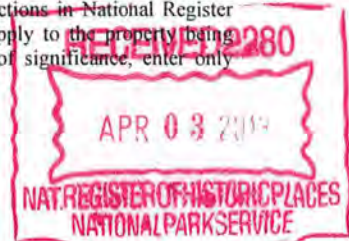


United States Department of the Interior
National Park Service

253

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: Norfolk & Western Railroad Historic District

Other names/site number: DHR No. 122-5799

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: Parts of 21st through 27th Streets, 35th Street, Bowden's Ferry Rd, Church St, Colley Ave, Colonial Ave, Debee Ave, Fawn St, Granby St, Hampton Blvd, Llewellyn Ave, Monticello Ave, Omohundro Ave

City or town: City of Norfolk State: VA County: Independent City

Not For Publication: NA Vicinity: NA


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

		<u>3/25/15</u>
Signature of certifying official/Title:		Date
<u>Virginia Department of Historic Resources</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	

Signature of commenting official:	Date

Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

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

For Edison H. Beall
Signature of the Keeper

5.18.15
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>35</u>	<u>44</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>3</u>	<u>1</u>	structures
<u>0</u>	<u>2</u>	objects
<u>38</u>	<u>47</u>	Total

Number of contributing resources previously listed in the National Register 122

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/Multiple Dwelling/Apartment Building

COMMERCE/TRADE/Business; Professional; Specialty Store; Warehouse; Department Store

TRANSPORTATION/Rail-related

INDUSTRY/PROCESSING/EXTRACTION/ Manufacturing Facility

Current Functions

(Enter categories from instructions.)

DOMESTIC/Multiple Dwelling/Apartment Building

COMMERCE/ Business; Professional; Specialty Store; Warehouse; Department Store;

Restaurant; Animal Hospital

TRANSPORTATION/Rail-related

INDUSTRY/PROCESSING/EXTRACTION/ Manufacturing Facility; Communications Facility

AGRICULTURE/SUBSISTENCE/ Processing; Storage

LANDSCAPE/ Parking Lot

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

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

MODERN MOVEMENT/Moderne

MODERN MOVEMENT/International Style

MODERN MOVEMENT/Art Deco

LATE 19TH AND 20TH CENTURY REVIVALS/Colonial Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: WOOD/Plywood, Particle Board; BRICK; STONE; METAL/Steel; STUCCO; ASPHALT; CONCRETE; ASBESTOS; CERAMIC TILE; TERRA COTTA; GLASS; SYNTHETICS/Rubber, Vinyl; CLOTH/CANVAS

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

Located in northwestern Norfolk, the Norfolk & Western Railroad Historic District is a flat, light industrial area which borders the Lamberts Point Norfolk Southern railroad spur to the north and south from one to five blocks in either direction. The district contains 207 resources, of which 160 are contributing, and covers approximately 167 acres stretching for well over a mile east to west. The buildings are generally one-to-two story, with a few three-to five-story examples, and most are in the Commercial style from the late nineteenth to the mid-twentieth century. There are also a few notable buildings with strong Art Deco and/or Moderne design elements. The district is bounded by retail development to the south and residential development for the most part on its north, east, and west sides; the rail spur itself dead ends to the west at the Lamberts Point coal pier. The boundaries follow the existing commercial and industrial development along the railroad tracks while also reflecting the loss of historic fabric in certain areas.

Narrative Description

The Norfolk & Western Railroad Historic District consists of 167 acres in a narrow band of large commercial and light industrial buildings which border the current Norfolk Southern railroad line for approximately 1.7 miles from just east of Church Street on the eastern end to just west of

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Hampton Boulevard. The district is typical of what is seen near the termination point of rail lines in urban areas with one-to-two blocks to the south and up to five blocks to the north of the railroad tracks filled with light industrial development. The land comprising the district is completely flat with little vegetation other than scattered patches of grass and occasional trees. The streets are laid out in a grid pattern with numbered streets running east to west and named streets running north to south. There are some sidewalks, though the architectural and functional nature of the area is not pedestrian focused. There are also three large concrete historic railroad underpasses (DHR No. 122-5087-0166) at Monticello Avenue on the eastern side of the district, Hampton Boulevard at the western end, and Colley Avenue in the middle of the district. To the north of the district is the residential portion of the Park Place Historic District and to the east is further residential development. South of the district is a narrow band of retail development and then the large Ghent single family neighborhood. To the west is further residential development with the Lambert's Point coal facility directly west at the end of the railroad line.

There are 140 properties containing 207 resources, 160 of which are contributing. The high number of previously National Register listed properties is the result of this district overlapping in some areas with two previously listed historic districts: Park Place Historic District and the Williamston-Woodland Historic District. The vast majority of the resources in the Park Place district are residential with only a few dozen light industrial resources at its southern boundary along the Norfolk & Western railroad line. While the Park Place district briefly addresses the railroad line and its history, the district nomination is largely focused on the development of the huge streetcar residential neighborhood of Park Place. The Williamston-Woodland district is to the south of the railroad track and incorporates a combination of light industrial and retail resources which were developed as part of the Williamston and Woodland platted properties in the early twentieth century. This district also offers a brief summary of the railroad history. Neither the Park Place nor Williamston-Woodland historic districts offer a thorough examination of the Norfolk & Western Railroad company development, the construction of this dedicated line to serve the Pocahontas coal fields, and its connection to the historic Lambert's Point coal pier and rail yard. The Norfolk & Western Railroad Historic District addresses all aspects of the history of this particular railroad spur, the larger corporate history, and the role of coal shipping in the development of this area. It also pulls together all of the industrial buildings in the area into a unified district linked to the railroad line and its development.

The buildings are mostly one-to-two stories and are built to the lot line on one or more sides with generally large footprints. There are a handful of three and four story buildings, particularly at the eastern end of the district as well as a few south of the rail line. Lot sizes can vary from a small retail sized building to an entire block. There are a number of vacant lots, typically used for parking or covered with gravel and/or grass, though the overall district is densely built. The buildings are generally brick or concrete block construction with flat roofs, reflecting new commercial building trends away from frame construction for fire safety. Stacked brick cornices, parapet roofs, and large warehouse style multi-pane, metal muntin windows with either flat or segmental arch lintels dominate the district. However, there are a handful of buildings designed and constructed in Art Deco and Moderne styles, although most generally conform to less elaborate industrial building traditions. An interesting trend that appears in the Norfolk and

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Western Railroad Historic District is the occurrence of buildings which straddle the transition between Art Deco and Moderne architecture. Contractors and builders, not as well trained in specific styles as an architect may have been, were often asked to both design and construct many of the buildings in the district. In some cases the result appears to have been the combination of elements from different styles, creating eclectic buildings with stylistic embellishment. Most buildings serve as warehouses or processing/manufacturing facilities and date from the early-to-mid-twentieth century. More recent infill buildings follow the scale and massing of historic resources. The area was fully developed before World War II, though the building styles and types continued to evolve.

The span of the period of significance in the Norfolk and Western Railroad Historic District allows the buildings to not only represent the growth and evolution of industry in the area but also to demonstrate the shift in local interpretation of styles by builders and architects. Advances in building technology, which often influenced those aesthetics, also factored into the development of building styles and forms. Advances in steel framing and the use of concrete instead of brick allowed for greater aesthetic freedom when decorating building exteriors with a variety of materials. Designers would often imitate or call attention to the structural system by accentuating the underlying grid patterns in the masonry above it. With the many large, square and rectangular buildings in the district serving often simple functions, sometimes the simplest elements were used to decorate and highlight limited elements of the exterior.

426 West 23rd Street (DHR No. 122-5087-0139) displays the elements of verticality so closely linked to Art Deco architecture. The building's entrance is formed with geometric shapes and framed in tall windows topped with flutes. The theme of verticality continues in other Art Deco buildings in the district. One of the largest, most intact, and impressive buildings in the district is the former General Baking Company bakery located at 731-741 East 25th Street (DHR No. 122-0163) and constructed in 1929. The eastern portion of the façade was built two stories tall while the western portion is only one. The central three bays of the façade are three stories tall, however the left bay rises about a half story taller than the other two as a result of an extended parapet forming a tower accentuating the entry bay. The entire building is clad in a yellow brick veneer featuring large pilasters, which circle the entire building, delineating separate bays. These large pilasters, along with wide window mullions, help to emphasize the verticality of the building and are capped with limestone forming a crenellation design on the roofline.

The Nolde Brothers bakery at 2500 Hampton Boulevard (DHR No. 122-0477) is a unique example of the architecture found in the area. Its bright yellow brick veneer and the "Nolde Brothers Inc." sign, which forms a sort of decorative cornice, made of the same bright yellow brick are notable within the district. Similar to other Art Deco buildings, the entrance of the building is emphasized by two vertical rectangular piers, and the pattern of the brick in these shapes helps to emphasize the verticality. In addition to these Deco elements is a circular window, now filled in. These types of window are more often found in Moderne resources. In addition to the round window there are wide window openings which highlight the horizontality overall, in contrast to the verticality of the entrance.

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The Moderne and Art Deco influenced façade of 1012 West 26th Street (DHR No. 122-0478) features an entry bay which is comprised of a single-leaf, storefront door, flanked by side lights and block glass windows and covered by a banded metal canopy. This entryway is set back slightly, and topped by vertical geometric shapes and a projecting parapet which is highlighted by a more organic Art Deco-themed cornice. The middle of the building's façade projects outward and the corners of this projection are rounded with ornamental brown brickwork forming horizontal bands in a much more Moderne design element. A soldier course of alternating brown and yellow bricks forms a narrow visual cornice.

2305 Granby Street (DHR No. 122-0913) offers a more dramatic use of decorative brickwork than most other buildings within the district. The building is composed of red brick masonry and sits on a concrete slab foundation. Many of the original windows have been filled in completely or replaced, but historic brick segmental arches which used to fit above these windows are still visible. This company has been in business since 1868 and on this site since at least the construction of its current headquarters building in 1904. As a brick and building materials manufacturing company, it has been embellished in order to advertise the quality and versatility of their products. The stacked brick cornices are arranged in a triangle shape and are the most elaborate in the district. They have also continued this tradition by including historic brick pattern motifs in more contemporary warehouse additions on the property.

629 West 24th Street (DHR No. 122-5087-0176) is an example of a large, brick commercial building which is more embellished than most others in the district. It features a prominent, stepped parapet, with only the slight embellishment of a protruding brick course at the top, and regularly spaced twelve-pane metal hopper/awning style sash often seen in the district. The tall parapet at the middle of the façade hides a second story also pierced at regular intervals with warehouse windows along the sides. An additional building to the west of the main building, connected by a small brick hyphen, has a tall chimney on its eastern facing wall, and the entry at the northwest corner has been canted at a 45-degree angle. The canted entry also features pigeonhole masonry corners, a less common feature within the district, as well as an elevated parapet wall above the entry bay and smaller elevations at the corners of the roofline.

1830-1836 Church Street (DHR No. 122-5799-0101) is a prominent brick masonry commercial building in the Norfolk and Western Railroad Historic District which was purpose built as a street car garage. The north elevation has been punctuated with thirty round-arched windows, essentially forming an arcade, each containing a twenty-one light metal industrial sash with a six light hopper/awning at the bottom; each arch has been filled at the top. Each arched bay is separated by a brick pilaster which rises from a wide base to the roof line and meets a narrow brick cornice behind a large gutter. The parapet has one large step on the western facing façade, which is visually delineated to accommodate two separate businesses. The northern portion of the façade, accommodating the first business, features a tall garage door, flanked by two single-leaf doors. The door to the right of the garage is flanked by two small, double hung, three-over-three windows, and sits just under a sign for the current business, and a nine-light, metal muntin warehouse window. The southern portion of the façade, which actually takes up a little more than half of the space, has been painted green and features two tall garage doors, and a brick

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office addition at the southernmost end. The south elevation features arches which mirror the north elevation, although they have mostly been filled in with brick. It has not been painted, unlike the north elevation, and a few of the bays have been altered.

Simple, one-story warehouses appear throughout the district, and the building at 735 East 23rd Street (DHR No. 122-5799-0016) is a good representation of this type. This warehouse is a brick masonry building with a metal coped parapet wall surrounding the entire roof. The parapet is stepped at the north-facing façade and south elevation and a decorative soldier/header brick course runs around the building, just below the parapet forming a narrow cornice. Several windows and entry bays appear around the building and most have been filled in. The original entry bay at the façade has been modified from an arched entry which was typical at the time, to one of post and lintel construction, which is more conducive to a modern roll up garage door. Two other large bays appear at the east elevation, and a single-leaf door appears at the west side of the façade and the west side of the south elevation.

2400 Hampton Boulevard (DHR No. 122-0910) is a large, one-story warehouse with Moderne elements originally built in 1941 as a commercial factory and running the length of the block between West 24th Street and West 25th Street. The primary entrance is located on Hampton Boulevard, close to the corner of West 24th Street. The entrance itself is flanked by round, block glass corners and three double-hung windows, surrounded by stationary panes along the façade. Block glass also appears at the curved corner at the southwest end of the building while the matching northwest corner is solid brick veneer. The north end of the façade begins with two 40-pane warehouse windows, a garage door, and four large warehouse windows. The south and north elevations features a combination of original multi-light metal industrial windows which have been painted to conceal an interior view and bays with metal garage doors. What may be most notable about this building is the large central penthouse which runs the width of the building and is filled with multi-light metal industrial windows effectively forming a clerestory to light the middle of the building.

