled brick cornice runs along the parapet and there is an interior brick chimney. It appears that the windows and doorway have been replaced. While its original use could not be definitely determined, the 1951 Sanborn map (see Figure 3) indicates that the building housed a grocery store and a filling station at that time.

Resource Number 0079 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. The building has undergone alterations and it is no longer a significant example of an early twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.



Figure 19.  
Resource Numbers 0078 and 0079



A. Resource Number 0078



B. Resource Number 0079



## RESOURCE NUMBER 0080

*Fairfax Waterworks*

Resource Number 0080, located at 358 7th Street West, is the Fairfax Waterworks complex (Figure 20). Constructed in 1950, the main building in the complex is a two-story building of frame construction with a brick veneer exterior. An exterior brick staircase leading to the second-floor entrance is located on the west elevation, beneath which is a door entrance for the first story. There are two vehicle bays on the west elevation a single vehicle bay on the south elevation. All the windows on the second story appear to be replacement one-over-one double-hung sashes. There are two additions on the north elevation, one made of brick, the other made of concrete block. An additional shed roof addition is located on the east elevation made of concrete block, with a single vehicle bay entrance on the south side. The complex has two outbuildings: a historic metal water tower and a historic concrete block storage shed, both located east of the building.

Resource Number 0080.01 is the town of Fairfax's water tower. Erected in 1950, the water tower appears to be the original tower. The tower is constructed of steel and the tank is supported by five legs stabilized by stay and brace rods. A central pipe that runs from the center of the tank to the ground holds a pipe that draws water into the tank and brings water out of the tank.

Resource Number 0080.02 is the concrete block storage shed. The building has a metal gable roof with overhanging eaves and exposed rafter ends, siding in the gable ends, and a single entrance on the east elevation.

Resource Number 0080 is recommended not eligible for the NRHP. The waterworks complex was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's development. The main building has undergone alterations through the replacement of original materials, such as the windows, and multiple additions. As a result, the resource does not retain integrity of design, materials, and workmanship nor is it a significant example of a civic complex. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

## RESOURCE NUMBER 0081

*399 Allendale-Fairfax Highway*

Resource Number 0081 is a one-story strip mall, built circa 1965, located at 399 Allendale-Fairfax Highway. It was built using concrete block construction and has a brick veneer exterior on the front elevation (Figure 21A). The building is a strip mall with three storefronts. All storefronts have metal frame and glass doors flanked by plate glass windows. An aluminum box awning runs the length of the front northwest elevation and appears to be a modern addition. A paved parking lot is located in front of the building.

Figure 20.  
Fairfax Waterworks



A. Main Building and Water Tower



B. Concrete Block Shed



Figure 21.  
Resource Numbers 0081 and 0082



A. Resource Number 0081



B. Resource Number 0082



Resource Number 0081 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity, it is not a significant example of a mid-twentieth-century strip mall. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0082

##### *6<sup>th</sup> Street and Sumter Avenue*

Resource Number 0082 is located on the northwest corner of 6<sup>th</sup> Street and Sumter Avenue. Constructed circa 1965, it is a one-story single retail building historically used as a grocery store; the building is now vacant (Figure 21B). The building is of frame construction with a brick veneer exterior on the front elevation. A metal canopy spans the front elevation that creates a faux mansard roof. A taller hip roof canopy demarcates the front door. The doors and windows on the property are boarded up. A concrete block addition is located on the rear elevation. A metal frame addition, circa 1980, spans the east and rear elevations. Paved parking areas are located on the east and south elevations, and a larger paved parking area is located south of 6<sup>th</sup> Street.

Resource Number 0082 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building has multiple, large additions – doubling its size – that have altered its original plan and design. As a result, the resource does not retain integrity of its design nor is it a significant example of a single-retail building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0083

##### *Hampton Avenue*

Resource Number 0083 is located in the northwest corner of the intersection of Hampton Avenue and 11<sup>th</sup> Street. It is a two-story concrete block building, almost square in plan (Figure 22A). It sits on a slab foundation with a low-pitch pyramidal roof clad in composition shingles and overhanging eaves. The building has four single door entrances on the east-facing façade, all of which have been boarded up. There are also four fixed single light windows on the lower level, while above are three three-light aluminum frame awning windows. The south elevation also has three windows on the second level and smaller windows on the lower level, sheltered by metal awnings. Concrete block pilasters separate the bays. The north elevation has several concrete block additions; one is two-stories and obscures the original elevation and two are one-story with garage bays. Behind the main building is a smaller two-story concrete block building with a hipped roof and a small window on the upper level of the south side. The buildings are connected by a concrete block wall on the south and west sides.

