NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

530

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.

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: Williamston-Woodland Historic District
Other names/site number: 122-5795
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: Roughly bounded by Norfolk Southern rail line, Church Street, 18th Street and Omohundro Street
City or town: Norfolk State: Virginia County: Independent City
Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

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

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

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

___**national** ___**statewide** X **local**

Applicable National Register Criteria:

X **A** ___**B** X **C** ___**D**

Julie V Langan 7/1/14
Signature of certifying official/Title: **Date**
Virginia Department of Historic Resources
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**

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:) _____

Dr. Edson H. Beall 8.25.14

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	X
Public – Local	
Public – State	
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	
District	X
Site	
Structure	
Object	

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
36	4	buildings
0	0	sites
1	0	structures
0	4	objects
37	8	Total

Number of contributing resources previously listed in the National Register 1

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/Single Dwelling
COMMERCE/Business; Restaurant; Warehouse; Specialty Store; Professional
RECREATION/Sports Facility
AGRICULTURE/SUBSISTENCE/Processing; Storage
INDUSTRY/PROCESSING/EXTRACTION/Warehouse
TRANSPORTATION/Road-related

Current Functions

(Enter categories from instructions.)

COMMERCE/Business; Restaurant; Warehouse; Specialty Store
AGRICULTURE/SUBSISTENCE/Processing
INDUSTRY/PROCESSING/EXTRACTION/Warehouse
TRANSPORTATION/Road-related
LANDSCAPE/Parking lot

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

Materials: (enter categories from instructions.)
Principal exterior materials of the property: WOOD/Plywood; BRICK; STONE/Limestone; METAL/Cast iron, Aluminum, Steel; STUCCO; CONCRETE; GLASS; SYNTHETICS/Vinyl, Plastic

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

Summary Paragraph

The Williamston-Woodland Historic District is located in a flat, light industrial area north of downtown Norfolk first developed in the late nineteenth and early twentieth centuries. The district contains forty-six resources which consist of primarily light industrial with some retail/restaurant commercial buildings. There are two notable purpose-built Coca-Cola buildings still in use, the regionally known Doumar's restaurant, an individually NRHP-listed bagging warehouse (#122-0993; NRHP 2007), and a century-old, five-story warehouse built to store peanuts but used for coffee processing for most of its history. The style of the buildings is generally Commercial Style and variations of Modern design, including several prominent examples of Moderne as well as a few Art Deco and International Style inspired buildings. The district is bounded to the north by the Norfolk Southern (Norfolk and Western Railway when the district was being developed) rail line which originates at Lamberts Point, approximately two miles away. Church Street forms the eastern boundary, 18th Street the southern boundary, and Omohundro Street the western boundary. Monticello Avenue bisects the district running north to south. The boundaries follow the original boundaries of the Williamston and Woodland development plats while also reflecting the loss of historic fabric in certain areas of the historic developments. The Park Place Historic District (#122-5087; NRHP 2006) lies to the north across the railroad line.

Narrative Description

During the nineteenth century, the area containing the historic district originally was platted from a single piece of property and broken into individual residential-sized lots. However, a majority of the district ultimately was developed commercially and what residential development took place was demolished to make way for more commercial properties. The impetus for the district was the continued expansion out of the downtown Norfolk area as well as the existence of the late-nineteenth-century Norfolk and Western (now Norfolk Southern) rail line. Several other commercial and light industrial sections of Norfolk developed around this rail line, including the three blocks north of the railroad tracks which are part of Park Place. To the west is mostly later retail development and the Ghent residential neighborhood. To the east are mostly residential neighborhoods, and to the south is a mixture of recent large scale infill. The older buildings tend to be the large warehouses along the railroad tracks with mid-twentieth century commercial and processing buildings filling in to the south.

The resources within the district consist of primarily one- to three-story Commercial Style warehouses and manufacturing facilities with some later Moderne buildings and a handful of Art Deco and International Style influenced buildings. Many of the buildings are constructed to the lot line, while others are sited on a corner of the lot with the remainder of the parcel utilized for parking or materials storage. There is one early restaurant which dates from the period of historic development as well as a few office/retail resources. There is some more recently constructed infill, but the majority of the resources are more than fifty years old. Empty lots are generally paved for parking and there are sidewalks in most areas with minimal vegetation and landscaping. The area was fully developed by the early post-World War II period with some now-historic buildings replacing earlier resources. The north end of the district is also divided by the prominent circa 1951 Monticello Avenue underpass, which was a combined project by the Norfolk and Western Railroad, the state and the city. The character of the district is defined by the railroad line and the early-to-mid twentieth century commercial enterprises which surround its tracks.

Most warehouses are brick masonry construction with some notable details. The one- to two-story commercial buildings often have stucco exterior cladding. Storefront windows have generally been updated, but many warehouses have at least sections of historic window sash intact. Most buildings still retain their historic functions or are vacant. Several prominent resources anchor the district both architecturally and geographically.

The five-story warehouse at 204-210 West 22nd Street (#122-0914) is the tallest resource in the district and was constructed in 1908 as a Planters Peanut Storage Co. warehouse. The James G. Gill Co., Inc. Coffee Roasters purchased the building in 1923 and it has remained a coffee processing facility ever since. There have been numerous contributing and non-contributing additions to the complex, but the core building is intact and retains much of its architectural integrity. Along with the initial five-story, three-bay 1908 warehouse, the complex has a

1945 warehouse, and several additions dating from 1960 to post-1970. The entire complex functions as one facility with all elements physically connected. The large, eight-course brick masonry construction warehouse tower has an extended height first story with a robust brick arched entrance with a metal roll-up door facing north to the railroad and accessed by a concrete loading dock with metal stairs. The second story has three 6/6 double-hung wood sash while the upper three stories each have three 1/1 double-hung wood sash. All of the windows have stacked brick arches and rusticated stone sills, and the roofline is accented by an articulated brick cornice. The east elevation is solid brick with no penetrations while the south elevation has all of the same openings as the north elevation, but they are covered by historic wood shutters. 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.