110 East 22nd Street (DHR No. 122-0858) is a large, three-story warehouse and one of the largest in the district. This resource represents industry along the Norfolk and Western Railroad Historic District at a time when railroads would cater to individual businesses. It is an eight-course brick masonry rectangular building. The window openings are large brick arched openings with smaller openings at the middle of the façade. The entry appears at the south-facing facade and features an historic limestone arched central entry with a single-leaf metal and glass door and two loading entries on either side with roll-up garage doors. The cornice of the building is a stacked and articulated brick pattern which wraps around only one bay on the east side. The remaining roofline is a stepped parapet with stone coping. Windows at the east elevation are smaller and also filled in. The northern elevation is very similar to the façade, with comparable window openings, and two ground-level loading doors, which are sealed.

The five-story warehouse at 204-218 West 22nd Street (DHR No. 122-0914) is the tallest building in the Norfolk and Western Railroad Historic District, and the oldest building in this complex. Built in 1908, the three-bay building has consistently been used for warehousing since

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its construction. A ground-level metal roll-up door faces the railroad on the north elevation, and harkens back to the loading and unloading of goods directly to and from train cars which often occurred during this time; this modern loading door is surrounded by a historic rounded, stacked brick arch. The second story has three six-over-six, double-hung windows while the top three stories each have three one-over-one double hung windows. All windows are topped with stacked brick arches and rusticated stone sills. The roofline is accentuated by an articulated stacked brick cornice. The east elevation has no fenestration, and the south elevation has all of the same openings as the north, though they are covered by historic wooden and metal shutters. Iron clad wooden shutters were used for openings to enhance fire safety.¹ The parapet roof has a large mechanical penthouse in the southwest corner, a large historic mechanical unit in the northwest corner, and a smaller penthouse in the northeast corner. Concrete block and frame construction additions appear on the west elevation and also include brick, corrugated metal, and parged surfaces.

The U-shaped building at 2219 Colonial Avenue (DHR No. 122-5799-0119) features many of the elements found throughout the Norfolk and Western Railroad Historic District. The features found in this warehouse, built in 1918, and commonly found around the district include large, though filled-in windows, and loading docks. The building is made of brick set in an eight-course, American bond pattern. A stepped dropped cornice highlights the building just below the roof line and is connected to the parged water table by painted concrete vertical elements which have the appearance of very narrow pilasters. These features, combined with its very close proximity to the railroad tracks, are typical trends found in the Norfolk and Western Railroad Historic District, and characterize the commercial and industrial nature found in many of the buildings, however the U-shaped façade is unique to the district. There is also a tall, square chimney rising up from the rear central roof.

435 West 24th Street (DHR No. 122-5087-0163), built in 1916, is a Commercial style building with a brick and stucco exterior. The flat roof is surrounded by a parapet roof with brick coping. The north elevation features an historic garage door on a one-story section to the west. The two-story section, which appears at the northwest corner of the lot, features large warehouse windows on the façade and the west elevation. This building represents more than just the industrial growth in the Norfolk and Western Railroad Historic District. The elaborate brick work, interspersed with stucco, is a decorative pattern which represented a new concept of exterior decorative schemes mirroring the structural form of the building within; in this case perhaps a steel and/or concrete skeleton with curtain walls between each bay. S. Scott Joy, staff architect of the Central Manufacturing District in Chicago popularized this method of building articulation in the early twentieth century.²

2301 Omohundro Avenue (DHR No. 122-0915) represents one of the many types of early warehouses found in the district. Its two-story design built of solid brick masonry was very typical in the early 20th century. The second story of the south-facing façade is symmetrical, with a large window filled in with bricks and topped by a wide segmental arch. On either side of this large window are three smaller, regularly spaced windows with stone sills, which have also been filled in, and are also topped with a segmental arch. The second story on the east and west

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elevations both have thirteen, regularly spaced windows of the same type found on the southern façade. The bottom floor of the southern façade is asymmetrical, with an offset, double-leaf loading door at ground level, three windows to its left, and four to its right, each of which is topped with a segmental arch and has been filled in with brick. A stepped parapet covers the low, raking gable roof on both the south and north elevations, and a one-story warehouse sits adjacent to the main building, to the west. The building's proximity to the tracks, as well as its low loading bays, are characteristic of the early 20th century warehouses. At a time when trains would sometimes stop directly next to a business, low delivery bays may have allowed for easy carting of goods to and from the business and the train cars, and later for loading trucks.

The buildings in the Norfolk and Western Railroad Historic District cover a wide range of historic and more contemporary functions. An historic apartment building constructed in 1954, at 233 West 25th Street (DHR No. 122-5087-0211), represents a rare shift in land use in the area from strictly commercial and industrial as well as a probable transitional point between the commercial and residential sections of this area of the city. The building is two stories tall and designed in a more Modern style than most of the other buildings which make up the district, as shown in the decorative wall which covers a staircase along the north-facing façade. Wide eaves and an adjacent parking lot were also meant to accommodate tenants in a way that warehouses typically do not.

The way in which many of the industrial buildings were originally constructed allowed them to be easily converted for other uses as the district, and surrounding areas, grew and evolved. Open floor plans in warehouses lend themselves very easily to being retrofitted to suit many other uses. 2501 Fawn Street (DHR No. 122-1105), built in 1920 as a bakery, has since been reworked to house various types of offices and possibly residences on the second floor. The building is predominantly two stories and is constructed mostly out of eight-course American bond brick. The entrance to the building is located on the south side of the façade on Fawn Street, and is a single-leaf commercial door made of metal. The first and second story of the façade is punctured mostly by four-light windows, and some one-over-one double hung windows, at regular intervals. The southern elevation is six bays wide and nearly symmetrical at the first floor. The four central bays of the first floor alternate between garage doors and a block of various more recent decorative stone affixed to the building. The second story is symmetrical, with 6 regularly spaced, one-over-one double hung windows. To the north of the building is a parking lot and a brick build-out with an asphalt-shingled shed roof appears to the west of the northern elevation.

2200 Colonial Avenue (DHR No. 122-5799-0117) has a complex of buildings which shows evolving aesthetics and uses. The primary and only historic building now sits on a lot which includes two secondary buildings, one to the north and one to the southeast, and though the address is 2200 Colonial, this historic resource's façade faces West 22nd Street. The parking lots and secondary buildings included on the property, in addition to the retrofitting of this historic building to support more modern amenities, illustrate the growing and evolving trends of the district. The two-story building itself is constructed with brick using an eight-course American bond pattern. The façade, facing east toward West 22nd Street, is asymmetrical with three vinyl windows sitting inside historic window openings, which still retain their original shape,

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including segmental arches and brick sills, two of which appear at the east end, and one at the west. Between these windows are a modern entryway and a historic entry which has been filled in with vinyl. The second story, also asymmetrical, features six windows of the same sort as the first story, set in historic window openings. The parapet wall has a single step in the center and is capped with a simple brick cornice. The north elevation has a large shed roof addition starting just under the second-story windows, which is enclosed and used for restaurant seating. Six evenly spaced vinyl windows are spread across the second story of the northern elevation and sit in their historic places. The western elevation displays a prominent, vinyl-sided, two-story addition with an asphalt-shingled shed roof. The addition extends out from the southern end of the parapet step, to the northern edge of the building, leaving the southern edge at its historic depth. The southern elevation of the building is separated into three parts by an egress containing a single staircase leading to two second-floor office doors, each part containing two bays. One single door appears to the right on the bottom story of this central section. Windows to the right and left of this central section are all vinyl. There are four windows on the southern elevation, two in each bay and one per floor. While recent changes have been made to adapt the building to a variety of new uses, this building is one of the older resources in the district and retains its historic commercial character.

The building at 2117 Colonial Avenue (DHR No. 122-0863) was originally constructed and used as a car dealership, and the wide bays originally used to showcase vehicles were easily adapted to house various retail businesses. These six bays, rising two stories, are constructed of brick in a seven course American bond pattern. Wide brick piers separate the bays at the bottom floor and transition into pilasters which continue to the cornice. Between the second-story pilasters are large, 48-pane metal muntin industrial windows which sit directly in the middle of the four second-story bays on the north side of the east-facing façade, while large four-pane windows appear on the southern two bays. Painted, rectangular brick inset with cross pattern bricks are placed above each of these window in a decorative pattern. A dentil cornice, separated by each two-story pilaster, stretches above the four bays on the north side of the eastern elevation's storefront window at the top of the first story, and again at the top of the second story. The parapet roof runs flat on the façade of the building, and steps down the north and south elevations towards the rear.

831 West 21st Street (DHR No. 122-5799-0002), built in 1940, is a purpose-built animal hospital constructed in the Georgian Revival style and is the only example of its kind in the district. The ground level is constructed in a six course American bond brick pattern, the second covered in horizontal vinyl siding with double hung six-over-six wood sash, and topped with a hipped, asbestos shingle roof, wooden cupola and interior brick chimney. It sits on the edge between the historic industrial area of the Norfolk and Western Railroad and a more retail-centric area and represents, geographically, the functional shift.

513-515 West 25th Street (DHR No. 122-5087-0230) consists of a set of two buildings constructed in 1945. These buildings are constructed of concrete block and corrugated metal which makes up the walls and ceiling. The Quonset hut form, in which these buildings are built, was popular in industrial areas throughout the country as a fast and affordable way in which to

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construct small commercial and industrial buildings; however these are the only 2 surviving examples in this district.

Unlike many of the buildings in the Norfolk and Western Railroad Historic District, the building at 217 West 24th Street (DHR No. 122-5087-0147) has retained its function as one with an industrious and commercial nature. The two-story brick building was designed in a more modern style than most of the others in the district, and it exhibits elements of the International style, most notably in the large brick parapet wall along a small section of the western elevation, which extends well above the other parapet walls surrounding the flat roof. Original ribbon windows appear on the façade, which faces north, as well as above the loading docks, still in use today, along the west elevation. It has recently transitioned from a warehouse to a beer distillery.

Historic District Inventory

In the following inventory, which is listed numerically by street address, all resources, both primary and secondary, have been considered either contributing or non-contributing based upon the areas of significance as listed under Criteria A and C and based on the historic district's period of significance. All non-contributing resources have been so noted for being either constructed outside the period of significance or as having little to no material integrity left to represent the period and areas of significance. The resources are keyed to the accompanying sketch map using each resource's street address. Please note that many of the streets within the historic district have breaks in them. Additionally, due to the scale of some of the buildings, as well as their large lots, the assignment of street addresses may not always appear to be consistent. Locations and addresses of all resources have been cross-checked against City of Norfolk property records and the Virginia Department of Historic Resources V-CRIS database. The dates listed are those for the primary resource.

21st Street

West 820-824 21st Street	122-5799-0001
<i>Other DHR Id#:</i>	
<i>Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, 1946</i>	Contributing
	Total: 1
<i>Secondary Resource: Warehouse (Building)</i>	Contributing
	Total: 1
<i>Secondary Resource: Warehouse (Building)</i>	Non-contributing
	Total: 1
West 830 21st Street	122-5799-0002
<i>Other DHR Id#:</i>	
<i>Primary Resource: Commercial Building (Building), Stories 2, Style: Georgian Revival, 1940</i>	
	Contributing
	Total: 1

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West 950-954 21st Street

122-5799-0003

Other DHR Id#:

Primary Resource: **Mixed (Building), Stories 1, Style: Commercial Style, Ca 1941**

Contributing

Total: 1

Secondary Resource: **Commercial Building (Building)**

Non-contributing

Total: 1

22nd Street

East 100-102 22nd Street

122-0859

Other DHR Id#: 122-5795-0024, 122-5799-0004

Primary Resource: **Warehouse (Building), Stories 2, Style: Commercial Style, 1906**

Contributing

Total: 1

East 110-120 22nd Street

122-0858

Other DHR Id#: 122-5795-0025, 122-5799-0005

Primary Resource: **Warehouse (Building), Stories 3, Style: Commercial Style, 1906**

Contributing

Total: 1

East 122 22nd Street

122-5795-0026

Other DHR Id#: 122-5799-0006

Primary Resource: **Commercial Building (Building), Stories 1, Style: Modernist, 1917**

Contributing

Total: 1

East 200 22nd Street

122-0992

Other DHR Id#: 122-5795-0027, 122-5799-0007

Primary Resource: **Warehouse (Building), Stories 3, Style: Commercial Style, 1920**

Contributing

Total: 1

East 210-222 22nd Street

122-5795-0028

Other DHR Id#: 122-5799-0008

Primary Resource: **Warehouse (Building), Stories 3, Style: Commercial Style, 1917**

Contributing

Total: 1

East 316 22nd Street

122-5795-0029

Other DHR Id#: 122-5799-0009

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

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Contributing
Total: 1

West 421-425 22nd Street 122-5799-0013

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 2, Style: Commercial Style, Ca 1946**

Contributing
Total: 1

West 520-700 22nd Street 122-5799-0014

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1.5, Style: Commercial Style, 1948**

Secondary Resource: **Warehouse (Building)**

Contributing
Total: 1
Non-contributing
Total: 2

West 760 22nd Street 122-5799-0015

Other DHR Id#:

Primary Resource: **Store (Building), Stories 1.5, Style: Commercial Style, 1949**

Contributing
Total: 1

West 200-202 22nd Street 122-5795-0030

Other DHR Id#: 122-5799-0010

Primary Resource: **Office/Office Building (Building), Stories 2, Style: Modernist, 1957**

Contributing
Total: 1

West 204-218 22nd Street 122-0914

Other DHR Id#: 122-5795-0031, 122-5799-0011

Primary Resource: **Processing Plant (Building), Stories 5, Style: Mixed (more than 3 styles from different periods, 0), 1908**

Contributing
Total: 1

West 234-236 22nd Street 122-5795-0032

Other DHR Id#: 122-5799-0012

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

Contributing
Total: 1

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Secondary Resource: Sign (Object)

