

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: South Hill Commercial Historic District
 Other names/site number: VDHR# 301-5062
 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: Franklin Street, Mecklenburg Avenue, West Danville Street (U.S. Routes 1 and 58)
 City or town: South Hill State: VA County: Mecklenburg
 Not For Publication: N/A Vicinity: N/A

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 x C ___ D

<p>_____ Signature of certifying official/Title: <u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government</p>	<p>_____ Date</p>
<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____ Signature of commenting official:</p>	<p>_____ Date</p>
<p>_____ Title :</p>	<p>_____ State or Federal agency/bureau or Tribal Government</p>

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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

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

Category of Property

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

<u>91</u>	<u>16</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>1</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>92</u>	<u>17</u>	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

DOMESTIC: single dwelling; secondary structure

COMMERCE/TRADE: business; financial institution; specialty store; department store;
restaurant; warehouse

GOVERNMENT: post office

EDUCATION: school

RELIGION: religious facility

RECREATION AND CULTURE: theater

INDUSTRY/PROCESSING/EXTRACTION: industrial storage

HEALTH CARE: medical business/office

TRANSPORTATION: rail-related

Current Functions

DOMESTIC: single dwelling; secondary structure

COMMERCE/TRADE: business; specialty store; restaurant; warehouse

GOVERNMENT: town hall

RELIGION: religious facility

RECREATION AND CULTURE: theater; museum

INDUSTRY/PROCESSING/EXTRACTION: industrial storage

VACANT/NOT IN USE

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7. Description

Architectural Classification

LATE VICTORIAN: Queen Anne, Romanesque

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival, Mission/Spanish Colonial Revival, Gothic Revival, Classical Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style, Bungalow/Craftsman

MODERN MOVEMENT: Art Deco; Moderne; International Style

NO STYLE

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK; CONCRETE; STUCCO; WOOD (Weatherboard); SYNTHETICS (Vinyl; Rubber); ASPHALT; METAL (Tin); STONE (Slate)

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 South Hill Commercial Historic District is located in the Town of South Hill, a Southside Virginia town in eastern Mecklenburg County. Situated at the junction of the Boydton and Petersburg Plank Road, now US Route 1, and the Atlantic & Danville Railroad, the town developed from the late nineteenth century to the mid-twentieth century as the commercial, industrial, and transportation center of the county and region. The 57-acre district is primarily linear, running along Mecklenburg Avenue (US Route 1), bounded by Franklin Street to the north and West Danville Street to the south. Resources include commercial buildings, tobacco warehouses, the former railroad depot, a theater, service stations, residences, a school and several churches that date from the turn of the century to the mid-twentieth century. The district includes many vernacular domestic and commercial buildings, as well as a range of popular architectural styles of the period, including Gothic Revival, Classical Revival, Romanesque, Queen Anne, Colonial Revival, Bungalow/Craftsman, Mission/Spanish Colonial Revival, Moderne, and International Style. Of the 94 primary resources in the district, 82 contribute to the district and 12 are non-contributing due to their date of construction or loss of physical integrity. Additionally, there are 15 secondary resources, of which 10 are contributing and five are non-contributing to the historic district. One property, Colonial Theater, was listed in the NRHP in 2003.

Statement of Integrity

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The majority of resources in the historic district possess moderate to good integrity of form, location, design, setting, materials, and association. The resources continue to convey their historic functions, as well as a sense of the time in which they were constructed. As with most evolved commercial areas that are over 100 years old, there are instances of storefront remodeling, replacement doors and windows, and the use of contemporary exterior cladding materials. The non-contributing resources include several buildings that date after the period of significance (1889-1967).

Narrative Description

The South Hill Commercial Historic District is in the incorporated Town of South Hill, situated in the eastern section of Mecklenburg County, Virginia. This Southside county also includes the incorporated towns of Boydton, Chase City, Clarksville, and La Crosse. While Boydton is the county seat, South Hill is the largest town in population and geographic area, encompassing 9.3 square miles. Mecklenburg County features a rolling landscape and South Hill, originally “South of the Hill,” is named for its relationship to a hill referred to as “Walkers Mountain” on early 1800s maps.¹ The terrain within the historic district is generally level, although there is a gradual slope that is higher on the northern end of Mecklenburg Avenue and slopes towards the south, down to West Danville Street.

The historic district is generally linear as it centers on the commercial corridor along North and South Mecklenburg Avenue between Franklin Street to the north and West Danville Street to the south. North and South Mecklenburg Avenue and West Danville Street follow the route of the historic Boydton and Petersburg Plank Road, which is now US Route 1. Sections of Main Street and South Main Street, which flanked the tracks of the Atlantic & Danville Railroad (now removed), as well as Brunswick Avenue are also included in the district where they intersect Mecklenburg Avenue. This area of the district is primarily commercial in character. The area of West Danville Street, where tobacco warehouses and prizeeries as well as gas stations and other automobile-related resources are located, developed as an industrial area at the southern end of the town. Franklin Street, which bounds the district to the north, is residential in character with several churches and residences, ranging from the early to mid-twentieth century, and the South Hill High and Grammar School.

The area that eventually grew to be the incorporated Town of South Hill began to develop with taverns and other transportation commerce buildings in the pre-Civil War era. The Boydton and Petersburg Plank Road, which would eventually become US Route 1, was established between 1851 and 1853 as an early route for general north-south travel and commerce between points south and the major cities of Petersburg and Richmond. Several of those buildings were known to have existed within the limits of the historic district in the area of North Mecklenburg Avenue, but were replaced by later commercial buildings. Although no buildings survive from this antebellum period when the village served as a stop on the Plank Road, the route, which follows Mecklenburg Avenue, established the present day commercial center of South Hill.

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With the construction of the Atlantic & Danville Railroad in the early 1890s, the town was laid out in a 1¼-mile circle centering on the railroad depot at Main Street and Mecklenburg Avenue. Early development occurred primarily along this alignment of the Boydton and Petersburg Plank Road and the intersection of rail travel. Most buildings in the historic district date to the post 1900 period following the completion of the Atlantic & Danville Railroad in 1891 and the incorporation of the town in 1901. Although the original depot was destroyed by fire, it was replaced with the present depot in the same location in 1924. While the railroad tracks were removed after Norfolk Southern discontinued their use in the late 1980s, the bed of the former railroad line is preserved today as part of the Tobacco Heritage Trail. The original circular plat of land and pattern of streets, alleys, and lots that were laid out in 1889 remained intact as the town limits until annexation in 1967.

Commercial Architecture

Approximately fifteen commercial buildings that date from the development of South Hill in the late nineteenth century to World War I survive in the district today. This commercial architecture—located along Mecklenburg Avenue, Main Street, South Main Street, Brunswick Avenue, and West Danville Street—is generally of brick construction and one to two stories in height. The earliest buildings, dating to the turn of the century, feature a late Victorian palette of hybrid styles. Influences from the Italianate and Romanesque Revival styles—such as arched window hoods and bracketed or corbelled cornices—are often visible in the detailing of the primary facades of these early commercial buildings. Other buildings dating to this period are simpler with little or no cornice or window elaboration.

The Bank of South Hill (Archie's Florist), built ca. 1901 at 118 South Mecklenburg Avenue, survives as one of the earliest commercial buildings in the district. The building exhibits Romanesque Revival influences in its fine brickwork with molded semi-circular windows at the storefront level.

The two-story, brick R.E. Yancey Department Store (J's Antiques), built ca. 1904 at 106 North Mecklenburg Avenue, features influences of the Italianate style and is one of the most intact Main Street Commercial Style buildings surviving. It has ornamental brickwork in the cornice and at lower areas and these courses are called out by lighter paint colors. The store has an older metal brace supported retail window hood over the sidewalk and the double leaf entrance doors and flanking storefronts appear to be historic. The former clothing store at 124 South Mecklenburg Avenue, built ca. 1905, is another example of the Italianate influence with its corbelled brick cornice. This two-story brick building also features a decorative metal cornice above the storefront and appears to retain its original recessed entrance and display windows.