Another prominent warehouse in the district is the former Southern Bagging Company building at 1900-1918 Monticello Avenue (#122-0993), which was individually listed on the National Register of Historic Places in 2007. This is one of the best preserved and architecturally distinct warehouses in Norfolk and is now a gym. The three-story, six-course American bond brick warehouse is built to the lot line on three sides. Three stories in height, the building is five bays wide by three bays deep. There are numerous window openings with segmental arches. A soldier and rowlock cornice surmounts the first story wall and is the base for pilasters which run from the first story cornice to the corbelled cornice along the roofline and topped by a parapet wall. The pilasters are topped by limestone triangles. Many of the 30-light industrial windows are historic, particularly on the second and third stories. There are several brick arched entries along the first level.

Doumar's restaurant (#122-0696) has been on the site at 1919 Monticello Avenue since the original owner moved to Norfolk from New York in the early twentieth century. The restaurant is believed to be the source of the original waffle ice cream cone. The current building was constructed in 1949 and features a long, separate carport for serving diners in their vehicles, continuing the mid-twentieth century tradition of drive-up service. The main one-story restaurant features a façade and sides with large storefront aluminum windows and has another carport service area attached to its north side.

The one-story, Flemish bond brick masonry Moderne style Coca-Cola delivery truck loading garage (#122-5795-0012) was purpose-built in 1946 and is located at 300-320 East 20th Street. The east elevation façade features a curved, recessed entry with a pair of aluminum roll-up garage doors divided by a brick pier and topped by a limestone lintel in front of a large concrete apron. The curved sides of the garage bay have three painted 24-light steel industrial window sash on each side surrounded by a limestone frame. Continuing along the entire façade, the south elevation, and the rear (east) elevation are groups of 36-light painted steel industrial windows also with limestone frames; a few of these windows have been bricked in. The façade also has a metal Coca-Cola Garage sign on its southwest corner roofline. There is also a corrugated metal connector with the bottling plant across the street which was likely used to deliver finished products to the

garage. The south elevation features three additional metal roll-up garage doors also topped by limestone lintels. The south elevation is angled to match the turn in 20th Street. The rear (east) elevation features another sign similar to the one on the façade on the upper southeast corner. There are also two metal roll-up garage doors as well as the same 36-light windows continuing from the façade. The north elevation features a large side gable corrugated metal 1960s warehouse addition with a series of roll-up metal doors and concrete loading docks on the north elevation. There is a single, large metal roll-up garage entry door on the east and west elevations.

The Coca-Cola Bottling Works (#122-0726) is an impressive International Style inspired building purpose built in 1959 and located at 2000 Monticello Avenue. The main entry features a tall rectangular tower clad in large granite tiles set just north of the entry. A vertical procession of 22 rectangular lights set in an aluminum surround accents the northwest elevation, and a large Coca-Cola sign hangs on the southwest wall of the tower. The glass entrance sits recessed under a prominent corner block. The entry features glass double doors facing both Monticello Avenue and 20th Street, and large rectangular transom windows above the glass doors, all cased in narrow aluminum surrounds. The block suspended above the entry is wrapped in square stone tiles at both elevations. The tiles are accented with round aluminum studs emphasizing the grid patterns of the entrance facade. An eave projects over the entire corner entry. A single, bulky granite pillar sits within an organically shaped planter, supporting the massive corner structure. A canopy supported by steel columns runs along the length of the main elevation, on Monticello Avenue beginning at the granite tower, and continues past the corner to the northeast elevation at 21st Street. The canopy is accented by a projecting perforated aluminum awning. The facade is decked with Coca Cola signage. The northeast, southeast, and northwest elevations feature rows of slender, rectangular multi-pane windows in narrow stone surrounds, overhead garage doors, and openings with louvered vents. The large, rectangular main structure extends over the entire lot and the one-story, more modest section of the facade facing Monticello Street, as well as the northeast, southeast, and southwest elevations, are clad in red face brick laid in Flemish bond.

The Williamston-Woodland Historic District has a high level of integrity with thirty-eight contributing and only eight non-contributing resources. The changes made to most resources over the years have not greatly altered their historic form and design. As is often the case, window sash and doors are often replaced, but most have been done so with contemporary compatible examples and many historic examples remain. The overall feeling and setting of the district remains largely intact with the street pattern little altered and the type, form, and purpose of the buildings much like they were during the period of significance.

Historic District Inventory

The resources in the following inventory are considered contributing if they fall within the Period of Significance from 1906 to 1964, have architectural integrity, and based upon their

connection to either Criterion A for Commerce, Industry, or Ethnic Heritage (Jewish commercial history) and/or Criterion C for Architecture. All non-contributing resources fall outside the Period of Significance or were built during the Period of Significance but have been so altered as to no longer have architectural integrity.