Figure 22.  
Resource Numbers 0083 and 0084



A. Resource Number 0083



B. Resource Number 0084

Resource Number 0068 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building's appearance has been significantly altered by additions to the historic core. As a result, the resource does not retain integrity of materials, design, or workmanship nor is it a significant example of a two-part commercial block building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0084

##### *10th Street and Hampton Avenue*

Resource Number 0084 is located on the northwest corner of 10th Street and Hampton Avenue. The one-story, concrete block building contains two storefronts (Figure 22B). Stone veneer and brick veneer skirtwalls adorn the building's exterior; these are most likely a modern addition. The storefronts consist of aluminum frame and glass doors and fixed sash windows topped by aluminum awnings. A small shed roof, concrete block addition is located on the north elevation. There is a large paved parking lot east of the building.

Resource Number 0084 is recommended not eligible for the NRHP. It was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial and industrial development. The building has been altered by the modern brick and stone skirtwalls, aluminum awnings, and the shed roof addition on the north elevation. As a result, the resource does not retain integrity of its design, materials, and workmanship nor is it a significant example of a commercial building. Therefore, the property is recommended not eligible under Criteria A, B, or C.

#### RESOURCE NUMBER 0085

##### *Steward's Barber Shop*

Resource Number 0085 is located on the northeast corner of the intersection of Hampton Avenue and 10<sup>th</sup> Street. The building's construction date is estimated to be circa 1925 (Figure 23). The rectangular, one-story building is of frame construction with a shiplap exterior. The original construction is front-gabled with a metal roof with a symmetrical façade that features central doors flanked by fixed sash windows. The overhanging eaves are supported by triangular knee braces. A poured cement porch is covered by a shed roof, affixed to the façade and supported by wood poles on brick piers. The building has been expanded with two additions. A historic frame addition with weatherboard exterior has been added to the on the north elevation. The addition has a metal shed roof with six-over-six double hung sash windows and a wooden door. The south elevation's addition is of concrete block construction and topped with a metal shed roof.



Resource Number 0085 is recommended not eligible for the NRHP, as it was not found to be associated with any historic event or person of significance nor does it significantly contribute to the history of Fairfax's commercial or industrial development. While the resource does retain integrity of design, it is not an outstanding example of an early twentieth-century commercial building. Therefore, the resource is recommended not eligible under Criteria A, B, or C.

Figure 23.  
Resource Number 0085



## V. RESULTS AND RECOMMENDATIONS

Background research showed that there was one previously recorded resource within the study area. This resource is the Virginia Durant Young House, which is listed on the NRHP. Due to the scope and nature of the proposed intersection improvements, project implementation would not cause an adverse effect, directly or visually, to this resource.

The historic commercial buildings of the city of Fairfax were inventoried and evaluated for their eligibility to the NRHP, individually and as a district. Individually, two of the 36 commercial buildings are recommended eligible for the NRHP: Resource Number 0061, Fairfax City Hall, and Resource Number 0072, the Fairfax Railroad Depot. Both resources accurately represent the history and development of Fairfax, are significant examples of their building types and/or styles, and retain a high level of integrity. Project implementation would not adversely affect either of these resources.

Fairfax's commercial building stock was evaluated under Criteria A and C and is recommended not eligible to the NRHP as a historic district. Fairfax's commercial district was growing and robust in the first half of the twentieth century, as shown in the 1918 USGS topographic map and the 1951 Sanborn map (see Figures 2 and 3). Aerial photography from 1980 shows that the gridded streets lined with commercial buildings had remained relatively unchanged from the earlier mapping (Figure 24). The city's centennial pamphlet from 1993 lists a number of businesses within downtown Fairfax. However, by the beginning of the 2000s, the number of vacant lots representing demolished commercial buildings notably increases, and small parks and greenspaces were created to fill the voids. Today, the commercial district contains a fraction of the commercial building and businesses the city boasted in the 1910s and 1920s, or the number it held as recently as the 1990s. The Fairfax commercial district cannot accurately convey the history of Fairfax's economic growth and development. Additionally, the commercial district lacks continuity and overall integrity of its building stock. Therefore, it is recommended that no NRHP-eligible commercial district is present in the city of Fairfax.