The W.H. Crowder & Sons Store, 128 South Mecklenburg Avenue, was originally built in 1902 to face south towards the railroad tracks. In 1910, the building was enlarged and reoriented towards South Mecklenburg Avenue. The new façade features one of the best

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surviving Italianate cornices with decorative brackets and a raised central portico motif that frames “W.H. Crowder” in the fascia and “1910” in the tympanum.

Immediately following World War I, the commercial architecture built during the 1920s in the district often reflected the Arts and Crafts Movement. While corbelled brick courses continued to be used to accent cornices and parapets, facades became simpler, relying on more patterned brickwork, sometimes accented with contrasting concrete blocks or panels, for articulation. The Parham Building at 117 North Mecklenburg Avenue, built ca. 1920, reflects pre-World War I tastes with its elaborately corbelled brick cornice. The 1922 Sanborn Fire Insurance Map indicates the ground floor of this building served as a garage and a movie theater was located on the second floor. Clement Buick, built ca. 1919 at 123 North Mecklenburg Avenue features one of the finest masonry cornices in South Hill. The two-story, seven-bay brick building was remodeled in 1926 with an open first floor for auto access. The mid-elevation pent course features clay roof tiles.

The one-story commercial building at 110 West Danville Street, built ca. 1920, is an example of a simple brick façade with patterned brickwork. The Davis Department Store, built ca. 1925 at 114 West Danville Street, is an excellent example of Art and Crafts influenced design with patterned brickwork.

Most notable during the 1920s was the construction of two buildings near the southern end of the commercial core of South Hill that were three stories in height, making them the tallest buildings in town. The Colonial Theater (NRHP 2003) was built in 1924-1925 at 220 South Mecklenburg Avenue. The brick three-story theater is one of the tallest buildings in South Hill. It is the best example of Arts and Crafts influenced Mission/Spanish Colonial Revival style in the district with its bracketed pent roof at the attic level and patterned brickwork accented with concrete tablets and end blocks. The theater closed in the 1970s, but was renovated in the 2000s and reopened in 2011 as the Colonial Center for Performing Arts.

The ca. 1924 Hotel Lincoln was built to complement the Colonial Theater, at the height of the auto tourism and railroad era. In 1930, a substantial addition to the hotel increased the number of guest rooms, created a dining room, and added an elevator lobby. The hotel occupies an important gateway corner near the intersection of Mecklenburg Avenue and Danville Street. It is significant as the last of several hotels that once existed in town.

Beginning in the 1930s and continuing through the 1960s, commercial buildings in the district became even simpler in both form and articulation. Many of the buildings were relatively non-distinct, often being one story and constructed of concrete block with unadorned brick veneer facades and aluminum storefront systems. Examples of this minimalist style are located throughout the district, including Percy’s Barber Shop at 112 South Mecklenburg Avenue (1950), 109 South Mecklenburg Avenue (1958), 521 West Danville Street (1960), and the former Leggett Department Store, now Town Hall, at 211 South Mecklenburg Avenue (1966).

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An exception to this trend is the 1940 Art Deco design of the former ABC store at 113 North Mecklenburg Avenue. This one-story building is faced with cast-concrete panels and fluted end pilasters in the standard design for ABC stores in Virginia. Another unique building in the district is the 1948 Star Theater at 116 North Mecklenburg Avenue with its barrel-vault roof and glass block windows.

Transportation-Related Architecture

As the town of South Hill developed around the transportation routes of the Boydton and Petersburg Plank Road—which would become US Route 1 in the 1927—and the Atlantic & Danville Railroad, the district includes a number of transportation-related resources. Central to the town's original plat was the railroad depot located on Mecklenburg Avenue between Main Street and South Main Street. After a fire destroyed the original depot, the current depot was constructed at the same location (201 South Mecklenburg Avenue) in 1924. The one-story brick depot was likely a standard plan design from the civil engineer/architecture department of the Atlantic & Danville railroad. While the tracks themselves have been removed, the railroad bed remains identifiable as part of the Tobacco Heritage Trail.

Beginning in the 1920s, the automobile became the preferred mode of transportation for many. As early as 1922, the Sanborn Fire Insurance Map showed the ground floor of the 1920 Parham Building at 117 North Mecklenburg Avenue being used as a garage. By 1926, Fred Watkins had opened up his Chevrolet dealership in this building. The ca. 1919 building at 123 North Mecklenburg Avenue was converted to the Clement Buick Dealership in 1926. Watkins Motor Company moved to a new building at 200 West Danville Street in 1932. The one-story brick building features a prominent angled wall at its front corner. The ca. 1939 Western Auto Associates Store at 120 South Mecklenburg Avenue is another example of an automobile-related resource. This two-story commercial building with a minimalist façade was a retail store for automobile parts rather than a dealership or repair shop.

After the former route of the Boydton and Petersburg Plank Road along Mecklenburg Avenue and West Danville Street became US Route 1 in 1927, a number of service stations were built in South Hill. The ca. 1930 station at 301 West Danville Street is one of the earliest as it features a hipped roof with a porte-cochere extending over the pumps. The automobile repair bays were located in a separate building. The ca. 1930 service station at 100 West Danville Street and the ca. 1935 Sinclair Service Station at 103 South Mecklenburg Avenue were designed in the Mission/Spanish Colonial Revival style. These stuccoed masonry buildings with terra-cotta tile parapets integrated the garage bays for repairs into the building. The garage bays featured Mission/Spanish Colonial Revival style, arched openings.

The Horseshoe Restaurant, built ca. 1939 at 311 West Danville Street, is a unique resource related to the automobile commerce along US Route 1. While it may have started out as a

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blacksmith shop— or on the site of a former blacksmith shop— its distinctive horseshoe-shaped counter identifies the restaurant.

Industrial Buildings

The major industry for many years in South Hill was tobacco processing, storage, and shipping with warehouses and prizeeries located on West Danville Street at the southern end of the district. The ca. 1915 J.E. Boyd & Company tobacco warehouse is located at 500 West Danville Street. The large rectangular building is of brick construction, characterized by its gable roof and stepped parapet. The tobacco warehouse building type continues without much deviation into the 1930s with the Virginia Tobacco Company Warehouse at 313 West Danville Street and the Watkins Tobacco Sales Warehouse at 501 West Danville Street featuring the same rectangular form with gable roof and stepped parapet. However, the Watkins Tobacco Sales warehouse is constructed of concrete block rather than brick. The ca. 1915 former cooper shop at 400-402 West Danville Street likely supported the nearby tobacco warehouses. Although the façade of this building was somewhat altered when the building later became a restaurant, it still features brick construction with a gable roof and a stepped parapet characteristic of other tobacco-related buildings in the district.

Religious Resources

Three historic churches are located on Franklin Street. Built within a decade between 1912 and 1922, the churches are examples of three distinct ecclesiastical styles. These institutional buildings represent a transition from the commercial core of the district along Mecklenburg Avenue to the more residential character of Franklin Street.

The ca. 1912 South Hill Presbyterian Church, located at 105 Franklin Street, is designed in the Classical Revival style. The rectangular brick sanctuary with front-gable roof is dominated by a temple-front pedimented portico with architrave, supported by four colossal stuccoed Doric columns. Modillions and dentils embellish the cornice while painted pressed tin shingles sheath the tympanum. Twelve-over-twelve sash windows with jack arches and stone lintels light the sanctuary along the side elevations.

The ca. 1919 South Hill United Methodist Church is located at 105 Franklin Street, on the corner of North Mecklenburg Avenue. This Romanesque Revival style church features three towers projecting above a hipped roof with multiple intersecting gables. The exterior brick walls are laid in a five-course common bond. A belt course composed of light-colored brick laid in a soldier course runs along the top of the brick foundation. Slate sheaths the complex hipped roof and decorative metal finials cap each tower. Each of the three towers contains an arched opening with paneled double-leaf doors capped by semicircular stained glass transom. Centered on the gabled projections are large, arched stained glass windows. Rectangular and circular stained glass windows provide additional light to the interior. The belfry tower features arched, louvered openings. Corbeled brick belt courses in a light-colored brick accent the towers. Segmental brick arches in the same light-colored brick

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surmount each window and door opening. The ca. 1961 worship hall addition on the north side and the ca. 1949 education wing on the east side connect to the main church. Both additions are brick, in keeping with the original church. The worship hall on the north side is a modernist interpretation of the Colonial Revival style. The two-story education wing on the east side is rectangular in form and has a flat roof with triangular parapet and corbelled brickwork.