18th Street

East 212-214 18th Street **122-5412** *Other DHR Id#: 122-5795-0008*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Modernist, 1962**
Contributing *Total:* 1

East 300-312 18th Street **122-5795-0009** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1956**
Contributing *Total:* 1

East 408 18th Street **122-5795-0010** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 2, Style: Commercial Style, 1956**
Contributing *Total:* 1

20th Street

East 201 20th Street **122-5795-0011** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1920**
Contributing *Total:* 1

East 300-320 20th Street **122-5795-0012** *Other DHR Id#:*

Primary Resource: **Parking Garage (Building), Stories 1, Style: Moderne, 1946**
Contributing *Total:* 1

East 301-307 20th Street **122-5795-0013** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1961**
Contributing *Total:* 1

East 405-419 20th Street **122-5795-0014** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1959**
Contributing *Total:* 1

Secondary Resource: **Warehouse (Building)**
Contributing *Total:* 1

East 420 20th Street **122-5795-0015** *Other DHR Id#:*

Primary Resource: **Parking Garage (Building), Stories 1, Style: Modernist, 1954**
Contributing *Total:* 1

Secondary Resource: **Office/Office Building (Building)**
Contributing *Total:* 1

East 601 20th Street **122-5795-0016** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1953**
Contributing *Total:* 1

West 100 20th Street **122-5795-0017** *Other DHR Id#:*

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

West 108-116 20th Street **122-5795-0018** *Other DHR Id#:*

Primary Resource: **Store (Building), Stories 1, Style: Commercial Style, 1960**
Contributing *Total:* 1

21st Street

East 210 21st Street **122-5795-0019** *Other DHR Id#:*

Primary Resource: **Office/Office Building (Building), Stories 1, Style: Modernist, 1952**
Contributing *Total:* 1

West 110-116 21st Street **122-5795-0020** *Other DHR Id#:*

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

West 111 21st Street **122-5795-0021** *Other DHR Id#:*

Primary Resource: **Service Station (Building), Stories 1, Style: Commercial Style, 1992**
Non-contributing *Total:* 1

Secondary Resource: **Sign (Object)**
Non-contributing *Total:* 1

West 115-125 21st Street **122-0865** *Other DHR Id#: 122-5795-0022*

Primary Resource: **Commercial Building (Building), Stories 2, Style: Moderne, 1950**
Contributing *Total:* 1

West 118-124 21st Street **122-5795-0023** *Other DHR Id#:*

Primary Resource: **Store (Building), Stories 1, Style: Moderne, 1947**
Contributing *Total:* 1

22nd Street

East 100-102 22nd Street **122-0859** *Other DHR Id#: 122-5795-0024*

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*

Primary Resource: **Warehouse (Building), Stories 3, Style: Commercial Style, 1906**
Contributing *Total:* 1

East 122 22nd Street **122-5795-0026** *Other DHR Id#:*

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*

Primary Resource: **Warehouse (Building), Stories 3, Style: Commercial Style, 1920**
Contributing *Total:* 1

East 210-222 22nd Street **122-5795-0028** *Other DHR Id#*

Primary Resource: **Warehouse (Building), Stories 3, Style: Commercial Style, 1917**
Contributing *Total:* 1

East 316 22nd Street **122-5795-0029** *Other DHR Id#:*

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

West 200-202 22nd Street **122-5795-0030** *Other DHR Id#:*

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*

Primary Resource: **Processing Plant (Building), Stories 5, Style: Mixed (more than 3 styles from different periods), 1908**
Contributing *Total:* 1

West 234-236 22nd Street **122-5795-0032** *Other DHR Id#:*

Primary Resource: **Store (Building), Stories 1, Style: Commercial Style, 1950**
Contributing *Total:* 1
Secondary Resource: **Sign (Object)** **Non-contributing** *Total:* 1

Church Street

1855 Church Street **122-5795-0033** *Other DHR Id#:*

Primary Resource: **Service Station (Building), Stories 1, Style: Moderne, 1950**
Contributing *Total:* 1

Elmwood Avenue

1836 Elmwood Avenue **122-5795-0034** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, 1953**
Contributing *Total:* 1

Granby Street

2107-2115 Granby Street **122-5795-0035** *Other DHR Id#:*

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

Contributing *Total:* 1

Secondary Resource: **Sign (Object)** **Non-contributing** *Total:* 1

2215 Granby Street **122-5795-0036** *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 3, Style: No discernible style, 2005**

Non-contributing *Total:* 1

Secondary Resource: **Sign (Object)** **Non-contributing** *Total:* 1

Lindsay Avenue

1825-1831 Lindsay Avenue **122-5795-0037** *Other DHR Id#:*

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

Contributing *Total:* 1

1830 Lindsay Avenue **122-5795-0038** *Other DHR Id#:*

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

Contributing *Total:* 1

Llewellyn Avenue

2202-2208 Llewellyn Avenue **122-5795-0039** *Other DHR Id#:*

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*

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

Contributing *Total:* 1

Monticello Avenue

1800-1804 Monticello Avenue **122-5795-0001** *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Art Deco, 1948**
Contributing *Total:* 1
Secondary Resource: **Mixed: Domestic/Industrial (Other)**
Non-contributing *Total:* 1

1900-1918 Monticello Avenue **122-0993** *Other DHR Id#: 122-5795-0002*

Primary Resource: **Warehouse (Building), Stories 3, Style: Commercial Style, Ca 1918**
Individually listed on NRHP **Contributing** *Total:* 1

1919 Monticello Avenue **122-0686** *Other DHR Id#: 122-5795-0003*

Primary Resource: **Restaurant (Building), Stories 1, Style: Moderne, 1949**
Contributing *Total:* 1
Secondary Resource: **Road-Related (Vehicular) (Structure)**
Contributing *Total:* 1

2000 Monticello Avenue **122-0726** *Other DHR Id#: 122-5795-0004*

Primary Resource: **Factory (Building), Stories 2, Style: International Style, 1958**
Contributing *Total:* 1

2100 Monticello Avenue **122-5795-0007** *Other DHR Id#:*

Primary Resource: **Store (Building), Stories 1, Style: Mixed (more than 3 styles from different periods, 0), 1959**
Non-contributing ***Total:***

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.)

