

United States Department of the Interior  
National Park Service

LISTED ON:	
VLR	09/17/2009
NRHP	11/13/2009

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Virginia Ice & Freezing Corporation Cold Storage Warehouse  
other names/site number VDHR# 122-5423

2. Location

street & number 835 Southampton Avenue not for publication N/A  
city or town Norfolk vicinity N/A  
state Virginia code VA county Independent City code 710 zip code 23510

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      nationally      statewide X locally. (     See continuation sheet for additional comments.)

[Signature] September 23, 2009  
Signature of certifying official Date  
Virginia Department of Historic Resources  
State or Federal Agency or Tribal government

In my opinion, the property      meets      does not meet the National Register criteria. (     See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
- See continuation sheet.
- determined eligible for the National Register
- See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- X private
public-local
public-State
public-Federal

Category of Property (Check only one box)

- X building(s)
district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows: buildings, sites, structures, objects, Total.

Number of contributing resources previously listed in the National Register N/A

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: business
COMMERCE/TRADE warehouse
INDUSTRY/PROCESSING/EXTRACTION manufacturing facility

Current Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: business
COMMERCE/TRADE warehouse
INDUSTRY/PROCESSING/EXTRACTION manufacturing facility

7. Description

Architectural Classification (Enter categories from instructions)

Early 20th-century Commercial Movement

Materials (Enter categories from instructions)

foundation concrete pile footing
roof flat roof with parapet with coping
walls concrete block walls
other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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 a grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

INDUSTRY
OTHER
ARCHITECTURE

Period of Significance 1920-1955

Significant Dates 1920

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

Cultural Affiliation N/A

Architect/Builder Benjamin Franklin Mitchell, Architect and John Y. Gooch & Co., Builder

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 #

**Primary Location of Additional Data**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

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

**10. Geographical Data**

**Acreage of Property** <1 acre

**UTM References** (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing	Zone	Easting	Northing
1	18	3 83 522E	4079	548N	2				3		
											4

See continuation sheet.

**Verbal Boundary Description** (Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification** (Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Sarah McPhail and Marcus Pollard

organization Commonwealth Preservation Group, LLC date June 2009

street & number 139 N Main Street telephone (757) 923-9991

city or town Suffolk state VA zip code 23434

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps** A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

**Photographs** Representative black and white photographs of the property.

**Additional items** (Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name Paul Battaglia, Riverview Realty Corporation

street & number 835 Southampton Avenue telephone (757) 258-8609

city or town Norfolk state VA zip code 23510

**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. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 36 hours per response including the 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 National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

**Virginia Ice & Freezing Corp.  
Cold Storage Warehouse  
Norfolk, Virginia**

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**Summary Architectural Description**

The Virginia Ice & Freezing Corporation Cold Storage Warehouse was constructed in 1920 and likely designed by notable Norfolk architect B.F. Mitchell. It is a three story concrete block building on a concrete foundation, built in three sections in the Commercial Style. Windows are a combination of metal frame with twenty and thirty lights, and two-over-two and six-over-six frame double hung sash. The first section consisted of a two story, eight bay warehouse. Each bay was divided by stucco-clad pilasters. Most of the bays have been enclosed with concrete and plywood. The second and third sections consisted of a three story, L-shaped addition with matching architectural style and characteristics and a two story concrete block addition appended to the north elevation of the building. Today it displays the Krisp-Pak label on the second floor. Modern additions to the warehouse include a one story office on the first floor to the west elevation and one story vinyl sided addition appended to the rear of the original section of the warehouse, and a one story vinyl sided addition appended to the east elevation. The interior walls are exposed concrete or cork and much of the historic interior is intact. The original central elevator is still extant and functioning.

**Detailed Description**

The Virginia Ice & Freezing Corporation Warehouse is an evolved three story masonry building located in a mixed-use area along "the narrows" of the Elizabeth River. The building occupies a large corner parcel located at the intersection of Riverview and Southampton Avenues. The parcel is bound by Fort Norfolk, a small-scale industrial manufacturing operation, several 21<sup>st</sup>-century commercial buildings, and several parking lots paved with asphalt. The Virginia Ice & Freezing Corporation building is an example of an early-20<sup>th</sup>-century commercial style cold storage warehouse. According historic photographs and newspaper articles, the building was erected in three sections during 1920. The Virginia Ice & Freezing Co. hired John Y. Gooch & Co. as their contractor. Two building permits were issued in December of 1919 for the Virginia Ice & Freezing Corporation. One was for 1,500 concrete pilings for the foundation of the building. This was done at a cost of \$20,000. The second permit was for the construction of the actual warehouse itself. The permit was for the construction of a two story, 24,000 square foot cold storage warehouse costing \$180,000. There have been several modern additions to the warehouse.