The ca. 1922 All Saints' Episcopal Church was built in the Gothic Revival style at 203 Franklin Street. This one-story, nave-plan church is rectangular in form and constructed of brick laid in five-course American bond. The front-gable roof features a corner tower with a crenellated parapet. Double-leaf doors at the corner tower and a gabled front entrance vestibule provide entrance to the sanctuary. Lancet-arched windows and transoms of stained glass light the interior. Masonry buttresses accent the exterior walls.

Educational Resources

The ca. 1932 South Hill High and Grammar School at 303 Franklin Street is an example of the Art Deco style, with an International-style addition that dates to 1952. The one-story, brick school building is U shaped with a flat roof and a single-loaded classroom corridor plan. The brick walls are laid in a Flemish variant bond pattern. The front doors are contained within an arched, recessed opening centered on the front elevation. A fanlight with a keystone above caps the double doors. Pilasters with smooth concrete caps define the window bays. The 1952 addition to the east side of the school exhibits influences of the International style in its simple form and minimal detailing. The two-story brick veneered addition steps down the sloping grade of the site. Large banks of aluminum windows with concrete sills provide light to the interior spaces.

The school campus also includes two auxiliary classroom buildings that were used for agricultural education, including a community cannery and meeting space for the Future Farmers of America (FFA). Built ca. 1941, these one-story, brick buildings are rectangular in form with a side-gable roof with exposed rafter tails. A gabled overhang, supported by large wood brackets, shelters the entrance. A brick hyphen, which appears to be a later addition, connects the two auxiliary buildings.

Residential Resources

The dwellings on Franklin Street, some of which were built by founding fathers and leading businessmen of the town, include some of the best examples of higher style architecture in South Hill. In addition to three large Queen Anne houses, there are vernacular cottages, Craftsman-style bungalows and well-designed Colonial Revival style houses.

The ca. 1910 house at 215 Franklin Street is an excellent example of the Queen Anne style with its complex roof with corner turret and wraparound porch. The house was the home of R.E. Yancey, one of the first settlers of South Hill. Yancey was the President of the South

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Hill Manufacturing Company, established in 1905. He also owned Yancey Department Store on North Mecklenburg Avenue.

The ca. 1910 Jim Gordan House at 221 Franklin Street is a good example of the Queen Anne style with Colonial Revival influences. The exterior walls are constructed of light-colored brick laid in a stretcher bond. The main roof is hipped with lower hipped projections. The roof is sheathed in slate, arranged in a fishscale pattern. A one-story porch with a standing-seam metal roof wraps around the front and east side of the house. Paired Tuscan columns on brick piers support the porch. Sawn wood brackets add extra embellishment to the supports. The window openings retain their jack arches and stone sills. Several stained-glass windows remain intact.

The ca. 1910 William K. Simmons House at 225 Franklin Street is another good example of the Queen Anne style with Colonial Revival influences. The two-story, frame house features a side-gable roof with a lower protruding gable wing and a conical turret on the front elevation. A decorative finial tops the turret. The gable ends feature full eave returns with dentil molding and modillion embellishment at the cornice. A one-story porch wraps around the front and east side of the house. Tuscan columns support the porch.

The ca. 1920 house at 226 Franklin Street is a good example of a Craftsman-style bungalow. The one-and-one-half-story frame house features a side-gable roof with large front dormer and wide eaves supported by knee braces. Brick piers and a brick knee wall support the front porch. The double-hung sash wood windows are typical of the Craftsman style, with four vertical lights over one light. Other examples of the Craftsman-style bungalow are located at 220 and 224 Franklin Street, built ca. 1920; 213 Franklin Street, built ca. 1925; 114 Franklin Street, built ca. 1929; and 225 Franklin Street, built ca. 1935.

A number of good examples of the Colonial Revival style are located on Franklin Street, particularly along the south side of the street. The ca. 1929 house at 215 Franklin Street is a classic example with its two-story, three-bay form with side-gable roof and Flemish-bond brick. The entrance portico is pedimented with fluted columns and a fanlight over the door. The house at 210 Franklin Street, built ca. 1929, has a side-gable roof of slate shingles, a pedimented entrance portico with fluted columns, and double-hung, wood-sash windows with six-over-one lights. The one-story Colonial-Revival house at 202 Franklin Street, built ca. 1936, has a side-gable roof with colonnaded side porches and a pedimented entry porch. A bay window accents the façade while the remaining double-hung, wood-sash windows have eight-over-eight lights. The ca. 1930 house at 220 Franklin Street is an example of the Cape Cod with its one-story, three-bay form with side-gable roof with dormers.

INVENTORY

The following inventory lists the resources within the South Hill Commercial Historic District. It is organized alphabetically by street name and then numerically by street number. Each entry provides the address, building name (if applicable), date of construction,

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architectural style, current building use, VDHR File number, and the contributing status within the district. Whether a building is considered contributing or non-contributing was determined based on its integrity as it supports the historic district's significance under Criterion A (Community Planning and Development, Commerce, Industry) and/or Criterion C (Architecture) during the Period of Significance (1889 - 1967). Resources are keyed to the Sketch Map/Photo Key by their numerical street address.

ATLANTIC STREET

West 110 Atlantic Street 301-5062-0001 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1975

Non-contributing Total: 1

BRUNSWICK AVENUE

South 205-207 Brunswick Avenue 301-5062-0002 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1960

Contributing Total: 1

South 208 Brunswick Avenue 301-5062-0003 *Other DHR Id#:*

Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1955

Contributing Total: 1

South 209-211 Brunswick Avenue 301-5062-0004 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1960

Contributing Total: 1

South 215-217 Brunswick Avenue 301-5062-0005 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1908

Contributing Total: 1

DANVILLE STREET

West 100 Danville Street 301-5062-0006 *Other DHR Id#:*

Primary Resource: Service Station (Building), Stories 1, Style: Spanish/Mission Revival, Ca 1935

Contributing Total: 1

West 110 Danville Street 301-5062-0007 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1920

Contributing Total: 1

West 114 Danville Street 301-5062-0008 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1925

Contributing Total: 1

West 115 Danville Street 301-5062-0009 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Post Modern, Ca 1980

Non-contributing Total: 1

West 116 Danville Street 301-5062-0010 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1925

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Non-contributing Total: 1

West 117 Danville Street 301-5062-0011 *Other DHR Id#:*

Primary Resource: Bank (Building), Stories 2, Style: International Style, Ca 1919

Contributing Total: 1

West 118 Danville Street 301-5062-0012 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1920

Contributing Total: 1

West 120 Danville Street 301-5062-0013 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1910

Contributing Total: 1

West 120 Danville Street 301-5062-0014 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1915

Contributing Total: 1

West 200 Danville Street 301-5062-0015 *Other DHR Id#:*

Primary Resource: Automobile Showroom (Building), Stories 1, Style: No discernible style, Ca 1932

Contributing Total: 1

West 201-203 Danville Street 301-5062-0016 *Other DHR Id#:*

Primary Resource: Hotel/Inn (Building), Stories 3, Style: Commercial Style, Ca 1924

Contributing Total: 1

West 205 Danville Street 301-5062-0017 *Other DHR Id#:*

Primary Resource: Department Store (Building), Stories 2, Style: Commercial Style, Ca 1935

Non-contributing Total: 1

West 213 Danville Street 301-5062-0018 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1920

Non-contributing Total: 1

West 215 Danville Street 301-5062-0019 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1920

Non-contributing Total: 1

West 219 Danville Street 301-5062-0020 *Other DHR Id#:*

Primary Resource: Department Store (Building), Stories 1, Style: Commercial Style, Ca 1953

Contributing Total: 1

West 229 Danville Street 301-5062-0021 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1940

Non-contributing Total: 1

West 231-233 Danville Street 301-5062-0022 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1922