- [x] 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.
- [x] 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

Areas of Significance
(Enter categories from instructions.)
ARCHITECTURE
COMMERCE
ETHNIC HERITAGE: European
INDUSTRY

Period of Significance
1906-1964

Significant Dates
1946; 1959

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Pentecost, A. Ray (architect)
Tevss, Jacob (architect and builder)
Ferguson & Calrow (architect)
Rudolph, Cooke & Van Leeuwen (architect)
Ferebee, Alex O. (architect and builder)
Breese & Ferguson
Dependable Construction Co. (builder)
Eberhard, Arnold (architect)
Myers, E.L. (builder)
Myers, Vernon T. (builder)

Nugent, C.Q. (builder)
W.A. Hall & Co., Inc. (builders)
Walter T. Gregory & Co. (builder)

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 Williamston-Woodland Historic District is eligible for listing on the National Register of Historic Places under Criterion C for Architecture at the local level of significance as a good example of an early Norfolk commercial and light industrial development. The district retains its integrity with a dense concentration of historic resources and good examples of several types of early-to-mid twentieth century building styles and types. The area is also locally significant under Criterion A for Ethnic Heritage (European) with its significant number of still extant buildings built and owned by Benjamin and David L. Margolius. The Margolius brothers ran a large bagging facility as well as owned interest in several other businesses in the district. They served on bank and corporation boards and were one of the leading business families in early-to-mid-twentieth century Norfolk, as well as being one of the most prominent Jewish families in the city. Finally, the area is also locally significant under Criterion A for Commerce and Industry as related to the large number of light industrial and production facilities within the district and the story they tell of the movement of this type of business out of the historic downtown. The Period of Significance extends from 1906, the date of construction of the earliest extant building, to 1964 as the end date of a continually evolving commercial area.

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

Architecture, Commerce and Industry Evolution

The land for most of the eventual Williamston and Woodland area of Norfolk was owned by Theodorick A. Williams, whose property stretched from Princess Anne Road to what was eventually 26th Street and from Omohundro Avenue nearly to Church Street. The land was outside Norfolk until it was annexed in 1890. Development of the Williamston-Woodland Historic District area began shortly thereafter with Williamston being platted September 29, 1892, with several revisions and a final plan being laid out February 18, 1903. Woodland was platted December 18, 1896, by the Metropolitan Land Company. These developments were laid out in a grid pattern to mesh with the existing Norfolk street system. The Williamston-Woodland Historic District was originally platted with almost entirely residential-sized lots and, while some residential areas were developed on the southern end, nearer to downtown, the majority of the area emerged as a manufacturing and light industrial section of Norfolk.[1] The area retains much of this historic character, though many light industrial buildings have been repurposed for retail uses.

One of the primary causes of this development change from smaller to larger lots was the bankruptcy of Williams in 1905, which forced the auction of all of the platted lots in groups of six or more lots. Eventually the Margolius brothers, David and Benjamin, acquired several large blocks of lots and owned much of the land between Omohundro Avenue and Armistead Avenue along the then Norfolk & Western rail line. They built and owned many buildings and operated several business, including the Southern Bagging Company, the Norfolk Mattress Company, and the Atlantic Jute Mills Inc. The Margolius family opened the first bagging company in Norfolk in 1896 and closed their last bagging company after World War II as the demand for the product declined.[2]

A second cause of the transformation of this emerging area of Norfolk into manufacturing and light industrial was the 1884 construction of the Lambert's Point spur of the Norfolk & Western rail line (the Virginian coal railroad line to Sewell's Point also spurred on the expansion in other areas of the city). This line served the new coal pier as well as bringing service to new areas of the rapidly expanding City of Norfolk. Developers eventually utilized this new rail line access to transform the new Williamston and Woodland areas into a dense commercial area. The trend of industrial building following newly built railroad lines and moving out of urban centers was one occurring across the United States during the nineteenth and early twentieth centuries. Much of this new development along the new edges of Norfolk also pulled industrial development away from the crowded waterfront. The expansion of Norfolk shipping, as well as the port, during World War I, while it did decline for a few years after the war, was also an impetus for construction of many of the warehouses constructed in the late 1910s. Between 1914 and 1926 Norfolk's combined value of exports and imports rose from less than thirteen million dollars to more than one hundred fifty-four million dollars. Products such as bags, tobacco, peanuts, and cotton were stored and/or processed along the tracks. However, as the twentieth century progressed these commodities were squeezed out of the Norfolk ports in favor of coal, other commodities, and finished goods. As the more traditional commodities fell in exports at the Norfolk port, many of the warehouses along the railroad either became vacant or were adapted for more commercial, rather than industrial, uses.[3]

Most of the buildings within the district are brick masonry construction which was the most common building material of the period. Brick construction allowed large, multiple-story construction and could accommodate large loads on the upper floors, particularly with the use of brick pilasters. Additionally there was significantly less fire risk versus earlier frame warehouses and manufacturing facilities or even buildings made of natural stone.[4] Batchelder & Collins is a local brick maker located across the railroad tracks which has been in business since the mid-nineteenth century and may have provided materials for many of the Williamston-Woodland buildings. The flat-roofed brick warehouse located near a rail line was a common type throughout Norfolk by the twentieth century, though many of these resources have now been lost.

Another significant business which redeveloped several large tracts in the Williamston-Woodland area in the mid-twentieth century, and represented a new wave of truck-focused shipping versus railroads, was the Coca-Cola Company. Their current Moderne style delivery truck garage, located at the intersection of Armistead Avenue and East 20th Street, was

constructed in 1946. In front of this large facility is the prominent International style Norfolk Coca-Cola Bottling Works constructed in 1959 and designed by architect A. Ray Pentecost. Originally the entire complex was to be constructed at once for a projected cost of around one million dollars as part of the boom of post-World War II economic expansion and construction. This was the fourth location for the locally owned bottling company run by the Cathey family since it was founded by Alonzo Cathey in 1904. Eventually the third bottling plant location on Duke Street was closed and the new bottling plant opened in 1959 in front of the 1946 garage, taking up an entire city block. Another important change which supported the second wave of development in the Williamston-Woodland area was the decision by the railroad, the city, and the state to jointly fund a Monticello Avenue underpass under the Norfolk and Western Railway which opened in 1952. Builder V.T. Myers was quoted as saying that many new projects being planned, including some of his, were at least partially a result of the expected improved traffic flow.[5]

Ethnic History (European)

The Margolius family was the most prominent owner and developer of commercial property in the area of Williamston-Woodland. 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 all 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.