Non-contributing
Total: 1

23rd Street

East 731-737 23rd Street 122-5799-0016

Other DHR Id#:

Primary Resource: Warehouse (Building), Stories 1.5, Style: Commercial Style, 1953

Contributing
Total: 1

East 735 23rd Street 122-5799-0017

Other DHR Id#:

Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, 1919

Contributing
Total: 1

West 420 23rd Street 122-5087-0138

Other DHR Id#: 122-5799-0018

Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, 1919

Contributing
Total: 1

West 426 23rd Street 122-5087-0139

Other DHR Id#: 122-5799-0019

Primary Resource: Warehouse (Building), Stories 1, Style: Art Deco, 1935

Contributing
Total: 1

Secondary Resource: Warehouse (Building)

Non-Contributing
Total: 1

West 624 23rd Street 122-5087-0141

Other DHR Id#: 122-5799-0020

Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1917

Contributing
Total: 1

23rd Street 122-5087-0166

Other DHR Id#: 122-5799-0021

Primary Resource: Railroad Bed (Structure), Stories, Style: No Discernable Style, 1884

Contributing
Total: 1

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Secondary Resource: Rail-Related (Structure)

Contributing
Total: 3

24th Street

East 110 24th Street 122-5087-0142

Other DHR Id#: 122-5799-0022

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

Contributing
Total: 1

East 311 24th Street 122-5189

Other DHR Id#: 122-5799-0023

Primary Resource: Office/Office Building. (Building), Stories 1, Style: Post Modern, 1966

Non-contributing
Total: 1

West 112-122 24th Street 122-5087-0146

Other DHR Id#: 122-5799-0024

Primary Resource: Warehouse (Building), Stories 1, Style: Commercial Style, 1912

Contributing
Total: 1

Secondary Resource: Warehouse (Building)

Contributing
Total: 1

West 211 24th Street 122-5087-0147

Other DHR Id#: 122-5799-0025

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

Contributing
Total: 1

West 226 24th Street 122-5087-0148

Other DHR Id#: 122-5799-0026

Primary Resource: Factory (Building), Stories 2, Style: Commercial Style, 1938

Contributing
Total: 1

Secondary Resource: Factory (Building)

Contributing
Total: 1

West 226 24th Street 122-5087-0149

Other DHR Id#: 122-5799-0027

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Primary Resource: **Warehouse (Building), Stories 1, Style: Post Modern, 1950**
Contributing
Total: 1

West 237 24th Street **122-5087-0150**

Other DHR Id#: 122-5799-0028

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1949**
Contributing
Total: 1

Secondary Resource: **Warehouse (Building)**
Contributing
Total: 2

West 238 24th Street **122-5087-0151**

Other DHR Id#: 122-5799-0029

Primary Resource: **Warehouse (Building), Stories 2, Style: Commercial Style, 1949**
Contributing
Total: 1

West 245 24th Street **122-5087-0152**

Other DHR Id#: 122-5799-0030

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1946**
Contributing
Total: 1

West 248 24th Street **122-5087-0153**

Other DHR Id#: 122-5799-0031

Primary Resource: **Factory (Building), Stories 2, Style: Post Modern, 1944**
Non-contributing
Total: 1

Secondary Resource: **Warehouse (Building)**
Non-contributing
Total: 1

West 301 24th Street **122-5087-0154**

Other DHR Id#: 122-5799-0032

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1946**
Contributing
Total: 1

Secondary Resource: **Shed, Machine (Building)**
Contributing
Total: 1

West 400 24th Street **122-5087-0157**

Other DHR Id#: 122-5799-0033

Primary Resource: **Store (Building), Stories 1, Style: Post Modern, 1950**

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Contributing
Total: 1

West 403 24th Street 122-5087-0158

Other DHR Id#: 122-5799-0034

Primary Resource: **Office/Office Building. (Building), Stories 2, Style: Vernacular, 1914**

Contributing
Total: 1

Secondary Resource: **Warehouse (Building)**

Contributing
Total: 2

Secondary Resource: **Warehouse (Building)**

Non-contributing
Total: 1

West 415 24th Street 122-5087-0159

Other DHR Id#: 122-5799-0035

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1942**

Contributing
Total: 1

West 417 24th Street 122-5087-0160

Other DHR Id#: 122-5799-0036

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1947**

Contributing
Total: 1

West 429 24th Street 122-5087-0140

Other DHR Id#: 122-5799-0037

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1954**

Contributing
Total: 1

West 435 24th Street 122-5087-0163

Other DHR Id#: 122-5799-0038

Primary Resource: **Factory (Building), Stories 3, Style: Commercial Style, 1916**

Contributing
Total: 1

Secondary Resource: **Warehouse (Building)**

Contributing
Total: 1

West 510 24th Street 122-5087-0165

Other DHR Id#: 122-5799-0040

Primary Resource: **Warehouse (Building), Stories 1, Style: Post Modern, 1952**

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Contributing
Total: 1

West 520 24th Street **122-5087-0167**
Other DHR Id#: 122-5799-0041
Primary Resource: Commercial Building (Building), Stories 1, Style: Post Modern, 1965

Contributing
Total: 1

West 524 24th Street **122-5087-0168**
Other DHR Id#: 122-5799-0042
Primary Resource: Garage (Building), Stories 1, Style: Post Modern, 1966

Contributing
Total: 1

West 529 24th Street **122-5087-0164**
Other DHR Id#: 122-5799-0039
Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1920

Contributing
Total: 1

Secondary Resource: Warehouse (Building)

Contributing
Total: 2

Secondary Resource: Warehouse (Building)

Non-contributing
Total: 1

West 534 24th Street **122-5087-0169**
Other DHR Id#: 122-5799-0043
Primary Resource: Warehouse (Building), Stories 1, Style: Post Modern, 1961

Non-contributing
Total: 1

West 600 24th Street **122-5087-0170**
Other DHR Id#: 122-5799-0044
Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1932

Non-contributing
Total: 1

West 606 24th Street **122-5087-0171**
Other DHR Id#: 122-5799-0045
Primary Resource: Commercial Building (Building), Stories 1, Style: Post Modern, 1952

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Contributing
Total: **1**

West 610 24th Street **122-5087-0172**
Other DHR Id#: 122-5799-0046
Primary Resource: Warehouse (Building), Stories 1, Style: Post Modern, 1957
Contributing
Total: **1**

West 616 24th Street **122-5087-0173**
Other DHR Id#: 122-5799-0047
Primary Resource: Warehouse (Building), Stories 1, Style: Post Modern, 1947
Contributing
Total: **1**
Secondary Resource: Shed (Building)
Non-contributing
Total: **1**
Secondary Resource: Warehouse (Building)
Contributing
Total: **1**

West 619 24th Street **122-5087-0174**
Other DHR Id#: 122-5799-0048
Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1921
Contributing
Total: **1**

West 628 24th Street **122-5087-0175**
Other DHR Id#: 122-5799-0049
Primary Resource: Office/Office Building. (Building), Stories 1, Style: Post Modern, 1960
Contributing
Total: **1**
Secondary Resource: Factory (Building)
Contributing
Total: **1**

West 629 24th Street **122-5087-0176**
Other DHR Id#: 122-5799-0050
Primary Resource: Warehouse (Building), Stories 2, Style: Vernacular, 1920
Contributing
Total: **1**
Secondary Resource: Office/Office Building. (Building)
Contributing
Total: **1**

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Secondary Resource: **Shed (Building)**

Contributing

Total: 1

Secondary Resource: **Warehouse (Building)**

Contributing

Total: 1

West 701 24th Street

122-5087-0177

Other DHR Id#: 122-5799-0051

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

Contributing

Total: 1

West 901-927 24th Street

122-5190

Other DHR Id#: 122-5799-0052

Primary Resource: **Storage (Building), Stories 1, Style: Commercial Style, 1968**

Non-contributing

Total: 1

Secondary Resource: **Warehouse (Building)**

Non-contributing

Total: 1

West 1008 24th Street

122-5191

Other DHR Id#: 122-5799-0053

Primary Resource: **Storage (Building), Stories 1.5, Style: Commercial Style, 1945**

Contributing

Total: 1

West 1012 24th Street

122-5192

Other DHR Id#: 122-5799-0054

Primary Resource: **Office/Office Building. (Building), Stories 1, Style: Other, 1976**

Non-contributing

Total: 1

Secondary Resource: **Commercial Building (Building)**

Non-contributing

Total: 1

West 1018-1024 24th Street

122-5193

Other DHR Id#: 122-5799-0057

Primary Resource: **Office/Office Building. (Building), Stories 1, Style: Post Modern, 1968**

Non-contributing

Total: 1

Secondary Resource: **Office/Office Building. (Building), Stories 1, Style: Post Modern, 1968**

Non-contributing

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Total: 1

25th Street

East 209 25th Street 122-5087-0185

Other DHR Id#: 122-5799-0060

Primary Resource: **Commercial Building (Building), Stories 1, Style: Vernacular, 1912**

Contributing
Total: 1

East 315 25th Street 122-5799-0055

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1951**

Contributing
Total: 1

East 721 25th Street 122-5799-0056

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1905**

Contributing
Total: 1

East 731-741 25th Street 122-0163

Other DHR Id#: 122-5799-0059

Primary Resource: **Commercial Building (Building), Stories 4, Style: Commercial Style, 1910**

Contributing
Total: 1

East 742-756 25th Street 122-5799-0058

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1.5, Style: Commercial Style, 1952**

Contributing
Total: 1

West 111 25th Street 122-5087-0189

Other DHR Id#: 122-5799-0061

Primary Resource: **Warehouse (Building), Stories 1, Style: Vernacular, 1919**

Contributing
Total: 1

Secondary Resource: **Warehouse (Building)**

Non-contributing
Total: 1

West 115 25th Street 122-5087-0190

Other DHR Id#: 122-5799-0062

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Primary Resource: **Factory (Building), Stories 1, Style: Vernacular, 1913**

Contributing
Total: 1

West 119 25th Street **122-5087-0192**

Other DHR Id#: 122-5799-0063

Primary Resource: **Office/Office Building. (Building), Stories 1, Style: Vernacular, 1913**

Contributing
Total: 1

Secondary Resource: **Factory (Building)**

Contributing
Total: 1

West 201 25th Street **122-5087-0194**

Other DHR Id#: 122-5799-0064

Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1917**

Contributing
Total: 1

Secondary Resource: **Factory (Building)**

Contributing
Total: 1

Secondary Resource: **Warehouse (Building)**

Non-contributing
Total: 1

West 206 25th Street **122-5087-0195**

Other DHR Id#: 122-5799-0065

Primary Resource: **Warehouse (Building), Stories 1, Style: Post Modern, 1961**

Contributing
Total: 1

West 208 25th Street **122-5087-0196**

Other DHR Id#: 122-5799-0066

Primary Resource: **Service Station (Building), Stories 2, Style: Vernacular, 1920**

Contributing
Total: 1

Secondary Resource: **Service Station (Building)**

Contributing
Total: 2

West 209 25th Street **122-5087-0197**

Other DHR Id#: 122-5799-0067

Primary Resource: **Commercial Building (Building), Stories 1, Style: Vernacular, 1938**

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Contributing
Total: **1**

West 217 25th Street **122-5087-0198**
Other DHR Id#: 122-5799-0068
Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1925**
Contributing
Total: **1**

West 220 25th Street **122-5087-0199**
Other DHR Id#: 122-5799-0069
Primary Resource: **Factory (Building), Stories 1, Style: Post Modern, 1960**
Contributing
Total: **1**

West 226 25th Street **122-5087-0210**
Other DHR Id#: 122-5799-0070
Primary Resource: **Warehouse (Building), Stories 1, Style: Post Modern, 1954**
Contributing
Total: **1**

West 233 25th Street **122-5087-0211**
Other DHR Id#: 122-5799-0071
Primary Resource: **Apartment Building (Building), Stories 2, Style: Post Modern, 1954**
Contributing
Total: **1**

West 239 25th Street **122-5087-0213**
Other DHR Id#: 122-5799-0073
Primary Resource: **Factory (Building), Stories 1, Style: Post Modern, 1948**
Contributing
Total: **1**

West 240 25th Street **122-5087-0212**
Other DHR Id#: 122-5799-0072
Primary Resource: **Warehouse (Building), Stories 1, Style: Post Modern, 1954**
Contributing
Total: **1**

West 247-249 25th Street **122-5087-0215**
Other DHR Id#: 122-5799-0074
Primary Resource: **Garage (Building), Stories 1, Style: Post Modern, 1948**

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Contributing
Total: 1

West 330 25th Street 122-5087-0221
Other DHR Id#: 122-5799-0078
Primary Resource: **Warehouse (Building), Stories 1.5, Style: Commercial Style, 1941**
Contributing
Total: 1

West 513-515 25th Street 122-5087-0230
Other DHR Id#: 122-5799-0079
Primary Resource: **Quonset Hut (Building), Stories 1, Style: Commercial Style, 1945**
Contributing
Total: 1
Secondary Resource: **Warehouse (Building)**
Contributing
Total: 1

West 521 25th Street 122-5087-0232
Other DHR Id#: 122-5799-0080
Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1945**
Contributing
Total: 1
Secondary Resource: **Shed (Building)**
Non-contributing
Total: 1

West 521 25th Street 122-5087-0233
Other DHR Id#: 122-5799-0081
Primary Resource: **Commercial Building (Building), Stories 1, Style: Post Modern, 1946**
Contributing
Total: 1

West 535 25th Street 122-5087-0237
Other DHR Id#: 122-5799-0082
Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1960**
Contributing
Total: 1