The warehouse building was constructed in 1920 at the rear of the property fronting the Elizabeth River. This two story warehouse was constructed in three sections. The first, and largest section, is eight bays on its west side and eight bays across the rear (south). Each bay is divided by slightly projecting, full-height pilasters clad in stucco. All of the bays on the west elevation have been enclosed with concrete block and plywood except for a raised, enclosed loading dock between the third and fourth bay which is constructed of concrete block and features a shed roof clad with metal and double loading doors. According to historic photographs, the eight bays across the rear of the building once featured six awning windows in each bay, three on each floor. One bay on the first floor has been completely enclosed except for nine-divided lights at the top of what was once a window. The central bay was historically used as the rear loading area as indicated by a photograph from the 1920s. There are no longer any windows on the first floor of the south elevation. The second floor features windows in only four of the eight bays. Each of these four bays features a large metal frame window with thirty two divided lights each. Some panes are missing and have been covered with plywood on the outside. The windows are still in place as seen from the interior. All other windows have been enclosed with concrete block. A one story modern frame addition has been appended to the rear of the building. It rests on a concrete slab and features horizontal vinyl siding with a shed roof clad with metal. There are three fixed wood frame windows and one single wood door. The east elevation has several overhead doors on metal tracks and some bays which have been enclosed with block. Several of the enclosed bays feature a single metal door. There is a metal staircase leading from the ground to a single metal door on the second floor. There are no windows extant at the second level, but there is a vent in the far left bay. Historic photographs indicate that the four left bays on the east elevation were used as loading and unloading bays for trucks, each with overhead doors on metal tracks.

The second and third sections of the building were appended to the north end of the original building during the 1920 construction period. The three story, L-shaped section features three bays on its east elevation, each divided by pilasters identical to those on the other portion of the building. There are no windows on this side of the building. It appears they have been enclosed with concrete block. The roof is flat and features a parapet with coping, identical to the rest of the building.

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**Virginia Ice & Freezing Corp.  
Cold Storage Warehouse  
Norfolk, Virginia**

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**Detailed Description (Continued)**

The exterior walls are identical to those of the original building being constructed with both concrete block and concrete tiles. Each bay is separated with slightly-projecting pilasters. The twelve bay west elevation of the three story portion features one bay with a modern vinyl and wood window with five single panes.

The south elevation of the three story portion features a variety of windows including one six-over-six wood frame window on the first floor, one two-over-two and one six-over-six wood frame window on the second floor and two of the three third floor bays feature metal frame windows with twenty lights each. Several panes have been covered with plywood. The window in the third bay has been covered with plywood but is extant on the interior.

The third section was appended to the north side of the second section, also during the 1920 construction period. It is two stories in height and its exterior walls are of the same concrete block and tile as the other portions of the building. The flat roof features a parapet with coping. The one-bay east elevation features the "Krisp-Pak Brand" logo on the second level. The two story, ten bay north elevation fronts Southampton Avenue. Each bay is divided by full-height stucco pilasters with caps. There are no windows extant on either floor of the north elevation. There is evidence of windows being enclosed with concrete block and concrete tiles in several of the bays. There is a single door on the first floor of the third bay and a single door on the second floor of the fourth bay. These doors no longer function as indicated by the absence of stairs and/or platforms leading to each door. The west elevation of the two story portion features only one bay. There are no windows visible from the exterior but several of the former windows have been blocked in as indicated by differing masonry patterns visible from Southampton Avenue.

The five bay, one story loading dock on the west elevation is historic. It rests on a raised concrete foundation and features a shed roof clad with metal and is supported by round metal posts. It features three large loading dock doors. A historic photograph from the 1940s indicates that there was an additional loading dock on the east elevation of the warehouse. It has since been replaced with one story enclosed addition.