In addition to the Atlantic Jute Mills building and business, the Margolius brothers were involved as builders and/or owners of the following Williamston-Woodland resources: 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; the warehouse at 201 East 20th Street; the Chesapeake & Potomac Telephone Co. Supply Warehouse and Garage at 1830 Lindsay Avenue; and the prominent Southern Bagging Co. warehouse at 1900-1918 Monticello Avenue. 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.[6]

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 projects. Other prominent architects represented in the Williamston-Woodland Historic District include Rudolph, Cooke & Van Leeuwen, Ferguson & Calrow, and A. Ray Pentecost.

The Williamston-Woodland Historic District remained a center of commercial and light industrial activity through much of the twentieth century. Its favorable location close to Norfolk's traditional downtown and in close proximity to transportation corridors made for continued robustness in local demand for commercial and industrial space, thus allowing for ongoing use or adaptive re-use of the historic resources. The end date of the district's period of significance is 1964, reflecting that significant activities begun more than fifty years ago continued to have importance in more recent times. Additionally, the level of integrity and density of contributing resources demonstrates the notable connection between the early period of this area's history and modern Norfolk.

Partial List of Building Owners, Architects, Builders

420 E. 20th Street: Birtcherd Dairy Garage. Rudolph, Cooke & Van Leeuwen (architects).

210 E. 21st Street: Builders & Contractors Exchange, Inc. Rudolph, Cooke & Van Leeuwen (architects). W. A. Hall & Co., Inc. (contractors).

110-116 W. 21st Street: Harris Motors, Inc. Vernon T. Myers (property owner and contractor).

118-120-122-124 W. 21st Street: Vernon T. Myers (property owner and contractor).
118: Motor Service & Parts Corp.
120: Commonwealth Sales Corp. - Household Appliances
122-124: Tidewater Manufacturing Corp. - Store Fixtures

115 W. 21st Street: Jax Chrome and Wood Dinettes, Inc. Margaret Ferebee (property owner). Alex. O. Ferebee (architect). Dependable Construction Co. (contractor).
117-125 W. 21st Street: Ferebee Building. Alex O. Ferebee (architect). Dependable Construction Co. (contractor).

100-102 E. 22nd Street: Crane Co. Plumbing Supplies. Breese & Ferguson (architects). E. L. Myers (contractor).

110-120 E. 22nd Street: Norfolk Mattress Co./ Atlantic Jute Mills/ Southern Bagging Co. Breese & Ferguson (architects). E. L. Myers (contractor).

122 E. 22nd Street: Ferguson & Calrow (architects). E. L. Myers (contractor).

200 E. 22nd Street: Bell's Storage Warehouse Co. /New-Bell Storage Corp. Jacob Tevss (architect and builder).

210-212-222 E. 22nd Street: British-American Tobacco Co. Warehouse/George G. Lee Co., Inc. Plumbing Supplies. Jacob Tevss (architect and builder).

234-236 W. 22nd Street: Albano Cleaners. Vernon T. Myers (contractor).

1825 & 1831 Lindsay Avenue: Joseph W. Jacobson- Bag Manufacturer. Formerly two 2 story brick residences built by the Abbey Land Co. of Norfolk; converted into one single story commercial building. C.Q. Nugent- Contractor.

1830 Lindsay Avenue/511 E. 20th Street: Chesapeake & Potomac Telephone Co. Supply Warehouse and Garage. Jacob Tevss (contractor).

2210-2214 Llewellyn Avenue: C. M. Bayne & Co., Inc. Building Materials. Arnold Eberhard (architect).

1900- 1918 Monticello Avenue: Southern Bagging Co. /Building Supplies Corp. Jacob Tevss (architect and builder).

1919 Monticello Avenue: Built 1949: Doumar's. Vernon T. Myers (contractor).

2000 Monticello Avenue: Norfolk Coca-Cola Bottling Works. A. Ray Pentecost, Jr. (architect). Walter T. Gregory & Co. (contractor).

9. Major Bibliographical References

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

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

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The Virginian Pilot (various).

Walker, Carroll. Norfolk: A Pictorial History. Virginia Beach, VA: The Donning Company/Publishers, Inc., 1975.

Wells, John E. Dalton and Robert E. Dalton. The Virginia Architects: 1835-1955. Richmond, VA: New South Architectural Press, 1997.

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:

_X__ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
_X__ Other
Name of repository: Virginia Department of Historic Resources, Richmond, Virginia; Sargeant Memorial Room at the Norfolk Public Library; Library of Virginia

Historic Resources Survey Number (if assigned): ____VDHR #122-5795_____

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10. Geographical Data

Acreage of Property _38.23_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

1. Zone: 18 N	Easting: 385206	Northing: 4081193
2. Zone: 18 N	Easting: 386004	Northing: 4080900
3. Zone: 18 N	Easting: 385973	Northing: 4080675
4. Zone: 18 N	Easting : 385344	Northing: 4080625

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

The Williamston-Woodland Historic District is bound by the historic Norfolk and Western Railway line to the north, by Church Street to the east, by 18th Street to the south, and by Llewellyn Avenue to the west as delineated on the attached map entitled "The Williamston-Woodland Historic District: Norfolk, VA, Sketch Map."