West 601 25th Street 122-5087-0239
Other DHR Id#: 122-5799-0083
Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, 1952**

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Contributing
Total: 1

West 619 25th Street 122-5087-0242

Other DHR Id#: 122-5799-0084

Primary Resource: **Commercial Building (Building), Stories 1, Style: Post Modern, 1949**

Contributing
Total: 1

Secondary Resource: **Warehouse (Building)**

Contributing
Total: 1

West 718 25th Street 122-5087-0248

Other DHR Id#: 122-5799-0085

Primary Resource: **Factory (Building), Stories 1, Style: Post Modern, 1953**

Contributing
Total: 1

West 727-735 25th Street 122-5194

Other DHR Id#: 122-5799-0086

Primary Resource: **Office/Office Building. (Building), Stories 1, Style: Post Modern, 1986**

Non-contributing
Total: 1

West 834 25th Street 122-5087-0251

Other DHR Id#: 122-5799-0087

Primary Resource: **Storage (Building), Stories 1, Style: Commercial Style, 1955**

Contributing
Total: 1

West 840 25th Street 122-5087-0252

Other DHR Id#: 122-5799-0088

Primary Resource: **Factory (Building), Stories 1, Style: Post Modern, 1949**

Contributing
Total: 1

Secondary Resource: **Storage (Building)**

Contributing
Total: 1

West 916 25th Street 122-5087-0254

Other DHR Id#: 122-5799-0089

Primary Resource: **Factory (Building), Stories 1, Style: Post Modern, 1948**

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Contributing
Total: 1

West 1000 25th Street 122-5197

Other DHR Id#: 122-5799-0090

Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1961**

Contributing
Total: 1

West 1001 25th Street 122-0476

Other DHR Id#: 122-5799-0092

Primary Resource: **Power Plant (Structure), Stories, Style: Vernacular, 1928**

Contributing
Total: 1

West 1011 25th Street 122-5198

Other DHR Id#: 122-5799-0093

Primary Resource: **Storage (Building), Stories 1, Style: Commercial Style, 1954**

Contributing
Total: 1

West 1025 25th Street 122-5199

Other DHR Id#: 122-5799-0094

Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1966**

Contributing
Total: 1

West 1217 25th Street 122-5799-0091

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1940**

Contributing
Total: 1

Secondary Resource: **Warehouse (Building)**

Non-contributing
Total: 1

26th Street

East 801-823 26th Street 122-1106

Other DHR Id#: 122-5799-0095

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

Contributing
Total: 1

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Secondary Resource: Warehouse (Building)

Non-contributing

Total: 2

Secondary Resource: Factory (Building)

Non-contributing

Total: 1

West 1000-1004 26th Street 122-0904

Other DHR Id#: 122-5087-0024, 122-5799-0096

Primary Resource: Factory (Building), Stories 1, Style: Art Deco, 1946

Contributing

Total: 1

West 1007-1017 26th Street 122-5204

Other DHR Id#: 122-5799-0100

Primary Resource: Factory (Building), Stories 1, Style: Post Modern, 1975

Non-contributing

Total: 1

West 1012 26th Street 122-0478

Other DHR Id#: 122-5087-0025, 122-5799-0097

Primary Resource: Factory (Building), Stories 1, Style: Art Deco, 1946

Contributing

Total: 1

Secondary Resource: Warehouse (Building)

Contributing

Total: 1

West 1026 26th Street 122-0905

Other DHR Id#: 122-5087-0026, 122-5799-0116

Primary Resource: Factory (Building), Stories 2, Style: Art Deco, 1940

Contributing

Total: 1

Secondary Resource: Factory (Building)

Contributing

Total: 1

Secondary Resource: Warehouse (Building)

Contributing

Total: 1

27th Street

West 1001-1007 27th Street 122-5087-0476

Other DHR Id#: 122-5799-0123

Primary Resource: Factory (Building), Stories 1, Style: Commercial Style, 1951

Contributing

Total: 1

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West 1048 27th Street **122-5208**
Other DHR Id#: 122-5799-0124
Primary Resource: **Warehouse (Building), Stories 1, Style: Post Modern, 1961**
Contributing
Total: 1
Secondary Resource: **Warehouse (Building)**

Non-contributing
Total: 1

West 1060 27th Street **122-5209**
Other DHR Id#: 122-5799-0125
Primary Resource: **Factory (Building), Stories 1, Style: Post Modern, 1960**
Contributing
Total: 1
Secondary Resource: **Sign (object)**
Non-contributing
Total: 1

35th Street

West 1075 35th Street **122-5287**
Other DHR Id#: 122-5799-0143
Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1973**
Non-contributing
Total: 1

1081 35th Street **122-5799-0098**
Other DHR Id#:
Primary Resource: **Warehouse (Building), Stories 1.5, Style: Commercial Style, 1954**
Contributing
Total: 1

Bowden's Ferry Road

2330 Bowden's Ferry Road **122-5799-0099**
Other DHR Id#:
Primary Resource: **Warehouse (Building), Stories 1.5, Style: Commercial Style, 1948**
Contributing
Total: 1
Secondary Resource: **Warehouse (Building)**
Contributing
Total: 2

Church Street

1830-1836 Church Street **122-5799-0101**
Other DHR Id#:

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Primary Resource: **Warehouse (Building), Stories 1.5, Style: Commercial Style, 1885**

Contributing

Total: 1

Secondary Resource: **Warehouse (Building)**

Contributing

Total: 1

2001 Church Street

122-1108

Other DHR Id#: 122-5799-0102

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, 1926**

Non-contributing

Total: 1

2043 Church Street

122-5799-0103

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1.5, Style: Commercial Style, 1969**

Non-contributing

Total: 1

Secondary Resource: **Office/Office Building (Building)**

Non-contributing

Total: 2

Secondary Resource: **Warehouse (Building)**

Non-contributing

Total: 1

2401 Church Street

122-5325

Other DHR Id#: 122-5799-0104

Primary Resource: **Factory (Building), Stories 1, Style: Commercial Style, 1963**

Contributing

Total: 1

Secondary Resource: **Service Station (Building)**

Non-contributing

Total: 1

2415 Church Street

122-5087-1471

Other DHR Id#: 122-5799-0105

Primary Resource: **Factory (Building), Stories 1, Style: Post Modern, 1950**

Contributing

Total: 1

2416 Church Street

122-5799-0106

Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: Mixed (more than 3 styles from different periods, 0), 1986**

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Non-contributing
Total: 1

2419 Church Street **122-0819**

Other DHR Id#: 122-5087-0112, 122-5799-0107

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

Contributing
Total: 1

Secondary Resource: **Carport (Structure)**

Non-contributing
Total: 1

2500 Church Street **122-1104**

Other DHR Id#: 122-5799-0108

Primary Resource: **Warehouse (Building), Stories 1, Style: Other, 1906**

Contributing
Total: 1

Colley Ave

2300 Colley Avenue **122-5087-1473**

Other DHR Id#: 122-5799-0109

Primary Resource: **Warehouse (Building), Stories 1, Style: Post Modern, 1940**

Contributing
Total: 1

2301 Colley Ave **122-5799-0110**

Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: Commercial Style, 1966**

Non-contributing
Total: 1

2400 Colley Avenue **122-5087-1474**

Other DHR Id#: 122-5799-0111

Primary Resource: **Warehouse (Building), Stories 2, Style: Vernacular, 1932**

Contributing
Total: 1

2401 Colley Ave **122-5799-0112**

Other DHR Id#:

Primary Resource: **Store/Market (Building), Stories 1.5, Style: Commercial Style, 1994**

Non-contributing
Total: 1

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2406 Colley Avenue **122-5087-1475**
Other DHR Id#: 122-5799-0113
Primary Resource: **Warehouse (Building), Stories 1, Style: Vernacular, 1928**
Contributing
Total: 1

2502 Colley Avenue **122-5087-1476**
Other DHR Id#: 122-5799-0114
Primary Resource: **Commercial Building (Building), Stories 1, Style: Art Deco, 1948**
Contributing
Total: 1

2504-2508 Colley Avenue **122-5087-1477**
Other DHR Id#: 122-5799-0115
Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1948**
Contributing
Total: 1

Colonial Ave

2111-2117 Colonial Avenue **122-0863**
Other DHR Id#: 122-5799-0120
Primary Resource: **Commercial Building (Building), Stories 2, Style: Other, 1919**
Contributing
Total: 1

2200 Colonial Ave **122-5799-0117**
Other DHR Id#:
Primary Resource: **Restaurant (Building), Stories 2, Style: Commercial Style, Ca 1920**

Contributing
Total: 1

Secondary Resource: **Commercial Building (Building)**

Non-contributing
Total: 1

Secondary Resource: **Shopping Center (Building)**

Non-contributing
Total: 1

2201 Colonial Ave **122-5799-0118**
Other DHR Id#:
Primary Resource: **Doctors Office/Building (Building), Stories 1, Style: Commercial Style, 1952**

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Non-contributing
Total: 1

2219 Colonial Ave **122-5799-0119**
Other DHR Id#:
Primary Resource: Warehouse (Building), Stories 2, Style: Commercial Style, 1917
Contributing
Total: 1

2401 Colonial Avenue **122-5087-1499**
Other DHR Id#: 122-5799-0121
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1960
Non-contributing
Total: 1

2406 Colonial Avenue **122-5087-1500**
Other DHR Id#: 122-5799-0122
Primary Resource: Commercial Building (Building), Stories 2, Style: Vernacular, 1915
Contributing
Total: 1

Debree Avenue

2406 Debree Avenue **122-0754**
Other DHR Id#: 122-5087-0115, 122-5799-0130
Primary Resource: Factory (Building), Stories 2, Style: Art Deco, 1940
Contributing
Total: 1

Fawn Street

2501 Fawn Street **122-1105**
Other DHR Id#: 122-5799-0140
Primary Resource: Factory (Building), Stories 3, Style: Other, 1920
Contributing
Total: 1

Granby Street

2305 Granby Street **122-0913**
Other DHR Id#: 122-5087-0116, 122-5799-0126
Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1868

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Secondary Resource: Warehouse (Building)

Contributing
Total: 1

Secondary Resource: Warehouse (Building)

Contributing
Total: 2

Non-contributing
Total: 1

2308 Granby Street **122-0911**

Other DHR Id#: 122-5087-0119, 122-5799-0127

Primary Resource: Warehouse (Building), Stories 1, Style: Vernacular, 1900

Contributing
Total: 1

2400 Granby Street **122-5087-1540**

Other DHR Id#: 122-5799-0128

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

Contributing
Total: 1

2411-2415 Granby Street **122-5087-1542**

Other DHR Id#: 122-5799-0129

Primary Resource: Commercial Building (Building), Stories 1, Style: Post Modern, 1917

Contributing
Total: 1

Hampton Boulevard

2315 Hampton Blvd **122-5799-0131**

Other DHR Id#:

Primary Resource: Warehouse (Building), Stories 1.5, Style: Commercial Style, 1954

Contributing
Total: 1

2400 Hampton Boulevard **122-0910**

Other DHR Id#: 122-5087-0128, 122-5799-0132

Primary Resource: Factory (Building), Stories 2, Style: Art Deco, 1941

Contributing
Total: 1

2401 Hampton Blvd **122-5799-0133**

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Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1940**
Contributing
Total: 1

2419 Hampton Blvd **122-5799-0134**

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1925**
Contributing
Total: 1

2500 Hampton Boulevard **122-0477**

Other DHR Id#: 122-5087-0129, 122-5799-0135

Primary Resource: **Factory (Building), Stories 1, Style: Art Deco, 1939**
Contributing
Total: 1

2501 Hampton Blvd **122-5799-0136**

Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1927**
Contributing
Total: 1

2514 Hampton Boulevard **122-5087-1569**

Other DHR Id#: 122-5799-0137

Primary Resource: **Factory (Building), Stories 1, Style: Vernacular, 1928**
Contributing
Total: 1

Llewellyn Avenue

2202-2208 Llewellyn Avenue **122-5795-0039**

Other DHR Id#: 122-5799-0138

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

Contributing
Total: 1

2210-2214 Llewellyn Avenue **122-0861**

Other DHR Id#: 122-5795-0040, 122-5799-0139

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1909**
Contributing
Total: 1

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Monticello Avenue

2401 Monticello Avenue 122-5087-1593

Other DHR Id#: 122-5799-0141

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

Contributing
Total: 1

Omohundro Avenue

2301 Omohundro Avenue 122-0915

Other DHR Id#: 122-5087-0130, 122-5799-0142

Primary Resource: Factory (Building), Stories 2, Style: Vernacular, 1910

Contributing
Total: 1

Secondary Resource: Factory (Building)

Contributing
Total: 1

Secondary Resource: Warehouse (Building)

Contributing
Total: 1

Secondary Resource: Warehouse (Building)

Non-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

COMMERCE

ETHNIC HERITAGE: European

INDUSTRY

TRANSPORTATION

Period of Significance

1884-1965

Significant Dates

1884

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

See attached list

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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 Norfolk & Western Railroad Historic District is locally significant under Criterion A in the areas of Commerce and Industry as related to the large number of contributing commercial and light industrial buildings which have operated in the district for more than a century and the story they tell of the development around the Norfolk & Western Lambert's Point railroad spur and around railroad corridors in general. The district is also locally significant under Criterion A for Transportation for its direct connection to the Norfolk & Western Railroad line and the story of the development of Lambert's Point and the Pocahontas coal fields. The district is locally significant under Criterion A for Ethnic Heritage (European) with the large number of intact buildings which were developed by the Margolius family over several decades. They were a leading Jewish family and a leading business family in Norfolk and pioneered new methods of real estate development in the city. Finally, the district is locally significant under Criterion C for Architecture as a densely built and intact railroad corridor industrial area with numerous and varied contributing resources with good integrity. The district's period of significance begins in 1884 with construction of the railroad spur and ends in 1965, the traditional fifty-year cutoff for historic properties where significant activities have continued into the more recent past.