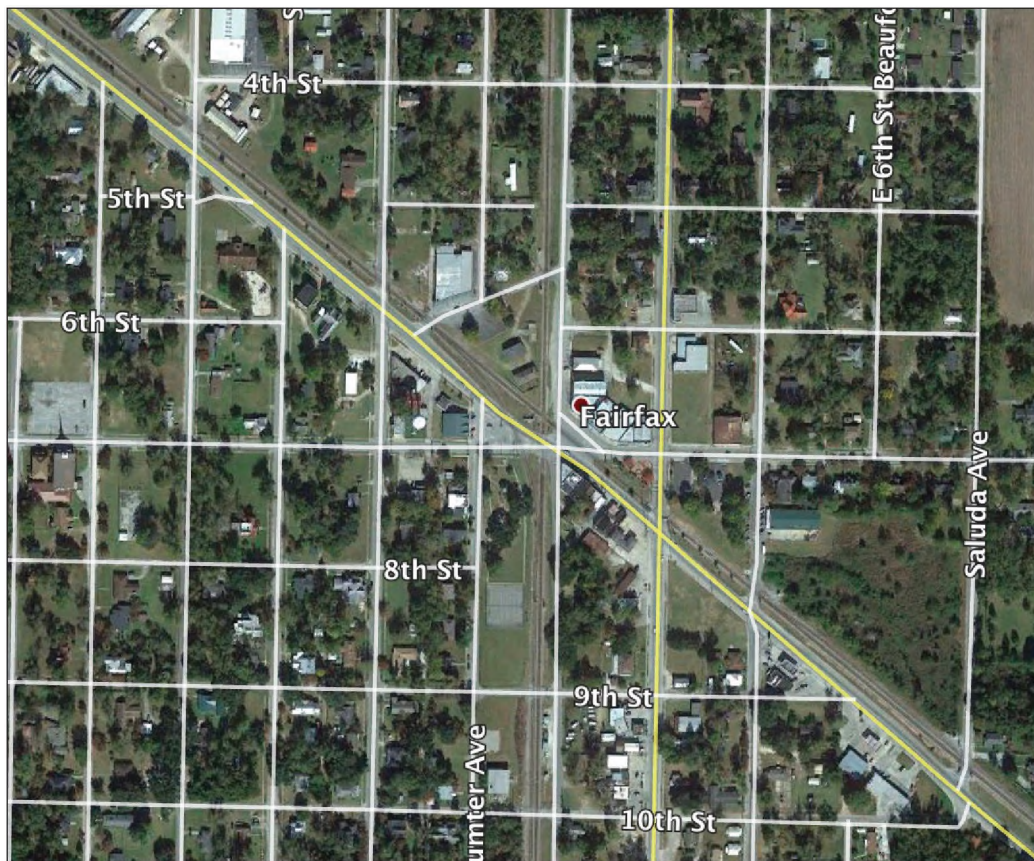


Figure 24.  
Aerial Photography of Fairfax



A. 1980 Aerial Photograph of Fairfax Commercial District

Source: Earthexplorer.usgs.gov



B. Current Aerial Photograph of Fairfax Commercial

Source: Google Earth 2019

# BIBLIOGRAPHY

Allendale County Development Board

1974 Allendale County Industrial Brochure. South Carolina State Development Board.

Johnson, Daniel McDonald

2006 Fairfax. *South Carolina Encyclopedia*. University of South Carolina, Columbia, South Carolina.

Lawton, Alezania Easterling and Minnie Reeves Wilson

1970 *Allendale on the Savannah*. Bamberg Herald Printers, Bamberg, South Carolina.

Liebs, Chester H.

1995 *Main Street to Miracle Mile*. The Johns Hopkins University Press, Baltimore, Maryland.

Loadholt, Adrienne

1993 *Centennial Celebration, 1893-1993, Town of Fairfax, South Carolina*. Town of Fairfax, South Carolina.

Reed, Mary Beth, Mark T. Swanson, Steven Gaither, J. W. Joseph Ph.D., and William R. Henry

2002 *Savannah River Site at Fifty*, edited by Barbara Smith Strack. U.S. Government Printing Office, Washington, D.C.

U.S. Bank Locations

2019 Allendale County Bank. *U.S. Bank Locations*. Electronic document, <https://www.usbanklocations.com/allendale-county-bank-15062.shtml>, accessed February 7, 2019.

Reed, Mary Beth, Mark T. Swanson, Steven Gaither, J.W. Joseph Ph.D., and William R. Henry

2002 *Savannah River Site at Fifty*. Edited by. Barbara Smith Strack. U.S. Government Printing Office, Washington, D.C.

Woody, Howard and Thomas L. Johnson

1998 *South Carolina Postcards: Southern Carolina: Beaufort to Barnwell*. Arcadia.

Intentionally Left Blank