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the Williamston-Woodland Historic District originate with the original boundaries of these two platted developments and then reflect the actual development patterns of the area from the construction of the earliest surviving building until the end of the Period of Significance. The current boundaries encompass a clearly defined group of light industrial, warehouse, and commercial buildings. The Norfolk and Western Railway line to the north is a natural boundary while the divided four lane Church Street to the east establishes a clear transitional boundary. The development to the south of the district is entirely comprised of more recent, non-contributing resources past 18th Street, while the development to the west is a combination of non-contributing and more recent resources with Llewellyn being the furthest extent of contributing resources.

11. Form Prepared By

name/title: Marcus R. Pollard; research assistance by William B. Inge
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: February 28, 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.

Photo Log

Name of Property: Williamston-Woodland Historic District

City or Vicinity: City of Norfolk

County: Independent City State: VA

Photographer: Marcus Pollard, Cathy Muncy

Date Photographed: January 2014

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

1 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0001)
East 22nd Street, Facing East

2 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0002)
210-222 East 22nd Street, SE Elevation

3 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0003)
300-320 East 20th Street, SW Elevation

4 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0004)
East 18th Street, Facing NW

5 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0005)
West 22nd Street, Facing NW

6 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0006)
1919 Monticello Avenue, NE Elevation

7 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0007)
Monticello Avenue, Facing Northeast

8 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0008)
408 East 18th Street, SE Elevation

9 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0009)
2000 Monticello Avenue, West Elevation

10 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0010)
115-125 West 21st Street, NW Elevation

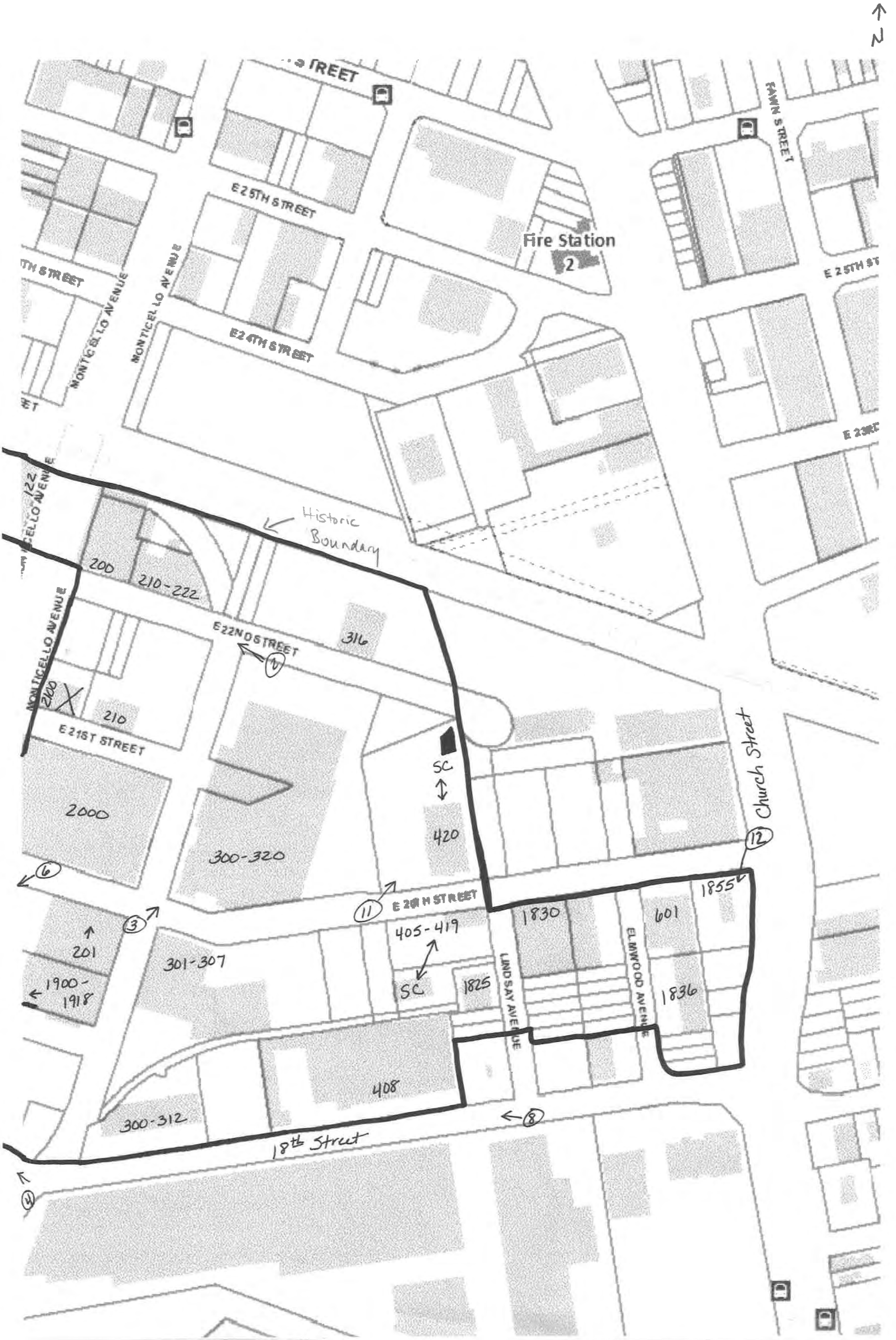
11 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0011)
420 East 20th Street, SW Elevation

12 of 12: (VA_Norfolk City_Williamston-Woodland Historic District_0012)
1855 Church Street, NE Elevation