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

Commerce and Industry – Economic History of Norfolk and the Lambert's Point Railroad Spur

The platting and development of the area bordering much of the Lambert's Point Norfolk & Western railroad spur occurred between 1898 and 1928 following the 1884 construction of the railroad line.³ The City of Norfolk annexed the area which comprises the Norfolk & Western Railroad Historic District, along with what would become Colonial Place, Riverview, and Lafayette Park, from Norfolk County in 1902. The bulk of the district's expansion occurred between 1917 and 1929 and consisted almost entirely of commercial and light industrial buildings. In 1910 the population of Norfolk was 67,452, but over 100,000 people moved into the city beginning in 1917 with the entrance of the United States into World War I. The U.S. Navy established a large operating base at the defunct Jamestown Exposition site and expanded existing facilities in Portsmouth, while the Army created a massive supply base at Sewells Point. With the end of the war, the economy slowed and this was exacerbated by the precipitous decline of cotton exports through Norfolk as textile mills moved from the northeastern U.S. to the southern states. To combat the loss of cotton and the wartime economy, the citizens of Norfolk approved a bond of five million dollars on February 7, 1922, for the construction of a grain elevator and a pier equipped with all necessary loading mechanisms. The Army also agreed to lease its large terminal and pier to the City of Norfolk for commercial use beginning in 1921. The other significant driver for the economy during this time was the huge Norfolk & Western

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coal pier at Lambert's Point.⁴ The constant flow of coal from western Virginia helped push development all along the east-west corridor of the railroad spur.

Before the emergence of coal as the dominant commodity transported through the city, several other products filled this role. From the beginnings of the city through the early nineteenth century, the city depended largely upon tobacco and lumber. Cotton became the leading engine of growth in the post-Civil War period until 1885, before the emergence of coal which was the top export well into the twentieth century. With the completion of the New River rail line following the creation of the Norfolk & Western (N&W) Railroad, work began to establish Norfolk as the primary point for the export of coal to cities along the eastern seaboard as well as foreign markets. On March 17, 1883, the first load of coal from the Pocahontas fields was delivered to Norfolk amid a huge celebration led by the mayor and N&W Vice-President Frederick J. Kimball; the coal car carrying the load was inscribed "From Pocahontas to Norfolk For Mayor Lamb." The Norfolk & Western line was soon joined by two other competing coal railroads: the Chesapeake & Ohio coal line to Newport News and The Virginian line to Sewells Point which also led to each company expanding facilities in competition with the others.⁵

With the emergence of automobiles in the early twentieth century, residential development began to spread from Norfolk's downtown area and Ghent to new suburbs north of the urban center, including Colonial Place, Larchmont, and Park Place. The change was concurrent with the development of trucks which allowed businesses and industry to move away from the waterfront docks and eventually out of downtown. The beginning of this trend was the growth of retail up Granby Street and the emergence of modest skyscrapers downtown.⁶

The effect of World War I and the later boom of the 1920s on the City of Norfolk cannot be underestimated. Norfolk's exports in 1914 totaled \$9,500,000 and had expanded to \$137,208,000 by 1926. By the 1920s, Norfolk's exports were on par with San Francisco and exceeded those of Baltimore, Boston and Philadelphia, and imports had also expanded from \$3,125,000 in 1914 to \$16,868,000 in 1926. When the port and rail system of New York City was overwhelmed during World War I, the natural harbor and railroad system of the Norfolk region was the first choice to absorb the excess.⁷

The dominant export for the region was now coal with the needs of not only the eastern United States, but also much of Europe, having to be served. In 1917, almost 95 percent of the exports from Norfolk and Portsmouth were coal. Even with this massive quantity of coal passing through the region, Norfolk and Portsmouth also were the points of export for tens of thousands of tons of produce, tobacco, cotton, lumber, seafood, and petroleum products. Leading imports included iron and steel products, dry goods, canned goods, fertilizer, and sugar. Ironically, so much coal and food were exported from the region that there were shortages during the war years.⁸

With the rapid expansion of the port economy, the sorting, transfer, and transportation of some goods other than coal began to be permanently shifted away from the crowded docks which had reached their limit of expansion. Merchants and business owners began constructing warehouses along the railroad spurs, such as the Norfolk & Western Lambert's Point line. Norfolk &

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Western ran a dedicated spur to each facility so that goods could be loaded directly onto railcars and linked to outgoing trains. This facilitated a concentration of businesses and workers.⁹ Workers for these new facilities were housed in the new neighborhood of Park Place to the north of the railroad line.

Other factors also helped push industry and processing away from the downtown and ports. From 1918 to 1928, the city doubled the miles of paved streets. The city also purchased lakes in Nansemond County, constructed a huge reservoir, ran miles of pipes, and built two pumping stations to create a new water system to supply the expanding city. Even with all of these expansions of services, the citizens of Norfolk faced a lower per capita cost of government than most cities of comparable size.¹⁰

The net result for Norfolk was a thriving import and export economy. While coal had become the leading export, Norfolk had a varied economy. Although diminished from the nineteenth century, Norfolk still exported thousands of tons per year of cotton and lumber. The new grain elevator allowed for much larger quantities of grain exports which also served to balance lighter cargoes. During this time Norfolk also became the largest tobacco port in the world with exports growing from 10,500,000 pounds of leaf in 1918 to 236,000,000 pounds in 1925. Overall imports also jumped significantly from \$8,500,000 in 1920 after the wartime dip to \$32,817,774 in 1928 with the share of trade for imports rising from 4 percent to 15 percent.¹¹ These goods traveling in and out of Norfolk needed an increasing amount of warehouse space for short- and long-term storage before being transported. Building permits, city directories, and newspaper articles of the time point to the Norfolk & Western Lambert's Point railroad spur as being one of the most important processing and storage outlets for the excess goods overwhelming the ports.

Norfolk, like most of the country, suffered significantly during the Great Depression. Federal programs such as the Public Works Administration, Works Progress Administration, Civil Works Administration, and National Recovery Administration, among many others, kept the economy from collapsing and allowed the state and local governments to maintain public works and services. Again, as with much of the country, it was the New Deal and, even more so, World War II which pulled the economy out of the Depression and began the greatest economic expansion in American history. However, for Norfolk, with the massive naval facilities and the accompanying Army bases, the changes brought about by the war were far more dramatic than for most regions of the country.

Anticipating the inevitable conflict, in January 1938 Congress, at the behest of President Franklin D. Roosevelt, had already appropriated twelve million dollars for the expansion and complete overhaul of the Naval Base and Navy Yard. By November 1941 the military buildup, along with service members' families, had resulted in the population of Norfolk almost doubling. The water and transportation systems had to be significantly expanded and upgraded. A huge combination theater and auditorium was constructed to entertain the soldiers and their families. To supply food for this much larger population, farmers in the outlying counties trucked in vegetables, meats, and dairy, much of which required at least short-term storage. The need for warehousing, coupled with the huge expansion of light and heavy industry during the war,

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resulted in all commercial and industrial areas of the city seeing heavy use. In addition to the massive outlay of labor and capital by the government to support the war effort, the production of major private companies expanded threefold between 1939 and 1944. As the war progressed successfully, shipments of coal, food products, and myriad other goods were being shipped to Europe through the ports of Norfolk and the surrounding cities.¹²

In contrast to the other wars which had enveloped Norfolk during its history, the boom of military expenditures and commercial production and transportation did not dissipate after the end of World War II. In order to adapt to this permanently larger population and growing economy, Norfolk continued to expand its borders even more than in the pre-war years. This process pushed most residents further from downtown, created new commercial cores throughout the city, and resulted in Norfolk more than doubling in area. While the rail lines running through the city remained active, they increasingly carried coal and a limited number of products mostly originating outside Norfolk or imports emanating from the port. However, a major change beginning in 1948 radically altered the face of Norfolk and created a new demand for areas such as the Norfolk & Western Railroad commercial corridor. The Norfolk Redevelopment and Housing Authority began a multi-decade process of demolishing buildings across an area totaling 465 acres. Much of this eventually included the nineteenth- and early twentieth-century warehouses along the city's waterfront.¹³ With the evolution of transportation making the transfer of goods directly from ships to railcars much simpler, the need for most of the wharves and piers disappeared quickly. But the need for large scale storage and industrial and processing facilities relatively near to downtown remained and this resulted in many of the plants and warehouses along the Lambert's Point spur being renewed or repurposed. Some were retained as warehouses, but rather than tobacco, cotton or burlap bags full of dry goods, they were more likely to be used for plumbing supplies, construction materials, or furniture. Smaller buildings housed new types of tenants such as auto repair businesses or contracting companies.

Eventually the continued expansion of the city, along with the movement of commercial and industrial endeavors further away from the city core, led to many of the warehouses along the Norfolk & Western Railroad spur standing vacant. A few businesses, such as First Colony Coffee & Tea (a coffee and tea business that has been in this location for almost a century) or Batchelder & Collins (a brick manufacturer operating in the same location for more than a century) continued through many of these dramatic changes. New types of businesses also emerged over time such as Albano Cleaners, which opened in its purpose built headquarters on West 22nd Street in 1935. A building at 624-628 West 23rd Street began as a Sun Co. Oil Warehouse, then housed Fain Furniture Manufacturing Co., and today is the location of a scrap metal and welding business. A small commercial building at 209 East 25th Street was constructed for the Crescent Steel Lettering Works, but has spent much of its existence as an automobile repair shop. A huge purpose built former General Baking Company factory located at 731 East 25th Street takes up an entire block and is highly intact, but today stands largely unused. Another former bakery building (and now an office), constructed in 1939 with a yellow brick veneer, features a sign with the name of the company spelled out in large letters atop the cornice and constructed from the same bricks as the veneer: Nolde Brothers, Inc. An interesting U-shaped former factory at 2219 Colonial Avenue, which now stands vacant and abuts the railroad track,

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was built for the Linde Air Products Co. and was later used by the Superior Bag & Burlap Co. A three-story building at 2314 Colonial Avenue features a stucco exterior with brick detailing in a manner not seen on any other building in the district; this building was built for the Seay Motor Co., later served as an Auburn and Durant dealership, and is now a restaurant. A huge Moderne-inspired factory located at 2400 Hampton Boulevard and constructed in 1941, with a full length penthouse clerestory, originally housed the Norfolk Linen Supply Co. and now is home to an antique car dealership. The clearest difference between the businesses and function of this district today, versus in its early years, is that the railroad line passes through, but the trains no longer stop or interact with any local entity. They are strictly moving coal up and down the former Norfolk & Western Railroad track.

Transportation – Norfolk & Western Railroad

The history of the Norfolk & Western Railroad is the story of several independent railroads which merged over several years' time. Southside Railroad Company was incorporated on March 5, 1846. The Virginia and Tennessee Railroad Company (originally Lynchburg and Tennessee) was incorporated on March 24, 1848. The Norfolk and Petersburg Railroad Company was incorporated on March 17, 1851. As of April 16, 1853, the Southside Railroad connected with the newly formed Norfolk and Petersburg Railroad Company line, though the two remained separate companies. On February 2, 1854, the Southside Railroad Company purchased the assets of the Appomattox Railroad Company (formerly the City Point Railroad Company) from the City of Petersburg, which consisted of the nine-mile City Point Branch. The three railroad companies were consolidated into the Atlantic, Mississippi and Ohio Railroad Company on June 17, 1870. The railroad was then subsumed into the newly created Norfolk and Western Railroad Company on February 10, 1881.¹⁴ Numerous acquisitions and expansions occurred over the years with the company becoming the Norfolk & Western Railway Company in 1897 and eventually today's Norfolk Southern Corporation.

Almost immediately the new owners set about turning this railroad company into a coal-focused enterprise. The 75-mile New River Extension was finished in March 1883 and gave direct access to the well-known Flat Top coal deposit area and terminated at the new mining town named Pocahontas by the wife of the president of the N&W, Mrs. Frederick Kimball. The first car of coal to leave the area was loaded on March 13, 1883, and arrived in Norfolk on March 17 as a gift to the Honorable William Lamb, Mayor of Norfolk and a coal merchant. Citizens of Norfolk cheered the arrival of the first coal car and took samples of coal. The rail line opened for full loads on May 21, 1883, and more than 100,000 tons of coal products shipped here by year's end.¹⁵

Realizing that the facilities in Norfolk would be inadequate for processing so much coal, in 1882 Norfolk & Western obtained 325 acres along almost two miles of waterfront at the mouth of the Elizabeth River at Lambert's Point. In 1884 an extension was constructed spanning the 5.3 miles from the main Norfolk terminal to Lambert's Point. On March 12, 1885, Coal Pier No. 1 was opened at Lambert's Point; the pier was 894 feet long and 60 feet wide with an eventual daily capacity of more than ten thousand tons. This pier was used until Coal Pier No. 4 was completed

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in 1914. The Pocahontas Coal Company was formed in 1885 to market the coal, which was inspected to meet the highest lump coal standards. By 1902, the U.S. Navy and the governments of Great Britain and Germany endorsed the coal as their choice for naval ships. Norfolk & Western continued to expand its railroad service and the number of mines being exploited, adding to an ever growing supply of coal flowing through Norfolk.¹⁶ This massive coal export economy continued through the transition to the Norfolk and Western Railway Company, through both World Wars, through the transition to Norfolk Southern and to the current day with Lambert's Point and its railroad spur still active.