Modern additions constructed after the defined period of significance include the office appended to the west elevation of the first floor of the three story portion, a one story vinyl clad addition appended to the west, and a small one story addition appended to the east. The west elevation office rests on a poured concrete foundation. Its walls are clad with horizontal siding and its hipped roof is clad in asphalt shingles. There are six vinyl windows and one single door. The one story addition appended to the west elevation rests on a concrete foundation and its walls are clad with horizontal vinyl siding. There are several modern fixed windows and two single doors. The one story addition on the east elevation of the building rests on a poured concrete foundation and features a flat roof. The exterior walls are clad with horizontal vinyl siding. There are three modern windows and two single doors.

The interior is of concrete beam and pilaster construction. Some areas of the building have been reinforced with steel beams and posts where the historic structure was beginning to fail. The walls are either exposed concrete or covered with cork. Cork was used in construction because of its low conductivity of heat, its extreme durability, and its impermeable surface. There are limited amounts of wood paneling on the second floor in the non-warehouse space. There is a winding staircase that leads to the third story rooftop and a central elevator which appears to be original. The first floor of the building features an office, cold storage, the shipping department and a mechanical room. The second floor is mostly open space. The walls are clad with cork. There are several small office spaces on the second floor as well as a break room for the employees. The third floor portion of the building is all being used for storage and features little to no division, only concrete beams and pilasters.

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CONTINUATION SHEET**

**Virginia Ice & Freezing Corp.  
Cold Storage Warehouse  
Norfolk, Virginia**

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### **Summary Statement**

The Virginia Ice & Freezing Corporation was established in Norfolk in 1920 and the warehouse to serve this company was established in the same year during the height of the seafood industry in early twentieth century Norfolk. At that time, Norfolk was one of the largest producers and distributors of oysters and fish in the country, and the ice and cold storage industry played a vital supporting role in that industry. The Virginia Ice & Freezing Corp. had one of the largest ice and cold storage operations in Norfolk. It was also located next to several of the leading oyster and fish processing plants in Norfolk including the largest, J. H. Miles & Co., which still exists on the same site today. The warehouse was likely designed by notable Norfolk architect B.F. Mitchell. The Virginia Ice & Freezing Corp. is sited on its original location, the warehouse retains its original historic features and strong architectural integrity, and the facility still operates as a cold storage facility. It currently represents the most intact and best preserved cold storage warehouse in the City of Norfolk and is one of only two warehouses of any type which retain strong historical integrity in the Atlantic City section of the city. The Virginia Ice & Freezing Corporation cold storage warehouse is recommended eligible for listing on the National Register of Historic Places and the Virginia Landmarks Register under Criterion A, Industry and under Criterion C, Architecture for the period 1920-1955. The property is strongly linked to the development and success of the important early twentieth century seafood industry in Norfolk and the period of significance spans from its construction to the closing of the original Virginia Ice & Freezing Corporation.

### **Historical Background**

The seafood industry has been an integral part of the Norfolk economy since the city's inception, and indeed since colonial times before the formal existence of the city. The industry rapidly grew through the eighteenth and nineteenth centuries and was one of the region's largest industries by the late 1800s, especially in the cities of Norfolk and Portsmouth. The Chesapeake Bay region, including both the bay and most of its tributary rivers, was rich with oyster beds at that time. The process for harvesting oysters involved dredging, or scraping, the oysters into nets and unloading them at oyster houses. The oysters were then shucked, cleaned, and sorted by class. Finally these oysters were canned, stored in ice packed barrels, and either shipped across the United States and Canada or stored in cold stage facilities such as the Virginia Ice & Freezing Corporation. The extensive fishing industry also packed their catches in boxes with ice for storage or shipping. The fishing companies used most of the same cleaning and storage facilities as the oyster companies resulting in a large scale and concentrated seafood industry.<sup>1</sup>