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] Metropolitan Land Company, "Plat of Woodland," Norfolk County Map Book 4, Chesapeake, VA: December 18, 1896, p.26-27; E.W. Smith, "Plan of Williamston," February 18, 1903.
[2] David, Kimble A., *Southern Bagging Company National Register Nomination*, August 8, 2007.
[3] Schlegel, Marvin W., Conscripted City: Norfolk in World War II, Norfolk, VA: Hampton Roads Publishing Company, Inc., 1991, p.2-3; Thomas J. Wertenbaker, Norfolk: Historic Southern Port, Durham, NC: Duke University Press, 1962: p.300-06; Betsy Hunter Bradley, The Works: The Industrial Architecture of the United States, New York: Oxford University Press, 1999: p.58; M.E. Bennett, "Commercial and Industrial Norfolk," Through the Years in Norfolk, Norfolk, VA: Norfolk Advertising Board, 1937, p.134-39.
[4] Bradley, The Works, p.135-36.
[5] "Norfolk Coca-Cola Will Spend Million Dollars On New Building," *Know: The Navy and Postwar Norfolk*, F.E. Turin, edit., Vol.VII—No.1: Norfolk Advertising Board, July, 1945, p.106; "$2,000,000 in Business Building Is Booming Twenty-First Street," *The Virginian-Pilot*, January 6, 1946, p.1.
[6] "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.



All resources are contributing unless marked with an **X**.

Secondary resources are marked **SC** or **SX**.

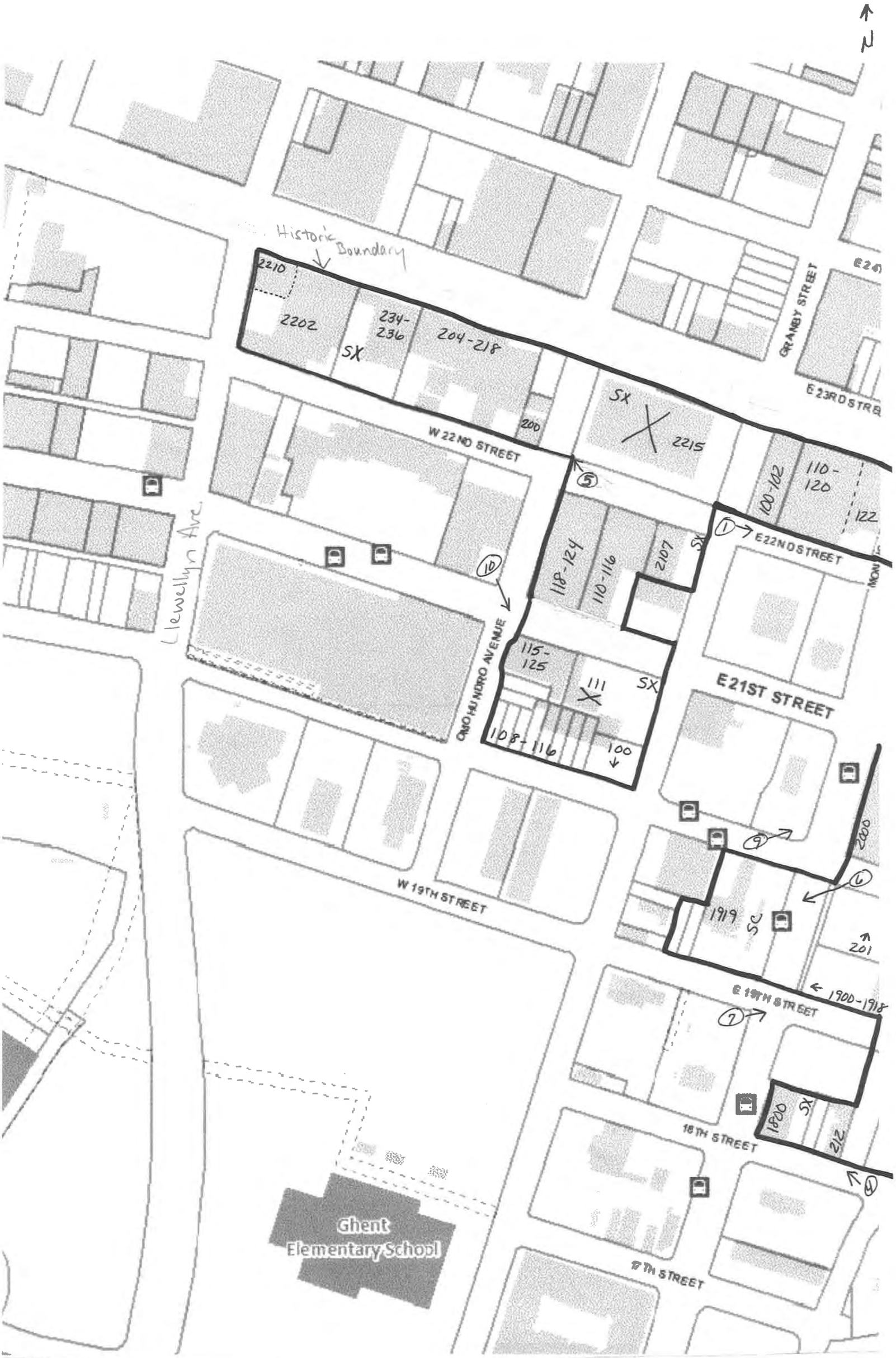
Photo Location

Scale: 1" = 160'

Map **B** of Williamston-Woodland Historic District: Norfolk, VA

Sketch Map + Photo Key

DHR #122-5795



All resources are contributing unless marked with an X.

Secondary resources are marked SC or SX.