Ethnic Heritage (European)

The Margolius family was the most prominent owner and developer of commercial property in the eastern end of the Norfolk & Western Railroad Historic District. The three brothers (Isaac L. "Ike" (1873-1941); David Louis (1876-1936); and Benjamin (1876-1924) Margolius) were originally from Alabama but settled in Norfolk in the late nineteenth century and immediately became involved in the business and civic communities, as well as being active members of the large and regionally known Ohef Sholom Temple on Stockley Gardens in Norfolk. For the most part, Benjamin and David were the leaders in building the family business and were involved in the construction of numerous warehouses and commercial buildings, as well as being involved in several large commercial enterprises. The one business which occupied all three brothers was the Atlantic Jute Mills located at 110-120 East 22nd Street, of which David and Benjamin both served as president at different times. Though he died first on April 13, 1924, Benjamin was the most active of the brothers in the Norfolk community and hundreds of mourners attended his funeral. In addition to his role in the Atlantic Jute Mills, Benjamin Margolius was president of the American Exchange Bank, a two-term member of the Norfolk School Board, vice president of the Norfolk Mattress Company, a director in the Virginia National Bank, as well as being president of Mount Sinai Hospital, where he died. Mr. Margolius was also on the board of directors and vice president of the Hebrew Orphan Home in Atlanta, Georgia, a member of the Elks, and a member of the B'nai B'rith as well as being part of the Ohef Sholom congregation.¹⁷

In addition to the Atlantic Jute Mills building and business, the Margolius brothers were involved as builders and/or owners of the following resources within the Norfolk & Western Railroad Historic District: 100-102 East 22nd Street which housed Crane Co. Plumbing Supplies; 122 East 22nd Street; 200 East 22nd Street which housed Bell's Storage Warehouse; 210-222 East 22nd Street which was the location of the British-American Tobacco Co. Warehouse; and 735 East 23rd Street and 721 East 25th Street which are nearly identical warehouses which were part of a larger group of buildings used by the Union Warehouse Co. By 1917 the Margolius brothers had developed Norfolk's first industrial "beehive" along the Norfolk & Western railroad. The Margolius brothers consolidated several city blocks of land beginning in 1906 with the plan of developing this dense group of industrial buildings and warehouses. Other businesses which occupied the "beehive" buildings included The Norfolk Mattress Co., Virginia Paper Box Co., Corrugated Paper Co., Southern Bagging Co. and the Norfolk Collar Pad Co. Most of these companies featured one or more of the Margolius brothers as an officer of the company. These developments represented over \$350,000 in construction and up to 400 jobs, and this total did

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not include the Union Warehouse Co. resources north of the railroad.¹⁸ The role of this prominent Jewish family in the development of this section of Norfolk, and their extensive involvement in city and community affairs, represents one of the better known stories of Jewish business history in Norfolk in the first half of the twentieth century. Little-known Jacob Tevss is listed as the architect and builder for most of the Margolius buildings and likely served as a dedicated project manager for Margolius brothers' projects.

Architecture

The Norfolk & Western Railroad Historic District retains strong architectural integrity and setting with 160 contributing resources and only 47 noncontributing resources. The district is defined by the historic railroad bed which is in its original location with modern tracks. The form, size, and placement of the resources speak to this district being a longstanding industrial and large scale commercial area with very little retail, except for recent reuse of certain buildings. A majority of new businesses have continued the themes of storage or production and processing, though most examples of heavier industry are no longer present. The limited existence of sidewalks, street lights, or landscaping demonstrates the highly utilitarian nature of the district and the continued focus away from pedestrian- or direct customer-focused businesses. The district features many late nineteenth through mid-twentieth century Commercial Style buildings (many traditional and a few which stand out with rare features) as well as a limited number of Moderne and Art Deco resources. The architectural designs and styles of the resources in the Norfolk & Western Railroad Historic District reflect the railroad history of the area and the commercial and industrial development and evolution over the past 130 years.

The Norfolk & Western Railroad Historic District is the only district in the Hampton Roads region of Virginia with a primary focus of railroad history and development. Other historic districts, such as the previously mentioned Park Place district and Williamston-Woodland district, as well as the Downtown Suffolk historic district, have railroads as a minor area of discussion. But these districts focus primarily on residential or commercial development. In Norfolk there are very few historic industrial areas remaining. Along the waterfront only two intact historic warehouses remain. There are also a handful of historic warehouses scattered around the areas surrounding downtown. However, the Norfolk & Western Railroad district represents a rare intact, large, and densely developed historic industrial area of the city. When combined with the railroad developmental history and the discussion of the emergence of coal transportation, this district represents a facet of history not yet told in the Tidewater region of Virginia.

The Norfolk & Western Railroad Historic District is also a representative collection of buildings reflecting the mid-nineteenth century movement towards standardized industrial building design which resulted in stronger but less expensive construction methods. Americans abandoned the load-bearing mass masonry method of construction before the Europeans. Iron and steel framing and the development of concrete allowed for dependable designs based upon interior bays divided by columns or piers. The bays resulted in regularized interiors with windows at every bay and narrow widths for full access to natural light. Interior skeletons of metal and concrete

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framing were supported on the exterior by piers and pilasters which allowed for thin curtain walls. Pilasters, spandrels, string courses, and window design all were combined to create exterior designs which reflected the interior construction. Tall stepped parapets and projecting cornices were replaced by simple parapets with coping and corbelled brick cornices. On the practical side, loading platforms were extended along the facades, and covered by metal awnings, to provide access for loading trucks or railcars.¹⁹

Towards the end of the nineteenth century newer types of bricks (colors, sizes, appearance) were coupled with brick patterns and arched openings to liven up simple brick exteriors. Built-up brick cornices were added over windows as well as the roofline for decorative purposes and to eliminate the use of wood or expensive metal. Parging was used sporadically, but architects and clients remained loyal to brick veneers over the structural members. As seen in this district, as the Great Depression waned, architects played more with Art Deco and Moderne elements in their designs. Larger and larger windows were also possible with the interior framework supporting the buildings.²⁰

Partial List of Architects, Contractors, and Builders:

830 W. 21st Street: Contractor: R. R. Richardson & Co., Inc

735 E. 23rd Street: Contractor: Jacob Tevss

426 W. 23rd Street: Contractor: Mirabella & Febre, Inc.

311 E. 24th Street: Contractor: Snow Jr. & King, Inc.

501-535 W. 24th Street: Architect: Neff & Thompson, Contractor: Erwin-Leslie Co., Inc.

209 E. 25th Street: Builder: Addenbrook Realty Co.

315-319-321 E. 25th Street: Architect: W.L. Hughes Construction Co., Contractor: W.L. Hughes Construction Co.

721 E. 25th Street/716 E. 23rd Street/2401, 2405, 2409 Fawn Street: Architect: Jacob Tevss, Contractor: Jacob Tevss

731 E. 25th Street: Architect: Corry B. Comstock, Contractor: R. R. Richardson

2415 Church Street: Builder: Snow Jr. & King Masonry

2113-2123 Colonial Avenue: Architect: Neff & Thompson

2208-2218 Colonial Avenue: Architect: Benjamin F. Mitchell

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2219 Colonial Avenue: Contractor: W.C. Hedrick Co.

2314-2320 Colonial Avenue/435 W. 24th Street: Contractor: Seay Brothers (Ernest W., Everett P., and Samuel F.)

2501 Fawn Street: Architect: William Newton Diehl

2400 Hampton Boulevard: Architect: Jackson & Edney

2500-2510 Hampton Boulevard: Architect: John Edwin Hopkins, Contractor: E.E. Weddle & Co.

2301 Omohundro Avenue/204 and 208 W. 23rd Street: Builder: W.F. & J.T. Sawyer

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9. Major Bibliographical References

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Jeffries, Major Lewis Ingles. N & W: Giant of Steam. Boulder, CO: Pruett Publishing Company, 1980.

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Lambie, Joseph T. From Mine to Market: The History of Coal Transportation on the Norfolk and Western Railway. New York: New York University Press, 1954.

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Norfolk City Directories (various). The Sargeant Memorial Collection, Norfolk Public Library, Norfolk, VA.

Norfolk & Western Railway Co. Industrial, Shippers' and Buyers': Official Guide. General Freight Department, 1905.

Norfolk and Western Railway Company. *Corporate History of the Norfolk and Western Railway Company Including that of its Predecessor Corporations*. Norfolk, VA: June, 30th, 1916.

Parramore, Thomas C, Peter C. Stewart, Tommy L. Bogger. Norfolk: The First Four Centuries. Charlottesville, VA: University Press of Virginia, 1995.

Norfolk & Western Railroad Historic District
Name of Property

Norfolk, VA
County and State

Prince, Richard E. Norfolk & Western Railway—Pocahontas Coal Carrier: Precision Transportation. Millard, Nebraska: R.E. Prince, 1980.

Sanborn Fire Insurance Maps (various). The Sargeant Memorial Collection, Norfolk Public Library, Norfolk, VA.

Schlegel, Marvin W. Conscripted City: Norfolk in World War II. Norfolk, VA: Hampton Roads Publishing Company, Inc., 1991.

Smith, Robert H, “General William Mahone, Frederick J. Kimball and others – A Short History of The Norfolk and Western Railway,” New York: *The Newcomen Society in North America*, 1949.

Striplin, E.F. Pat. The Norfolk & Western: A History. Roanoke, Virginia: The Norfolk and Western Railway Company, 1981.

Turin, F.E. “The Making of a Great Port,” Through the Years in Norfolk. Norfolk, VA: Norfolk Advertising Board, 1937.

The Norfolk Ledger-Dispatch (various).

The Virginian Pilot (various).

Wertenbaker, Thomas J. Norfolk: Historic Southern Port. Durham, NC: Duke University Press, 1962.

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

Norfolk & Western Railroad Historic District
Name of Property

Norfolk, VA
County and State

Name of repository: Department of Historic Resources, Richmond, Virginia

Historic Resources Survey Number (if assigned): DHR File No. 122-5799

10. Geographical Data

Acreage of Property 167

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | | | |
|--------------|-----------|------------|------------|
| 1. Latitude: | 36.878750 | Longitude: | -76.304950 |
| 2. Latitude: | 36.871190 | Longitude: | -76.255001 |
| 3. Latitude: | 36.864360 | Longitude: | -76.277270 |
| 4. Latitude: | 36.873590 | Longitude: | -76.306280 |

Or

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 Norfolk and Western Railroad Historic District is bound by Lambert's Point Road to the north, by Leo Street and O'Keefe Street to the east, by East 20th Street to the south, and by Bowdens Ferry Road to the west. The precise historic boundaries are depicted on the attached maps entitled "Location Map, Norfolk & Western Railroad Historic District" and Norfolk & Western Railroad Historic District, Norfolk, VA, Sketch Map."

Norfolk & Western Railroad Historic District
Name of Property

Norfolk, VA
County and State

Boundary Justification (Explain why the boundaries were selected.)

The historic boundary of the Norfolk & Western Railroad Historic District uses as a spine the 1884 rail spur built by Norfolk & Western to increase the company's capacity for shipping coal from western Virginia and beyond. The boundary extends north and south of the railroad tracks to encompass a clearly defined group of commercial, industrial, warehouse, and utilitarian buildings that housed significant activities during the district's period of significance. Bowdens Ferry Road to the west is a strong boundary between the residential areas farther west of the district, and the commercial and industrial areas which continue east to Leo Street to the north of the rail line and O'Keefe Street to the south, where, again, the transition between commercial and residential use becomes clear. Commercial and industrial development was clustered within a few blocks north and south of the rail line as well before giving way to residential neighborhoods.