Contributing Total: 1

West 311 Danville Street 301-5062-0023 *Other DHR Id#:*

Primary Resource: Restaurant (Building), Stories 1, Style: No discernible style, Ca 1936

Contributing Total: 1

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Secondary Resource: Sign (Object)

Contributing Total: 1

West 315 Danville Street 301-5062-0024 *Other DHR Id#:*

Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1930

Contributing Total: 1

West 321 Danville Street 301-5062-0025 *Other DHR Id#:*

Primary Resource: Service Station (Building), Stories 1, Style: No discernible style, Ca 1930

Contributing Total: 1

Secondary Resource: Service Station (Building)

Contributing Total: 1

West 400-402 Danville Street 301-5062-0026 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1915

Contributing Total: 1

West 404 Danville Street 301-5062-0027 *Other DHR Id#:*

Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1915

Contributing Total: 1

West 415 Danville Street 301-5062-0028 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1910

Contributing Total: 1

Secondary Resource: Commercial Building (Building)

Non-contributing Total: 1

West 500 Danville Street 301-5062-0029 *Other DHR Id#:*

Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1915

Contributing Total: 1

West 501 Danville Street 301-5062-0030 *Other DHR Id#:*

Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1935

Contributing Total: 1

West 521 Danville Street 301-5062-0031 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1960

Contributing Total: 1

FRANKLIN STREET

105 Franklin Street 301-5062-0032 *Other DHR Id#*

Primary Resource: Church/Chapel (Building), Stories 1, Style: Romanesque Revival/Richardsonian, Ca 1919

Contributing Total: 1

110 Franklin Street 301-5062-0033 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1915

Contributing Total: 1

113 Franklin Street 301-5062-0034 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1925

Contributing Total: 1

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114 Franklin Street 301-5062-0035 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1925

Contributing Total: 1

115 Franklin Street 301-5062-0036 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1920

Contributing Total: 1

201 Franklin Street 301-5062-0037 *Other DHR Id#:*

Primary Resource: Church/Chapel (Building), Stories 1, Style: Classical Revival, Ca 1912

Contributing Total: 1

202 Franklin Street 301-5062-0038 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1936

Contributing Total: 1

203 Franklin Street 301-5062-0039 *Other DHR Id#:*

Primary Resource: Church/Chapel (Building), Stories 1, Style: Gothic Revival, Ca 1922

Contributing Total: 1

205 Franklin Street 301-5062-0040 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1935

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

209 Franklin Street 301-5062-0041 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, Ca 1935

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

210 Franklin Street 301-5062-0042 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1929

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

213 Franklin Street 301-5062-0043 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 1, Style: Colonial Revival, Ca 1923

Contributing Total: 1

214 Franklin Street 301-5062-0044 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1929

Contributing Total: 1

215 Franklin Street 301-5062-0045 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Queen Anne, Ca 1910

Contributing Total: 1

Resource: Garage (Building)

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Contributing Total: 1

220 Franklin Street 301-5062-0046 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, Ca 1930**

Contributing Total: 1

221 Franklin Street 301-5062-0047 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Queen Anne, Ca 1910**

Contributing Total: 1

Secondary Resource: **Garage (Building)**

Non-contributing Total: 1

225 Franklin Street 301-5062-0048 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Queen Anne, Ca 1910**

Contributing Total: 1

Secondary Resource: **Shed (Building)**

Contributing Total: 2

226 Franklin Street 301-5062-0049 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**

Contributing Total: 1

Secondary Resource: **Garage (Building)**

Non-contributing Total: 1

229 Franklin Street 301-5062-0050 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**

Contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

303 Franklin Street 301-5061 *Other DHR Id#: 301-5062-0051*

Primary Resource: **School (Building), Stories 1, Style: Art Deco, Ca 1932**

Contributing Total: 1

Secondary Resource: **Classroom Building (Building)**

Contributing Total: 2

MAIN STREET

West 103 Main Street 301-5062-0052 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1935**

Contributing Total: 1

West 121 Main Street 301-5062-0053 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1945**

Contributing Total: 1

West 121 Main Street 301-5062-0054 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1920**

Contributing Total: 1

West 123 Main Street 301-5062-0055 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1910**

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Contributing Total: 1

MECKLENBURG AVENUE

North 102 Mecklenburg Avenue 301-5062-0056 *Other DHR Id#: Primary Resource:*

Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1905

Contributing Total: 1

North 106 Mecklenburg Avenue 301-5062-0057 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1904

Contributing Total: 1

North 110 Mecklenburg Avenue 301-5062-0058 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1910

Contributing Total: 1

North 112 Mecklenburg Avenue 301-5062-0059 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950

Contributing Total: 1

North 113 Mecklenburg Avenue 301-5062-0060 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Art Deco, Ca 1940

Contributing Total: 1

North 114 Mecklenburg Avenue 301-5062-0061 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1958

Contributing Total: 1

North 116 Mecklenburg Avenue 301-5062-0062 *Other DHR Id#:*

Primary Resource: Theater (Building), Stories 2, Style: Commercial Style, Ca 1948

Contributing Total: 1

North 117 Mecklenburg Avenue 301-5062-0063 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1920

Contributing Total: 1

North 120 Mecklenburg Avenue 301-5062-0064 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1910

Contributing Total: 1

North 122 Mecklenburg Avenue 301-5062-0065 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1910

Contributing Total: 1

North 123 Mecklenburg Avenue 301-5062-0066 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1919

Contributing Total: 1

North 126 Mecklenburg Avenue 301-5062-0067 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1905

Contributing Total: 1

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North 130 Mecklenburg Avenue 301-5062-0068 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1910
Contributing Total: 1

North 133 Mecklenburg Avenue 301-5062-0069 Other DHR Id#:

Primary Resource: Service Station (Building), Stories 1, Style: Colonial Revival, Ca 1939
Non-contributing Total: 1

North 134 Mecklenburg Avenue 301-5062-0070 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1979
Non-contributing Total: 1

South 102 Mecklenburg Avenue 301-5062-0071 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1915
Contributing Total: 1

South 103 Mecklenburg Avenue 301-5062-0072 Other DHR Id#:

Primary Resource: Service Station (Building), Stories 1, Style: Spanish/Mission Revival, Ca 1935
Contributing Total: 1

South 104 Mecklenburg Avenue 301-5062-0073 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1915
Contributing Total: 1

South 106 Mecklenburg Avenue 301-5062-0074 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1950
Contributing Total: 1

South 109 Mecklenburg Avenue 301-5062-0075 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1958
Contributing Total: 1

South 111 Mecklenburg Avenue 301-5062-0076 Other DHR Id#:

Primary Resource: Bank (Building), Stories 1, Style: Commercial Style, Ca 1909
Contributing Total: 1

South 112 Mecklenburg Avenue 301-5062-0077 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1913
Contributing Total: 1

South 113 Mecklenburg Avenue 301-5062-0078 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, Ca 1966
Contributing Total: 1

South 116 Mecklenburg Avenue 301-5062-0079 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1910
Contributing Total: 1

South 118 Mecklenburg Avenue 301-5062-0080 Other DHR Id#:

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Primary Resource: **Bank (Building), Stories 2, Style: Commercial Style, Ca 1901**

Contributing Total: 1

South 119 Mecklenburg Avenue 301-5062-0081 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1885**

Contributing Total: 1

South 120 Mecklenburg Avenue 301-5062-0082 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1939**

Contributing Total: 1

South 121 Mecklenburg Avenue 301-5062-0083 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1913**

Contributing Total: 1

South 123 Mecklenburg Avenue 301-5062-0084 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1956**

Contributing Total: 1

South 124 Mecklenburg Avenue 301-5062-0085 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1905**

Contributing Total: 1

South 128 Mecklenburg Avenue 301-5062-0086 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1902**

Contributing Total: 1

South 200 Mecklenburg Avenue 301-5062-0087 *Other DHR Id#:*

Primary Resource: **Office/Office Building (Building), Stories 2, Style: Neo-Eclectic, Ca 1993**

Non-contributing Total: 1

South 201 Mecklenburg Avenue 301-0002 *Other DHR Id#: 301-5062-0088*

Primary Resource: **Depot (Building), Stories 1, Style: No discernible style, 1924**

Contributing Total: 1

South 205 Mecklenburg Avenue 301-5062-0089 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1928**

Contributing Total: 1

South 208 Mecklenburg Avenue 301-5062-0090 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 2, Style: No discernible style, Ca 1940**

Non-contributing Total: 1

South 211 Mecklenburg Avenue 301-5062-0091 *Other DHR Id#:*

Primary Resource: **Department Store (Building), Stories 1, Style: No discernible style, 1966**

Contributing Total: 1

South 212 Mecklenburg Avenue 301-5062-0092 *Other DHR Id#:*

Primary Resource: **Automobile Showroom (Building), Stories 1, Style: No discernible style, Ca 1926**

Non-contributing Total: 1

Secondary Resource: **Other (Other)**

Non-contributing Total: 1

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South 215 Mecklenburg Avenue 301-5062-0093 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1928

Contributing Total: 1

South 220 Mecklenburg Avenue 301-5054 *Other DHR Id#: 301-5062-0094*

Individually listed in the NRHP 2003

Primary Resource: Theater (Building), Stories 3, Style: Commercial Style, Ca 1925

Contributing Total: 1

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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.)