Photo Location

Scale: 1" = 160'

Map A of Williamston-Woodland Historic District: Norfolk, VA

DHR #122-5795

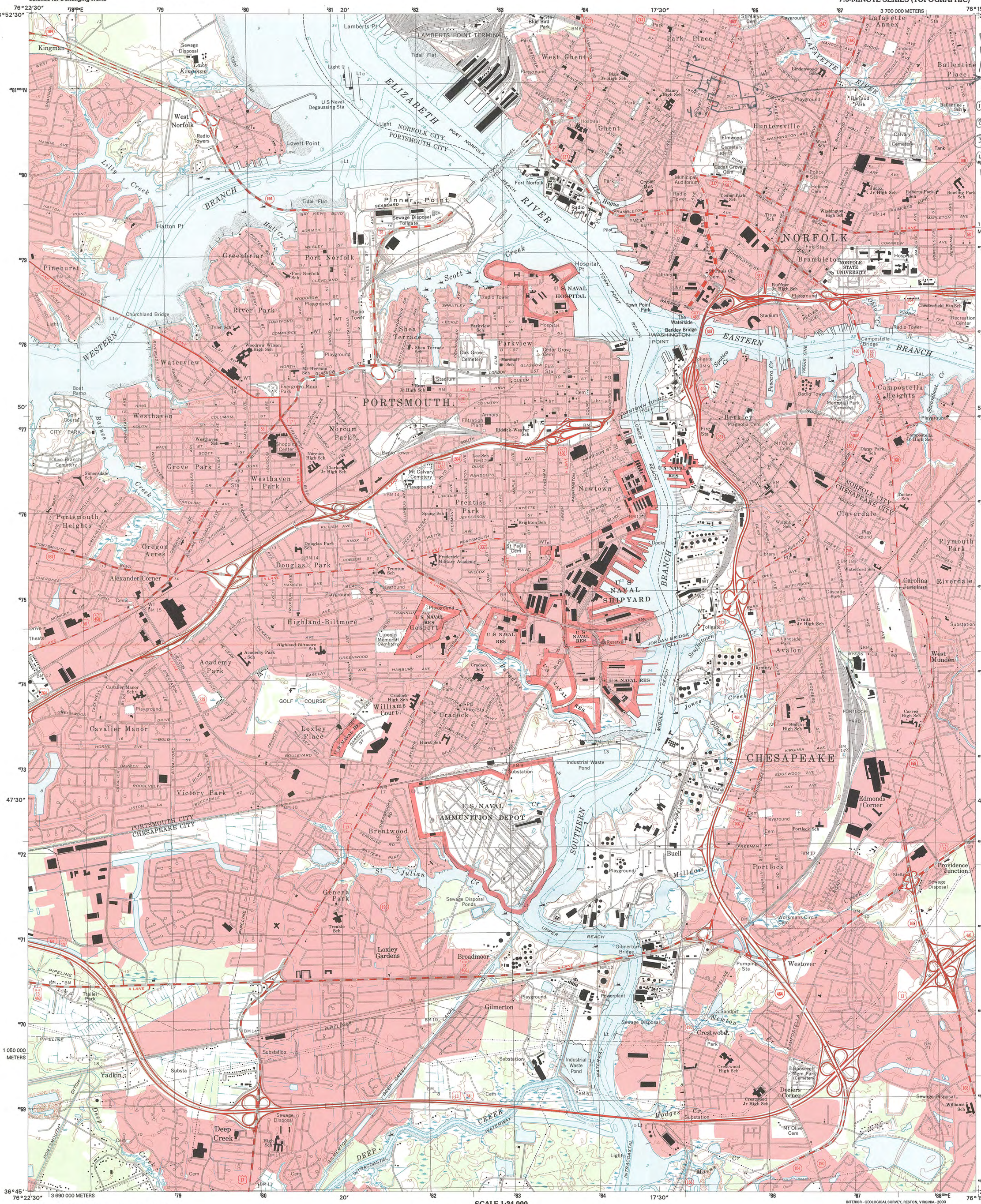
Sketch Map + Photo Key

Map B

USGS
science for a changing world

U.S. DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

NORFOLK SOUTH QUADRANGLE
VIRGINIA
7.5-MINUTE SERIES (TOPOGRAPHIC)



Williamston - Woodland Hist. Dist.
Norfolk, VA
#122-5795
① 18:385206/4081193
② 18:386004/4080900
③ 18:385973/4080675
④ 18:385344/4080625
Norfolk South Quad
NAD 83

Produced by the United States Geological Survey

Topography compiled 1963. Planimetry derived from imagery taken 1994 and other sources. Survey control current as of 1965

Select hydrographic data compiled from NOS Chart 452 (1965) This information is not intended for navigational purposes

North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 18 2 500-meter ticks: Virginia Coordinate System of 1983 (south zone)

North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Landmark buildings verified 1965

UTM GRID AND 1999 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

20% TOTAL RECOVERED FIBER

SCALE 1:24 000

INTERIOR - GEOLOGICAL SURVEY, RESTON, VIRGINIA - 2000

AAAA Self Storage
757-625-3057
PACKING & SHIPPING CENTER
CLIMATE CONTROL
R
R

Coca-Cola
GARAGE
Coca-Cola

Norfolk Coffee
& Tea Co.
Oneliife
FITNESS
PARKING
ONLY
2 HOUR LIMIT

The
Space Station
YOGA CENTER

Onelife
FITNESS
Onelife
FITNESS
ACTIVE WELL
CHIROPRACTIC
248-4800
Onelife
FOR LEASE
NORFOLK CHECKER TAXI
855-3333

AAAA
Self Storage

TACO BELL
Norfolk
Company, Inc.
TACO BELL

80/20
burger bar
80/20 burger bar
CHIROPRACTOR
COASTAL CHIROPRACTIC
21st St
Bayshore Dr

GENERAL
FOUNDRIES
INC.

A-M Auto Repair Inc
622-0969
1455
NO TRESPASS