11. Form Prepared By

name/title: Marcus R Pollard (Cathy Lancaster, Kira Jersild, Jonathan Valalik)
organization: Commonwealth Preservation Group
street & number: PO Box 11083
city or town: Norfolk state: VA zip code: 23517
e-mail: marcus@commonwealthpreservationgroup.com
telephone: 757-651-0494
date: 11-25-2014

Additional Documentation

Submit the following items with the completed form:

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

Photographs

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

Norfolk & Western Railroad Historic District
Name of Property

Norfolk, VA
County and State

Photo Log

Name of Property: Norfolk & Western Railroad Historic District

City or Vicinity: City of Norfolk

State: Virginia

Photographer: Cathy Muncy, Kira Jersild

Date Photographed: July 2014

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

1. VA_Norfolk City_Norfolk & Western Railroad Historic District_0001
East 25th Street, Facing SW

2. VA_Norfolk City_Norfolk & Western Railroad Historic District_0002
West 23rd Street, Facing NW

3. VA_Norfolk City_Norfolk & Western Railroad Historic District_0003
West 22nd Street, Facing SW

4. VA_Norfolk City_Norfolk & Western Railroad Historic District_0004
West 23rd Street, Facing NE

5. VA_Norfolk City_Norfolk & Western Railroad Historic District_0005
West 25th Street, Facing SE

6. VA_Norfolk City_Norfolk & Western Railroad Historic District_0006
West 25th Street, Facing NW

7. VA_Norfolk City_Norfolk & Western Railroad Historic District_0007
Llewellyn Avenue, Facing SE

8. VA_Norfolk City_Norfolk & Western Railroad Historic District_0008
Colonial Avenue, Facing SW

9. VA_Norfolk City_Norfolk & Western Railroad Historic District_0009
Colonial Avenue, Facing NE

10. VA_Norfolk City_Norfolk & Western Railroad Historic District_0010
West 26th Street, Facing NE

11. VA_Norfolk City_Norfolk & Western Railroad Historic District_0011
Hampton Blvd, Facing SE

Norfolk & Western Railroad Historic District
Name of Property

Norfolk, VA
County and State

12. VA_Norfolk City_Norfolk & Western Railroad Historic District_0012
Hampton Blvd, Facing NW

13. VA_Norfolk City_Norfolk & Western Railroad Historic District_0013
East 22nd Street, Facing East

14. VA_Norfolk City_Norfolk & Western Railroad Historic District_0014
West 23rd Street, Facing NE

15. VA_Norfolk City_Norfolk & Western Railroad Historic District_0015
731-741 East 25th Street, Facing NW

16. VA_Norfolk City_Norfolk & Western Railroad Historic District_0016
801 East 26th Street, Facing SE

17. VA_Norfolk City_Norfolk & Western Railroad Historic District_0017
2500 Church Street, Facing SE

18. VA_Norfolk City_Norfolk & Western Railroad Historic District_0018
112-122 West 24th Street, Facing NE

19. VA_Norfolk City_Norfolk & Western Railroad Historic District_0019
211 West 24th Street, Facing SE

20. VA_Norfolk City_Norfolk & Western Railroad Historic District_0020
1836 Church Street, Facing SE

21. VA_Norfolk City_Norfolk & Western Railroad Historic District_0021
301 West 24th Street, Facing SE

22. VA_Norfolk City_Norfolk & Western Railroad Historic District_0022
2406 Debree Avenue, Facing SE

23. VA_Norfolk City_Norfolk & Western Railroad Historic District_0023
421 West 22nd Street, Facing SE

24. VA_Norfolk City_Norfolk & Western Railroad Historic District_0024
2117 Colonial Avenue, Facing SW

25. VA_Norfolk City_Norfolk & Western Railroad Historic District_0025
629 West 24th Street, Facing SE

26. VA_Norfolk City_Norfolk & Western Railroad Historic District_0026
1026 West 26th Street, Facing NW

Norfolk & Western Railroad Historic District
Name of Property

Norfolk, VA
County and State

27. VA_Norfolk City_Norfolk & Western Railroad Historic District_0027
2419 Hampton Blvd, Facing SW

28. VA_Norfolk City_Norfolk & Western Railroad Historic District_0028
2400 Hampton Blvd, Facing SE

29. VA_Norfolk City_Norfolk & Western Railroad Historic District_0029
735 East 23rd Street, Facing SE

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.

ENDNOTES

¹ Bradley, Betsy Hunter. The Works: The Industrial Architecture of the United States. New York: Oxford University Press, 1999, p.123-25.

² Bradley, p.232.

³ *Sanborn Fire Insurance Maps*: April 1887, 1898, 1910-1921, 1928.

⁴ Schlegel, Marvin W., Conscripted City: Norfolk in World War II, Norfolk, VA: Hampton Roads Publishing Company, Inc., 1991, p.2-4; Thomas J. Wertenbaker, Norfolk: Historic Southern Port, Durham, NC: Duke University Press, 1962: p.321-22.

⁵ Wertenbaker, p.281-83.

⁶ Wertenbaker, p.290-94.

⁷ Wertenbaker, p.300-04.

⁸ Wertenbaker, p.305-07.

⁹ "Margolius 'Bee Hive,' Covering Two Blocks, Represents \$350,000 Investment," *Norfolk Ledger-Dispatch*, Greater Norfolk Section, July 28, 1917, p.9.

¹⁰ Wertenbaker, p.320-21, 326.

¹¹ Wertenbaker, p.326-27.

¹² Wertenbaker, p.345-60.

¹³ Wertenbaker, p.369-70.

¹⁴ Norfolk and Western Railway Company, *Corporate History of the Norfolk and Western Railway Company Including that of its Predecessor Corporations*, (Norfolk, VA: June 30, 1916), p.1-10.

¹⁵ Prince, Richard E. Norfolk & Western Railway: Pocahontas Coal Carrier. Millard, NE: R. E. Prince, 1980, p.44-46.

¹⁶ Prince, p.46.

¹⁷ "D.L. Margolius Dies At Home," *Norfolk Ledger-Dispatch*, November 6, 1936, p.14; Ike L. Margolius obituary, *Norfolk Ledger-Dispatch*, May 6, 1941, p.16; "Margolius, Banker And Member City School Board, Dies," *The Virginian-Pilot & Norfolk Landmark*, April 14, 1924, p.1; "Tributes Paid Benj Margolius Banker-Citizen," *Norfolk Ledger-Dispatch*, April 14, 1924, p.15.

¹⁸ "Margolius 'Bee Hive,'" p.9.

¹⁹ Bradley, p.227-32.

²⁰ Bradley, p.233-53.



Legend

- USGS GIS Place names
- County Boundaries

LOCATION MAP

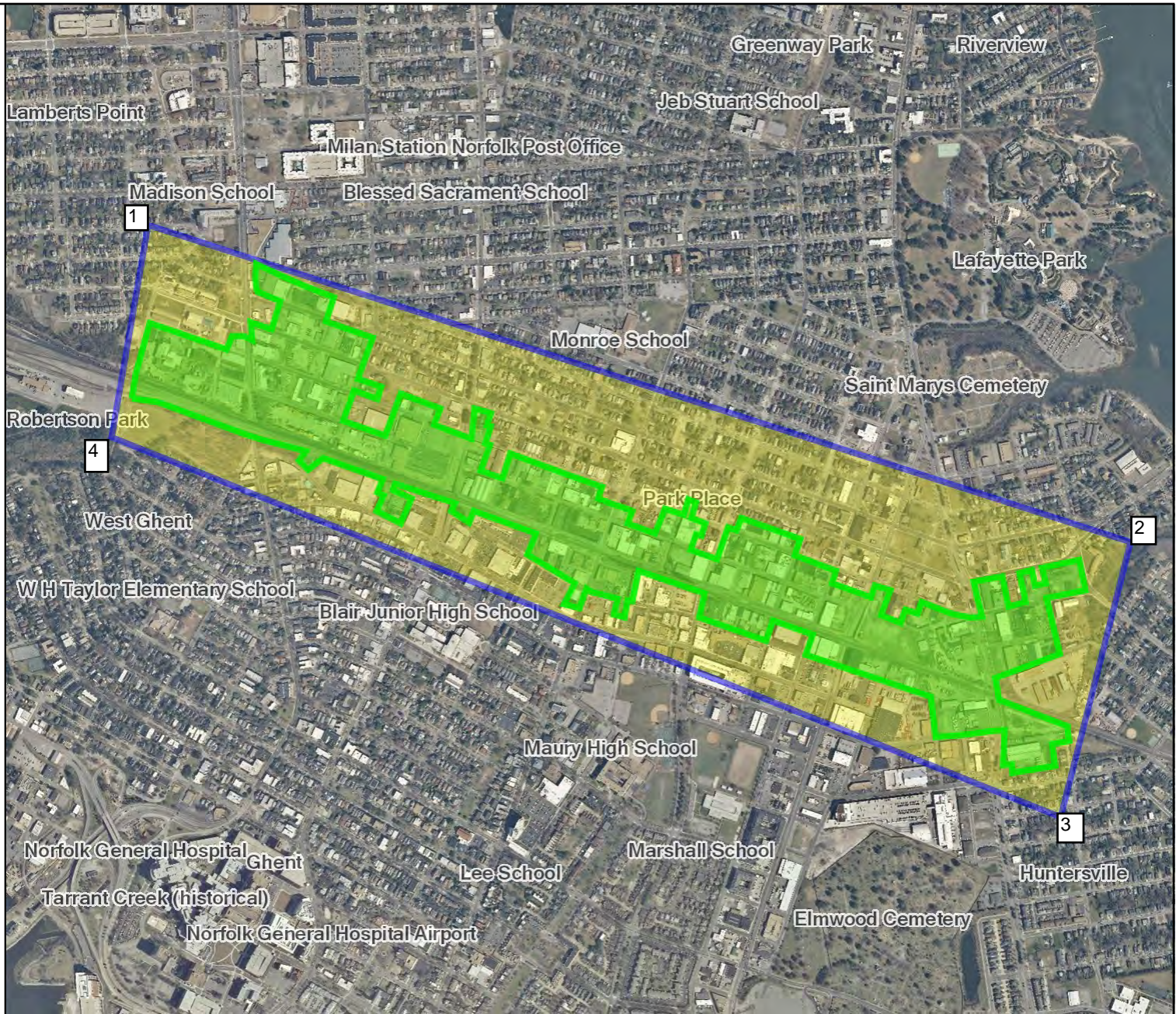
Norfolk & Western Railroad Historic District

Norfolk, Virginia

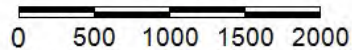
DHR No. 122-5799

- 1. Latitude: 36.878750
Longitude: -76.304950
- 2. Latitude: 36.871190
Longitude: -76.255001
- 3. Latitude: 36.864360
Longitude: -76.277270
- 4. Latitude: 36.873590
Longitude: -76.306280

WGS84 (VCRIS)



Feet



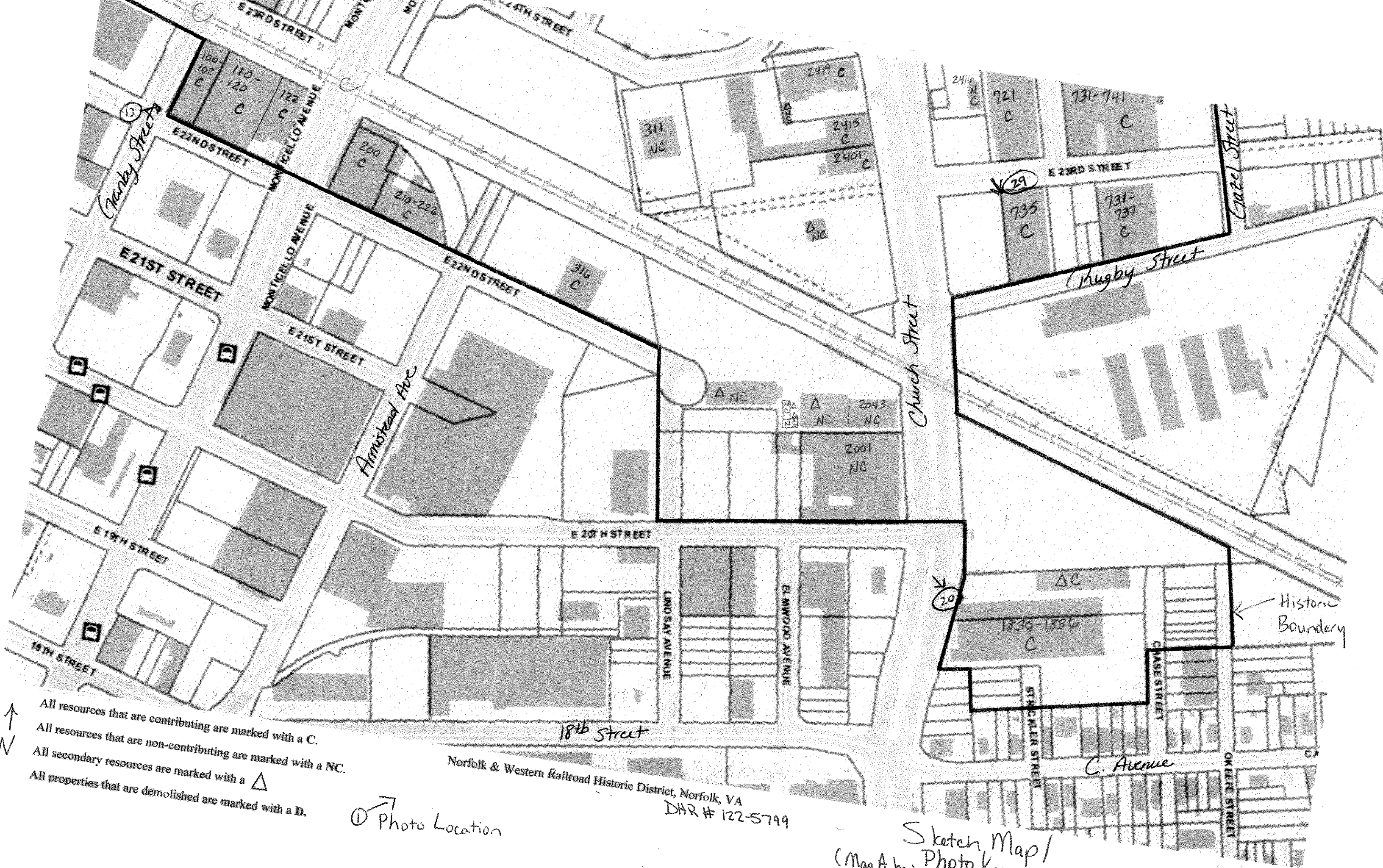
1:20,000 / 1"=1,667 Feet

Title:

Date: 11/6/2014

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.