ARCHITECTURE
PLANNING & COMMUNITY DEVELOPMENT
COMMERCE
INDUSTRY

Period of Significance
1889 – 1967

Significant Dates

1889
1891
1901

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

UNKNOWN

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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 Town of South Hill in Mecklenburg County developed at the turn of the century with the arrival of the Atlantic & Danville Railroad in 1891. Prior to its completion, railroad financiers and engineers laid out the 56-acre town in a 1¼-mile circle around the depot in 1889. Soon thereafter, South Hill was incorporated as a town in 1901. Situated in a region rich in tobacco and lumber resources, the town grew quickly as a shipping and manufacturing center. The South Hill Historic District is eligible for listing under Criterion A with significance at the local level in the areas of Community Planning and Development, Commerce, and Industry. It is also locally significant under Criterion C for Architecture. South Hill is an excellent example of a Southside Virginia town with its roots in the turn-of-the-twentieth-century tobacco and railroad economy. The historic district reflects this history in its tobacco warehouses, railroad depot and commercial buildings situated along West Danville Street and Mecklenburg Avenue. At the north end of the district, Franklin Street features several churches, the 1932 South Hill High School, and residences built by prominent citizens of the town. The architecture ranges from high Victorian and Colonial Revival styles to typical vernacular forms that range in date from the early to mid-20th century. The Period of Significance begins in 1889, when the town was laid out in a 1¼-mile circle around the depot, and extends to 1967, when the town grew beyond its original circular plat through annexation.

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

Historical Background

The Town of South Hill was first known as Ridgefork or Binford's Fork. This early nineteenth-century settlement in the eastern section of Mecklenburg County consisted of "three houses, an ordinary, a general store, and a race track."² The name "South Hill" (also spelled "Southhill" and "Southill") originated with the settlement of a community to the northwest of the current town in the early 1800s. Located off of present-day Chaptico Road, also known as High Bridge Road, and several miles south of a large hill shown on early 1800s maps as Walkers Mountain, the community was known as "South of the Hill." As early as 1810-1811, the residents of "South of the Hill" had built a community building on property donated by brothers James and Nevison Nolley. This community building was used as a meeting house, a school and a Methodist church. The village name was later shortened from "South of the Hill" to South Hill.

With the construction of the Boydton and Petersburg Plank Road between 1851 and 1853, the settlement of South Hill migrated further east to the more strategic location of Ridgefork. The 73-mile plank road was the first hard-surface road to connect the tobacco and wheat crops of Southside Virginia to the markets of a larger, port city. The improved ability to transport these raw goods to market increased their value significantly. The new road, which

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would later become US Route 1, brought additional economic benefits to Southside through the commercial activity it generated with tollhouses and stage stops at eleven-mile intervals.³ Located along the Boydton and Petersburg Plank Road, present day Mecklenburg Avenue, the Village of Ridgefork grew and prospered during this time and became known as South Hill.

By the time of the Civil War, the name of “South Hill” was established as evidenced by the formation of the South Hill Home Guard in 1861. The by-laws, adopted on August 10, referred to the company as the South Hill Cavalry and Infantry Volunteer Company, with said company to consist of men over forty-five and under eighteen years of age. Article 6 of the by-laws stated: “the Company shall continue in service for the benefit of the County of Mecklenburg for so long as the present troubles and war exist where unto each member shall affirm his service.”⁴

Following the Civil War, the South Hill Post Office moved its location in 1867 from South of the Hill to Ridgefork and that settlement officially changed its name to South Hill. William Loveland, the postmaster at the time, purchased Wilson’s Ordinary on the Plank Road. He renamed the Ordinary Loveland’s Tavern and operated it as a stagecoach rest stop on the Plank Road. On the front corner of the lot, he built a general store, which also served as the post office. At that time, Wilson’s Ordinary and Edwin Binford’s house were the only two residences in the village of South Hill. In 1870, the congregations of Salem Church, just south of town, and South Hill Church agreed to unite and build a new church in South Hill. They built a church in 1872 on a lot at the corner of West Virginia Street and South Hill Avenue that became South Hill Methodist Church. Although these buildings do not survive, their existence indicates that the village of South Hill was established by this time as a viable community on the Plank Road.

In 1882 the Atlantic & Danville Railroad was formed to transport agricultural products, such as tobacco and cotton, from Southside Virginia and points further south to a port on the Chesapeake Bay. This line was intended to redirect the products grown along the Roanoke River basin in Southside Virginia that otherwise would be shipped overseas from ports in North and South Carolina. Running from Danville to Portsmouth, the new line was also intended to compete with the Richmond and Danville Railroad.⁵ The main line from Petersburg to Danville was completed in 1891.⁶ As part of the line’s construction, the railroad financiers purchased 56 acres in South Hill in 1889 and laid the town out into lots, streets, and alleys in a 1¼-mile circle around the depot. Main Street and South Main Street were located to either side of the tracks. Soon after, South Hill Methodist Church built a new sanctuary in 1892 on West Danville Street (now the location of the Lincoln Hotel). The Town of South Hill was incorporated on February 16, 1901. The original circular plat defined the town limits until 1967 when additional land was annexed.⁷

Much of the land north of the railroad tracks was owned by the Jim and Jodie Harris family and later by R. E. Yancey. Yancey was a leading businessman in the early days of South Hill and served as a charter member of the town council. He opened the Yancey Department

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Store (106 North Mecklenburg Avenue) in 1904, established the South Hill Manufacturing Company in 1905, and built a large Queen Anne style house at 215 Franklin Street in 1910. Most of the property situated south of the railroad was owned by the Matthews and Bugg families.⁸

Soon after the completion of the railroad and the town's incorporation, local entrepreneurs began to establish tobacco warehouses on West Danville Street to take advantage of South Hill's strategic position as a shipping point on the railroad. In the summer of 1901, a group of citizens organized a stock company and built a warehouse that was completed by August. That same year, a second tobacco warehouse was constructed by a private citizen. Both warehouses reportedly opened for business along West Danville Street in September 1901. The two tobacco warehouses sold 1,600,000 pounds of tobacco in 1901. Within one year, the warehouses had expanded and a third warehouse was built as well as several prizeries. Tobacco sales reached 3 million pounds the same year.⁹ By 1908, the Town of South Hill ranked as the third largest flue-cured tobacco market in the state.¹⁰

By 1903, the town consisted of seventeen businesses, three hotels, fifteen dwellings, and four warehouses.¹¹ In addition to the warehouse development along West Danville Street, new businesses located along Mecklenburg Avenue, establishing it as the commercial core of the town. Thomas A. Bryson opened The Bank of South Hill in 1901 at 118 South Mecklenburg Avenue and Citizens Bank, with S.S. Northington as president, opened at 111 South Mecklenburg Avenue in 1909. At the intersection of Mecklenburg Avenue and the railroad, the Wm. H. Crowder & Co. store (128 south Mecklenburg Avenue) opened in 1902 with a building that faced the railroad tracks. By 1910, the store had expanded and reoriented its entrance to South Mecklenburg Avenue. This store would continue to be operated by the Crowder family until the 1990s. R.E. Yancey opened Yancey's Department Store at 106 North Mecklenburg Avenue in 1904. Yancey's son-in-law, C.E. Vassar, took over the business in the 1930s and it continued to operate at this location as C.E. Vassar & Company until the 1960s. Yancey also founded the South Hill Manufacturing Company in 1905 to manufacture wood products. In addition to jobs, this industry provided electricity to the town.¹² The Montgomery Drug Store (102 North Mecklenburg Avenue), originally known as the Montgomery-Morris Drug Store, was constructed by Dr. Northington in 1904-1906. By 1905, Dr. C.V. Montgomery, Sr. had established his medical practice upstairs. The Montgomery Drug Store continued to operate in this building until 1978. Turner Jewelry (110 North Mecklenburg Avenue) also opened for business on Mecklenburg Avenue in ca. 1907 before moving to 120 North Mecklenburg Avenue in 1914. By 1906, the community warranted its own newspaper and *The South Hill Enterprise* began weekly publications at 215 South Mecklenburg Avenue before moving to 122 North Mecklenburg Avenue. (The newspaper, which continues operations today as the town's longest-operating business, remained in this building until 1953 when they relocated across the street.) By 1908, the town's population reached 750 and a total of thirty-two businesses were in operation by 1913.¹³

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Several hotels and inns were established during the first two decades of the town's development to accommodate its growing role as a tobacco market and a center for transportation and commerce for the region. Central Hotel, owned by H. A. Binford, offered lodging by the day, week or month. Binford had porters that met all trains stopping at the depot. Hotel McAden, newly built in 1903, advertised iron beds and new furniture. It also offered special rates by the day, week, or month. The Nordan Hotel, named after the Norfolk & Danville Railroad, was built in 1912 by a group of local stockholders. The three-story brick building contained fifty rooms and was initially operated by Mrs. Alice Killian.¹⁴ The Nordan Hotel was demolished in 1964 to make way for the new Leggett Department Store (currently occupied by the South Hill Municipal Building). In addition to these hotels, many residences were converted to inns. Buck Harris added onto his house on the corner of North Mecklenburg and Franklin Avenue (the current location of South Hill Methodist Church) to accommodate lodgers. This inn, known at one time as the Drummers Hotel, operated for a number of years under numerous owners until it was destroyed by fire.¹⁵

While the district is primarily commercial, Franklin Street includes several residences built by prominent citizens who were involved in the early development of South Hill. Most notable was R. E. Yancey, founder of the South Hill Manufacturing Company and Yancey's Department Store. Yancey owned land north of the railroad tracks when the town was incorporated. By 1910, he had built the large Queen Anne house at 215 Franklin Street. Two other large Queen Anne houses were built around the same time—221 Franklin Street by Jim Gordan and 225 Franklin Street by William K. Simmons, a local farmer and merchant. Two churches were also constructed on Franklin Street during this period. The Classical Revival-style South Hill Presbyterian Church was built at 201 Franklin Street in 1912. In 1919, South Hill Methodist Church moved from their 1892 building on West Danville Street to a new sanctuary designed in the Romanesque Revival style at 105 Franklin Street.

The first public school in South Hill was located at 608 Goodes Ferry Boulevard, outside the district. By 1908 the school moved into a new two-story building, constructed on property purchased from R. E. Yancey. The first graduating class was on May 6, 1911, and consisted of three graduates: Amy Smith Vaden, Alma Floyd Callis, and Lucy Clayton Wilkerson.¹⁶

With six passenger trains and four freight trains serving South Hill daily by 1913, the town continued to grow as a tobacco market, manufacturing, and shipping center located at the strategic intersection of the Boydton and Petersburg Plank Road (Mecklenburg Avenue) and the Atlantic & Danville Railroad. The Liggett & Myers Dry Tobacco Prizery (404 West Danville Street) and the J.E. Boyd & Company, Inc. Tobacco Warehouse (500 West Danville Street) as well as a harness shop (120 West Danville Street) and a cooper's shop (400-402 West Danville Street) were constructed by 1915. In response to the increased economic activity around this area, Citizens Bank moved from Mecklenburg Avenue to a new building at 117 West Danville Street in 1919. These buildings survive today as evidence of the early development of tobacco warehouses and associated industries in the district along West Danville Street. On Mecklenburg Avenue, R. E. Daniel opened Daniel Hardware (later Jefferys-Lambert Hardware) at 104 South Mecklenburg Avenue by 1915.

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During the 1920s, the population of South Hill increased nearly 40 percent from 1,074 in 1920 to 1,405 in 1930. Compared to the population of Boydton (457), La Crosse (320), and Brodnax (235), South Hill was by far the largest town in Mecklenburg County. The South Hill Enterprise reported in 1927 that the town consisted of three hotels, five smaller inns, one movie theater (The Colonial Theater), five garages, three cafes, two filling stations, 38 stores, and five factories.¹⁷ The town ventured into the public utility business in 1922 with the purchase of the electrical company from the South Hill Manufacturing Company. After operating it for five years, the town sold the utility to Virginia Public Service in 1927 for \$90,000.¹⁸ Other infrastructure improvements included the construction of a new train depot in 1924, at 201 South Mecklenburg Avenue (after a fire destroyed the original depot) and a new South Hill Post Office in 1928 at 215 South Mecklenburg Avenue. The post office continued to operate at this location until 1956. The first high school for African Americans in the county, the Mecklenburg County Training School, was also built in South Hill during the mid-1920s on Virginia Street (just south of the district).¹⁹

In 1927, the route of the old Plank Road (Route 31) was designated as a section of U.S. Route 1 connecting Maine to Florida. U.S. Route 1 would become the first paved road in South Hill in 1930.²⁰ Probably as a result of this major road designation, a Greyhound Bus Terminal was approved for construction in South Hill in 1929, however, its opening was delayed until 1934.²¹ Two new businesses opened in the district in 1925. The Pettus Drug Company (later Garland Drug Company) opened at 102 South Mecklenburg Avenue and the L. Davis Department Store opened for business at 114 West Danville Street.

Other changes in South Hill during the 1920s included the introduction of automobile dealerships and entertainment venues. The Parham Building was built in 1920 at 117 N. Mecklenburg Avenue with a garage and automobile repair on the ground level and a movie theater on the second floor. By 1926, Fred E. Watkins opened a Chevrolet dealership in the building. Also in 1926, J. C. Clement remodeled the ca. 1919 building at 123 North Mecklenburg Avenue for the Clement Buick dealership.

Most significant to the entertainment and hospitality offerings in South Hill was the construction in 1924-1925 of the Hotel Lincoln and the Colonial Theater by G. A. Saunders at the intersection of South Mecklenburg Avenue and West Danville Street. The construction of this pair of three-story buildings at the point where the former Plank Road, which would become U.S. Route 1 in the 1930s, jogs west to head out of town served to form a gateway at the southern end of town. This intersection on a major route of transportation and surrounded by tobacco warehouses, restaurants, gas stations, and merchants, was ideally situated to attract visiting businessmen and tourists. The Hotel Lincoln was built in 1924 at 203 West Danville Street. By 1930, the hotel expanded with a three-story addition that included a dining room, elevator, and additional guest rooms.