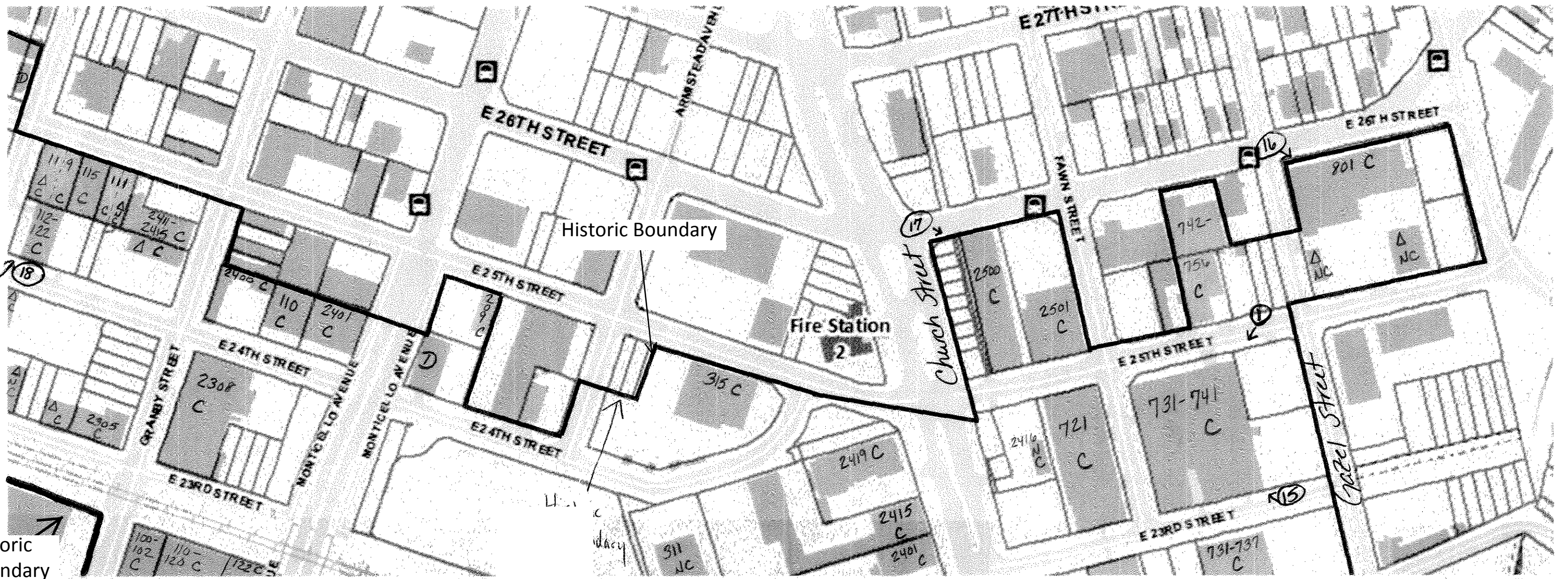
- ↑ All resources that are contributing are marked with a C.
- ↓ All resources that are non-contributing are marked with a NC.
- △ All secondary resources are marked with a △
- ☐ All properties that are demolished are marked with a D.

① Photo Location

Norfolk & Western Railroad Historic District, Norfolk, VA
 DHR # 122-5799

Sketch Map /
 Photo Key
 (Map A begins at east end of district)

Map A →



Historic Boundary

- All resources that are contributing are marked with a C.
- All resources that are non-contributing are marked with a NC.
- All secondary resources are marked with a Δ
- All properties that are demolished are marked with a D.

① Photo Location

Norfolk & Western Railroad Historic District, Norfolk, VA
DHR #122-5799

Sketch Map/
Photo Key

Map B
1" = 175'



All resources that are contributing are marked with a C.
 Non-contributing are marked with a NC.

① Photo Location

Norfolk & Western Railroad Historic District, Norfolk, VA
 DNR # 122-5799

Sketch Map /
 Photo Key

Map C
 1" = 17'



All resources that are contributing are marked with a C.

All resources that are non-contributing are marked with a NC.

All secondary resources are marked with a Δ

All properties that are demolished are marked with a D.

Norfolk & Western Railroad Historic District, Norfolk, VA

DHR # 122-5799

① Photo Location

Sketch Map/
Photo Key

Map D

1" = 175'



- ↑ All resources that are contributing are marked with a C.
- ↓ All resources that are non-contributing are marked with a NC.
- Δ All secondary resources are marked with a Δ
- D All properties that are demolished are marked with a D.

① Photo Location

Norfolk & Western Railroad Historic District, Norfolk, VA
DHR # 122-5799

Sketch Map/Photo Key
(Map E shows west end of district)

Map E
1" = 175'



S.C.C.

S.C.C.
721



BATCHELDER & COLLINS INC.

Established
1868
SMOOTH COLONIAL
TEXTURED PAVING
BRICK

1868 BATCHELDER & COLLINS INC.

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800-800-8000

W 15th St
DARTMOUTH



29 SIGNATURE WOODWORKING INC.







NORFOLK
CHOP HOUSE

PLUMBING

BUDDY BARKS CONCRETE INC.

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COOPERATIVE HOUSING

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MORSE
WHEELLES
&
RAY'S
COLLISION
CENTER



KOLBE BROTHERS INC

MARINE SUPPORT FACILITY

MINI-BASE

W 24

HOGSHIRE INDUSTRIES
CANVAS PRODUCTS SINCE 1898 FOR HOME & INDUSTRY

MINI STORAGE

NO PARKING



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AAAA Self Storage
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CLIMATE CONTROL



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SELL
REPAIR
DISPOSAL









PRO-5

ONE WAY





HARDY'S

WAX



BATCHELDER &

STOP













WALTON ST
227

MILAY THAI - KICKBOXING

BY STEVE BARBER & BOB
WORLD'S
LIL' BURGERS

EXOTIC

EXOTIC

SOL CHEENMAN

CHEVROLET

AMP
SHEET METAL & WELDING
757.314.1580

AMP

757.314.1580

11A-484





25th ST.
MINI-STORAGE
622-0409

MINI
STORAGE
622-0409

Yield

AUTO
STORAGE
\$40
PER MONTH

STORAGE
UNITS
\$25
PER MONTH

25th St

W 24TH ST
1200





BULDOZERS
BUILDING 1

NO PARKING
EXCEPT
AS SHOWN

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Norfolk and Western Railroad Historic District

MULTIPLE NAME:

STATE & COUNTY: VIRGINIA, Norfolk

DATE RECEIVED: 4/03/15 DATE OF PENDING LIST: 4/24/15
DATE OF 16TH DAY: 5/11/15 DATE OF 45TH DAY: 5/19/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000253

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 5.18.15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Lsm
3/16/15



NORFOLK

Department of City Planning

February 24, 2015

Ms. Lena Sweeten McDonald
National/State Register Historian
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

**RE: National Register Nomination for the Norfolk & Western Railroad Historic District;
Norfolk, Virginia; DHR #122-5799**

Dear Ms. McDonald,

The City of Norfolk has a pending CLG application in with the Virginia Department of Historic Resources. In anticipation of approval for a CLG designation the Architectural Review Board would like to comment on the above referenced nomination.

At our regular meeting held on Monday, February 23, 2015 the board reviewed the nomination and boundary information for this potential district. From a local perspective, the growth and development of this area of the City of Norfolk as it relates to commerce e and industry, transportation, ethnic heritage and architecture during the period of significance (1884-1965) is accurate. The Norfolk ARB supports the recommendation of this honorary designation and the possible tax incentives for the property owners within this district.

Sincerely,

Mr. Randy Lyall, AIA
Chair

HAPRAH, L.L.C.
1014 W. 24th Street
Norfolk, Virginia 23517

February 12, 2015

Department of Historic Resources
Attn: State Historic Preservation Officer
2801 Kensington Avenue
Richmond, Virginia 23221

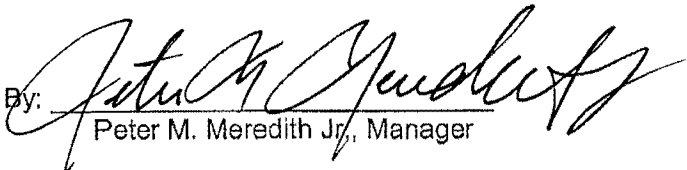
**RE: Objection to Inclusion in Norfolk & Western Railroad Historic District
City of Norfolk GPIN: 1428557665 (the "Parcel")**

Dear State Historic Preservation Officer:

This letter shall serve to note my objection to inclusion of the above referenced Parcel in the proposed Norfolk & Western Railroad Historic District in connection with either the National Register of Historic Places (NRHP) or the Virginia Landmarks Register (VLR).

Should you have any questions, please do not hesitate to contact me.

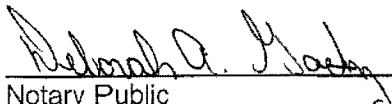
HAPRAH, L.L.C.

By: 
Peter M. Meredith Jr., Manager

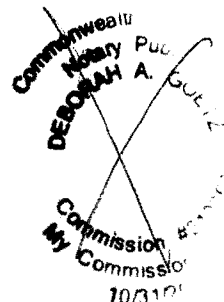
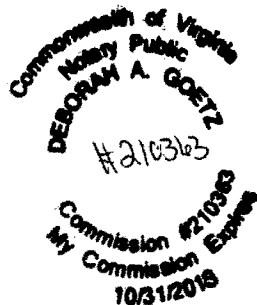
COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF Norfolk, to-wit:

The foregoing instrument was acknowledged before me this 12th day of February 2015, by Peter M. Meredith Jr., in his capacity as Manager of HAPRAH, L.L.C. The said signatory is personally known to me or has produced a) Virginia driver's license or b) _____ as identification.


Notary Public

My Commission Expires: 10/31/2018



2401HB LLC
1014 W. 24th Street
Norfolk, Virginia 23517

February 12, 2015

Department of Historic Resources
Attn: State Historic Preservation Officer
2801 Kensington Avenue
Richmond, Virginia 23221

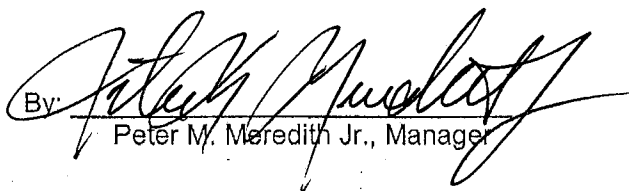
**RE: Objection to Inclusion in Norfolk & Western Railroad Historic District
City of Norfolk GPIN: 1428556586 (the "Parcel")**

Dear State Historic Preservation Officer:

This letter shall serve to note my objection to inclusion of the above referenced Parcel in the proposed Norfolk & Western Railroad Historic District in connection with either the National Register of Historic Places (NRHP) or the Virginia Landmarks Register (VLR).

Should you have any questions, please do not hesitate to contact me.

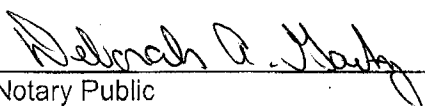
2401HB, LLC

By: 
Peter M. Meredith Jr., Manager

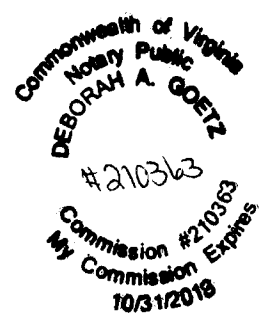
COMMONWEALTH OF VIRGINIA

CITY COUNTY OF Norfolk, to-wit:

The foregoing instrument was acknowledged before me this 18th day of February 2015, by Peter M. Meredith Jr., in his capacity as Manager of 2401HB, LLC. The said signatory is personally known to me or has produced a) Virginia driver's license or b) _____ as identification.


Notary Public

My Commission Expires - 10/31/2018



LSM
2/12/15

February 5, 2015

James Hare/Lena McDonald
Director, Survey and Register Division
Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

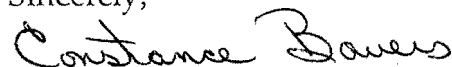
Re: Norfolk & Western Railroad Historic District, City of Norfolk

It is my wish not to have my building included in the nomination process of either the National Register of Historic Places or the Virginia Landmarks Register.

The building in question is located at the northeast intersection of Colley Avenue and 25th Street, and designated as Lots 7 and 8, in Block 23, on the plat of Old Dominion Place, which is recorded in the Clerk's Office of the County Court of Norfolk County, Virginia in Map Book 5 at pages 2 and 3.

Thank you very much.

Sincerely,



Constance Bowers

Moses Industries II, LLC
2330 Bowdens Ferry Road
Norfolk, Virginia 23508

February 12, 2015

Department of Historic Resources
Attn: State Historic Preservation Officer
2801 Kensington Avenue
Richmond, Virginia 23221

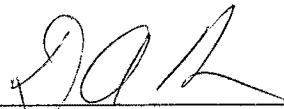
**RE: Objection to Inclusion in Norfolk & Western Railroad Historic District
City of Norfolk GPIN: 1428458694 (the "Parcel")**

Dear State Historic Preservation Officer:

This letter shall serve to note my objection to inclusion of the above referenced Parcel in the proposed Norfolk & Western Railroad Historic District in connection with either the National Register of Historic Places (NRHP) or the Virginia Landmarks Register (VLR).

Should you have any questions, please do not hesitate to contact me.


Moses Industries II, LLC

By: 
Douglas A. Moses

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF Norfolk, to-wit:

The foregoing instrument was acknowledged before me this 23rd day of February 2015, by Douglas A. Moses, on behalf of Moses Industries II, LLC. The said signatory is personally known to me or has produced a) Virginia driver's license or b) _____ as identification.


Notary Public





COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward
Secretary of Natural Resources



Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

March 26, 2015

Mr. Paul Loether
Chief, National Register of Historic Places and National Historic Landmarks Programs
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, N.W.
Washington D.C. 20005

RE: Norfolk & Western Railroad Historic District, City of Norfolk, Virginia

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the **Norfolk & Western Railroad Historic District** to the National Register of Historic Places. Submitted for your review, the nomination has been considered, and approved, by the State Review Board and the Virginia SHPO has recommended it for listing. Any letters of comment or objection have been copied at the end of the nomination material, along with any FPO notification letters.

Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-482-6439.

Sincerely,

Lena Sweeten McDonald
National/State Register Historian

Enclosures

Administrative Services
10 Courthouse Ave.
Petersburg, VA 23803
Tel: (804) 862-6408
Fax: (804) 862-6196

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033