The Colonial Theater (NRHP 2003) was built in 1925 at 220 South Mecklenburg Avenue. In addition to the theater space, the building rented retail space on the ground floor (used by the

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post office for several years), offices on the second floor and a Masonic meeting hall on the third floor. Originally constructed to house live entertainment, such as vaudeville and musical productions, the theater progressed with the times by later showing silent movies and modern motion pictures. Although the theater ceased operating in the 1970s, the building continued in the ownership of the Saunders-Montgomery family from its construction until 2001, when it was sold to the present owners. The building was closely tied to the community as evidenced by a successful appeal to the public for support in the hard times of the 1930s and numerous civic-minded promotions such as “Tin Can” movies and free admission in exchange for scrap iron during World War II.²²

The tobacco market in South Hill also continued to grow in the 1920s. By 1927, there were four tobacco warehouses operating on West Danville Street in South Hill, including: The Big Exchange Warehouse, Farmers Warehouse, Planters Warehouse, and Virginia Warehouse. These four warehouses supplied tobacco to eight tobacco companies, including the American Tobacco Company, J.E. Boyd & Co. (500 West Danville Street), Export Leaf Tobacco Company, Imperial Tobacco Company, Liggett & Myers Tobacco Company (404 West Danville Street), R. J. Reynolds Tobacco Company, J. P. Taylor Tobacco Company, and an independent company. The South Hill tobacco market set a new record on October 24, 1927, when sales broke 300,000 pounds in one day by selling 305,858 pounds of tobacco.²³ These sales were soon surpassed when the market hit another record selling over 450,000 pounds of tobacco on November 24, 1930.²⁴

With many African Americans working in the tobacco warehouses, the area to the south of Danville Street developed as a black neighborhood during the first half of the 20th century, when Jim Crow segregation required strict separation between whites and African Americans. The Mecklenburg County Training School, the county’s first high school for African Americans, was built in this neighborhood on Virginia Street in the mid-1920s. The school, which was constructed with Rosenwald funds and contributions from the black community, served as an anchor to the neighborhood before it was destroyed by fire in 1945.²⁵ This area, bounded by Virginia Street, South Hill Avenue and First Street is located to the south of the historic district and continues to be occupied primarily by African Americans. African-American neighborhoods also developed to the west of North Mecklenburg Avenue and north of West Main Street.

On Franklin Street, at the northern end of the district, All Saints’ Episcopal Church built their sanctuary at 203 Franklin Street in 1922. The majority of the remaining residential lots were also developed during the 1920s. As lifestyles changed and home ownership became more affordable, the size and style of dwellings also changed. Rather than the large lots with sprawling Queen Anne style houses that were built in the previous decade, the houses built in the 1920s on Franklin Avenue tended to be smaller Craftsman-style bungalows or Colonial Revival-style cottages. In spite of these more modest houses, the area continued to attract leading citizens of the town as residents as the next generation of leaders built houses on Franklin Street. Examples of this trend include the construction of a one-story Colonial Revival style house by C. E. Vassar, son-in-law of R. E. Yancey, at 213 Franklin Street in

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1923 and the construction of the ca. 1920 Craftsman-style bungalow at 229 Franklin Street by William K Simmons' daughter and her husband.

The population of South Hill grew more slowly in the 1930s with only a 26 percent increase in population from 1,405 in 1930 to 1,737 in 1940. The South Hill economy also suffered when the tobacco market plummeted during the Great Depression. In 1930, the Bank of South Hill closed due to heavy withdrawals. A fire destroyed the Virginia Tobacco Warehouse (315 West Danville Street) in 1931, but the company quickly rebuilt that same year. Two new warehouses were also built: the Banner Tobacco Warehouse in 1931 and Walkers Tobacco Sales Warehouse at 500 West Danville Street in 1935.²⁶ These advances were soon followed by more tragedy when fire destroyed both the Farmers Warehouse in 1932 and the South Hill Manufacturing Company in 1933.²⁷ On a more positive note, the South Hill Volunteer Fire Department formed in 1934 and the town was chosen as the location of one of the first ten Alcoholic Beverage Control (ABC) stores in the state. In that same year, the W. S. Peebles Department Store opened at 205 West Danville Street.

The most prevalent sign of progress in South Hill was the construction of numerous automobile-related buildings during the 1930s. The former Plank Road was designated U.S. Route 1 in 1930 and was the first paved road in the town. In 1933, the town received funding from the Virginia Highway Department to build a new bridge over the Roanoke River that would make their markets more accessible. The Atkins Chevrolet Dealership opened at 212 South Mecklenburg Avenue in 1932. The South Hill Motor Company was formed in 1934 by a group of local businessmen to purchase the Ford dealership for the county. The new dealership was called the Radcliffe Motor Company in South Hill.²⁸ In 1935, an automobile repair shop opened at 103 West Danville Street and a Western Auto Store opened in 1939 at 120 South Mecklenburg Avenue. A total of four service stations opened along U.S. Route 1 in the district during the 1930s, including a ca. 1930 service station at 321 West Danville Street; the ca. 1935 Sinclair Service Station at 103 South Mecklenburg Avenue; a ca. 1935 service station at 100 West Danville Street; and the ca. 1939 Griffith & Ellington Service Station at 133 North Mecklenburg Avenue. A rather unique resource related to the automobile phenomena is the Horseshoe Restaurant, which opened in 1939 at 311 West Danville Street. While it is not clear if this building is built around or on the site of an earlier blacksmith shop, the reference is clearly evident in the distinctive horseshoe-shaped counter inside.

A number of businesses and industries were established in South Hill and the surrounding area in the years leading up to World War II as the area recovered from the Great Depression. While some of these new companies were not within the district boundaries, the jobs and tax revenue they generated helped to promote the overall economic prosperity of the community including the businesses and industries located within the district. In 1930, Clement constructed the Texaco Bulk Plant on the outskirts of town. This plant would later be known as the J. H. Wall Texaco Products in 1954 and H. K. Banfield Inc. in 1960. The South Hill Garment Co. opened in March 1937, hiring 75 to 100 women to make housedresses, aprons, and smocks. In 1937, a group of local investors began the South Hill Lumber Co. at the site

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of the old South Hill Manufacturing Company and provided employment to approximately 50 men.²⁹

In response to the nearly 40 percent increase in population in the previous decade, the Town of South Hill constructed a new school for white students in 1932. Located at 303 Franklin Street, the South Hill Grammar and High School was situated on a large school yard that included two auxiliary buildings constructed in the 1940s for agricultural education. These buildings also served as a community cannery and meeting place for the Future Farmers of American (FFA) club. Following a fire that destroyed a portion of the building, a minimalist-style two-story addition was built in the 1950s that took advantage of the sloping grade of the site.

Growth in South Hill during the 1940s was limited, both in terms of population (21 percent) and new businesses and buildings, with most activity taking place after World War II. Prior to the war, Southside Furniture opened and Southside Oil Supply purchased the ca. 1920 Parham Building at 117 North Mecklenburg Avenue.³⁰ As in other communities across the nation, South Hill united behind the war effort. The Colonial Theater offered free movies to encourage scrap iron donations. In 1943, the local Rotary Club and Lions Club joined forces to sponsor a company at Fort Pickett and refurbish their recreation hall.³¹ The South Hill Chamber of Commerce also formed during this time with forty-five businesses and professional organizations joining in 1942.³²

Following the war, investment was made in several major infrastructure improvements. In 1947, the South Hill Town Council spent \$10,000 to purchase 64.4 acres for the construction of an airport. This was soon followed by the completion of the town's water filtration system in 1950 and the upgrade of the telephone service to a dial system in 1957. The John H. Kerr Dam was constructed between 1948 and 1952 to create Lake Gaston. This large project had a lasting effect on the town and surrounding region as it brought many new families to the area during the construction phase and created a permanent tourism attraction through the recreation activities associated with the lake. A major fundraising campaign in the early 1950s culminated with the opening of Community Memorial Hospital in 1954. Constructed at a cost of \$850,000, the forty-eight bed facility would almost double in size within its first decade of operation.³³

Within the historic district, the A&P Tea Company moved into the Parham Building in 1946. This change marked the beginning of a national trend as chain grocery stores started replacing local grocers. The Leggett Department Store, built in 1953 at 219 West Danville Street, was another example of larger chain stores replacing the independent local merchants.

In 1948, W. Geoghegan, manager of the Colonial Theater, opened the Star Theater at 116 North Mecklenburg Avenue. The movie theater operated until 1968. As the postwar years continued to bring prosperity, several businesses expanded. Jeffreys-Lambert Hardware at 104 South Mecklenburg Avenue expanded into the adjacent building at 106 South Mecklenburg Avenue in 1954. After being in business for thirteen years on West Danville

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Street, the Leggett Department Store opened a larger store in 1966 on the site of the Nordan Hotel. There were also losses during this time as the Exchange Warehouse, the oldest and largest of the town's tobacco warehouses, partially collapsed in 1960 and a fire destroyed an entire block of buildings on West Danville Street in 1965.³⁴

By the 1960s, the area along West Atlantic Street and South Brunswick Avenue had developed with businesses owned or operated by African Americans. Located adjacent to the African-American residential neighborhood known as "the Grove," businesses in this commercial area included Walker's Café (209-211 South Brunswick Avenue), Crute's Barber Shop (205-207 South Brunswick Avenue) and Southside Upholstery (215 Brunswick Avenue.). Other African American-owned businesses just outside the historic district included Fegin's Funeral Home at 409 South Hill Avenue, Oris P. Jones Funeral Home at 301 West Atlantic Street and Prince's Pool Hall on West Main Street.

The most significant developments in the post-World War II period were the construction of Interstate 85 and the cessation of railroad service. Norfolk Southern Corp. purchased the Atlantic & Danville Railroad in 1961 and continued to operate it as the Norfolk, Franklin & Danville Railroad for a number of years. Meanwhile the Federal Highway Administration completed Interstate 85 to South Hill by 1965. The northern end of the route connects into Interstate 95 at Petersburg and runs south to Montgomery, Alabama. The interstate is located along the eastern edge of the town limits. With Routes 1 and 58, the Town continues to be an attractive location for business and industry. In the decades to follow, however, new development would shift away from the historic center of town to newer industrial parks located along the major transportation arteries. In 1967, the town expanded for the first time beyond its original circular plat through annexation. Another significant change occurred in 1968 when manufacturing jobs finally surpassed tobacco farming as the number one occupation in the county.

The South Hill Depot was last utilized by the railroad in 1979. Norfolk Southern Corp. later donated the depot in 1987 to the Town of South Hill. The South Hill Chamber of Commerce and the South Hill Community Development Corporation completed renovations of the facility in 1991. The former depot is now used as their offices as well as the South Hill Railroad Depot Museum and Southside Museum of Natural History. The tracks have been removed and the bed of the old railroad is now part of the Tobacco Heritage Trail system.

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9. Major Bibliographical References

Acknowledgements:

The information contained within this nomination is based on the valuable research provided by Joyce French and Marc Wagner in the Preliminary Information Form for the historic district, as well as Frank Nanney's book *South Hill, Virginia: A Chronicle of the First 100 Years*.

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Nanney, Jr. Frank L. "On My Mind..." *South Hill Enterprise* 2005 – 2006 (multipart series).

Nanney, Jr. Frank L. *South Hill, Virginia: A Chronicle of the First 100 Years*. South Hill, Va.: F.L. Nanney, 2001. Print.

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“The Atlantic & Danville Railroad.” <http://www.viriniaplaces.org/rail/atlanticedanville.html>. Town of South Hill Comprehensive Plan, 2015

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: Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): DHR File No. 301-5062

10. Geographical Data

Acreeage of Property: 57.4 acres (approx.)

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. NW Corner	Latitude: 36.727860	Longitude: -78.128870
2. NE Corner	Latitude: 36.725940	Longitude: -78.123610
3. SE Corner	Latitude: 36.723960	Longitude: -78.130090
4. SW Corner	Latitude: 36.725660	Longitude: -78.135350

Or

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Mecklenburg County, VA

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UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

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

The true and correct historic boundaries are shown on the attached Sketch Map/Photo Key and includes all tax parcels indicated within the boundary lines on the Tax Parcel Map.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries include the area of South Hill most closely related to the commercial, industrial and civic development of the town since its origins in the late nineteenth century. The linear district aligns with North and South Mecklenburg Avenue and West Danville Street, following the original route of the Boydton and Petersburg Plank Road (now US Route 1). The district also includes sections of Main Street and South Main Street, which flank the line of the former Atlantic Danville Railroad, as well as Brunswick Avenue that are immediately adjacent to Mecklenburg Avenue. Franklin Street bounds the district to the north as an area of institutional and residential resources—including several historic churches, the 1932 South Hill High School, and residences of early town leaders—that relate closely to the founding and historic development of South Hill.

11. Form Prepared By

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street & number: 120 Campbell Avenue SW

city or town: Roanoke state: Virginia zip code: 24011

e-mail: ablanton@hillstudio.com

telephone: 540-342-5263

date: May 2017

Additional Documentation

Submit the following items with the completed form:

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- **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.)

Photographs

Photo Log

Name of Property: South Hill Commercial Historic District
City or Vicinity: Mecklenburg County, Town of South Hill
State: Virginia
Photographer: Katherine C. Gutshall
Date Photographed: December 2016

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

Photo 1 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0001.
View of 100 block, North Mecklenburg Avenue, view NE

Photo 2 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0002.
View of 100 block, South Mecklenburg Avenue, view SW

Photo 3 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0003.
View of 100 block, South Mecklenburg Avenue, view NW

Photo 4 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0004.
View of 200 block, South Mecklenburg Avenue, view SE

Photo 5 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0005.
View of Colonial Theater, South Mecklenburg Avenue, view SW

Photo 6 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0006.
View of Lincoln Hotel, West Danville Street, view SW

Photo 7 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0007.
View of 100 block, West Danville Street, view NE

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Photo 8 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0008.
View of 300 block, West Danville Street, view SW

Photo 9 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0009.
View of J.E. Boyd & Company Warehouse, West Danville Street, view NE

Photo 10 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0010.
View of South Hill Presbyterian & All Saints' Episcopal churches, Franklin Street,
view NW

Photo 11 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0011.
View of Franklin Street, 200 block, view NW

Photo 12 of 12: VA_MecklenburgCounty_SouthHillCommercialHistoricDistrict_0012.
View of South Hill High & Grammar School, Franklin Street, view NW

Paperwork Reduction Act Statement: This information is being collected for applications 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.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

South Hill Commercial Historic District

Mecklenburg County, VA


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Endnotes

- ¹ Nanney, 1.
- ² Town of South Hill Comprehensive Plan, 2015:3.
- ³ “Boydton and Petersburg Plank Road: A Timbered Turnpike.”
- ⁴ French and Wagner, 2016.
- ⁵ <http://www.viriniaplaces.org/rail/atlanticdanville.html>.
- ⁶ “The Atlantic & Danville Railroad.”
- ⁷ Nanney, Barbara G., 2001.
- ⁸ French and Wagner, 2016.
- ⁹ “Down Home in South Hill.”
- ¹⁰ “Down Home in South Hill.”
- ¹¹ Nanney, 2001:21.
- ¹² *Ibid*, 25.
- ¹³ *Ibid*, 41-43.
- ¹⁴ French and Wagner, 2016.
- ¹⁵ *Ibid*.
- ¹⁶ *Ibid*.
- ¹⁷ Nanney, 2001:53.
- ¹⁸ *Ibid*, 51.
- ¹⁹ Love, 2015.
- ²⁰ Nanney, 2001:65.
- ²¹ *Ibid*, 61.
- ²² Blanton, 2003.
- ²³ Nanney, 2001:57-588.
- ²⁴ *Ibid*, 73.
- ²⁵ Love, 2015.
- ²⁶ *Ibid*, Nanney, 2001:74.
- ²⁷ *Ibid*, 78.
- ²⁸ *Ibid*, 84.
- ²⁹ French and Wagner, 2016.
- ³⁰ Nanney, 2001:105.
- ³¹ *Ibid*, 108.
- ³² *Ibid*, 106.
- ³³ *Ibid*, 139.
- ³⁴ *Ibid*, 147, 169.

Legend

 South Hill Commercial Historic District
Mecklenburg County, VA

- 1. NW Corner
Latitude: 36.727860° Longitude: -78.128870°
- 2. NE Corner
Latitude: 36.725940° Longitude: -78.123610°
- 3. SE Corner
Latitude: 36.723960° Longitude: -78.130090°
- 4. SW Corner
Latitude: 36.725660° Longitude: -78.135350°

WGS84



Feet

0 200 400 600 800
1:9,028 / 1"=752 Feet

Title: Digital Location Map: South Hill Commercial Historic District (301-5062)

Date: 2/23/2017

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.