A majority of Norfolk's seafood industry was focused in the "Atlantic City" section of the city. Atlantic City was originally a small, independent village with mostly single family houses and churches, but in 1872 it was linked to Norfolk with the construction of two bridges. The main industry in Atlantic City at that time was the Norfolk Knitting and Cotton Manufacturing Company, in addition to lumber and oyster businesses. As the Atlantic City industries grew the village was eventually annexed by Norfolk in 1890.<sup>2</sup> The Norfolk City Railroad Company opened a line to Atlantic City in 1893 which enhanced the ability to easily move workers and goods.<sup>3</sup> This facilitation of industry was also the eventual downfall of the residential character of Atlantic City. The earliest Sanborn map of Atlantic City (1887) shows only the Norfolk Knitting and Cotton Manufacturing Company and the Carman Lumber Co. with the rest of the village devoted to residential development. By 1928, the first Sanborn map showing the completed Virginia Ice & Freezing Corp., many of the residential streets have industrial development and this process would continue steadily into the 1950s though some residential always remained until the entire area was redeveloped in the second half of the twentieth century.<sup>4</sup>

With the growth of the seafood industry, and the development of large scale ice production and cold storage technologies, a booming ice and cold storage industry arose alongside the existing seafood businesses. The purpose of these freezing plants was to store seafood when there was a surplus on the market and supply extra seafood when supplies ran low. Seafood could be stored twelve to eighteen months with government inspections.<sup>5</sup> Virginia Ice & Freezing Corp. was a leader in this local industry. The original announcement of the building project was in September of 1919 with plans to be completed by an unknown New York firm. The leading investor on the project was J.C. Prince, who had twenty-two years experience as superintendent of the Norfolk Warehouse Corp.<sup>6</sup> The likely architect was Benjamin Franklin Mitchell who was active from 1905-1949 and had his own firm in Norfolk beginning in 1908.<sup>7</sup> The confusion over the architect revolves around the lack of specificity in newspaper articles as well as the several changes in design from the time of the project's announcement to its completion.

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**Virginia Ice & Freezing Corp.  
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The Manufacturer's Record offers the only definitive identification of an architect for the project and also names J.L. Prince as the president, making the link to the Virginia Ice & Freezing Co. definitive. The Manufacturer's Record also identifies the facility as an ice cream factory, which was not mentioned in newspaper articles. But, it describes the facility as five stories, while the final warehouse was only three stories in height.<sup>8</sup> B.F. Mitchell was known for designing the Southgate Terminals, several buildings in the 1907 Jamestown Exposition, a number of significant homes in the Lochhaven and Mowbray Arch sections of Norfolk.<sup>9</sup>

The commencement of construction of the building was announced in December of 1919 with certain changes in specifications from the original announcement and construction to be completed by the summer of 1920.<sup>10</sup> The first phase consisted of the installation of 1500 pilings for the foundation and was to be completed by the contractor Alsop-Pierce, at a cost of \$20,000, at the west end of Southampton Avenue, its current site.<sup>11</sup> The cold storage warehouse was then to be built by contractor J.J. Gooch & Co. and consist of a two story, 24,000 square foot structure with an estimated budget of \$180,000.<sup>12</sup> J.J. Gooch & Company is described as "making a specialty of heavy concrete construction" and the general manager, Mr. Gooch, is linked to Reynolds Tobacco Company warehouses in Richmond and Winston-Salem. The newly completed building was declared by the builder to be to be "covering approximately one acre containing nearly seventy-five thousand, (75,000) square feet of floor space, and is of reinforced concrete construction throughout; the walls, floors and ceilings are thoroughly insulated with heavy cork sheets, which makes the entire building one huge refrigerator. The building is equipped with the most modern ice manufacturing machinery known to science, and has a capacity of producing 300 tons of ice per day. In addition there is a large ice storage room capable of storing some 5,000 tons of ice."<sup>13</sup>

The resulting building is an example of an early-twentieth-century commercial style cold storage warehouse. It was constructed using two different sizes of concrete block for its exterior walls; it wasn't until the 1930s that the 8x8x16 block became the standard size concrete building block. According to historic plans, the interior featured a blast freezer, cold and freezer storage rooms, and fish storage and processing. The interior walls are clad with cork tiles. Cork tiles were used during the early twentieth century for cold storage warehouses because of durability, impermeability, and fire resistance. The original materials are extant today and in fair condition. Neglect of certain warehouse spaces has led to some deterioration of materials over the years, but for the most part the warehouse is intact and retains its historic character.

The Virginia Ice & Freezing Corp. first appears in the city directories in 1920-21 with the following corporation members: Joseph C. Prince-President, Solomon S. Keeling-Vice President, Jerry W. Easter-Treasurer, and Thomas J. Hogan-Secretary.<sup>14</sup> A 1927 account of the Virginia Ice & Freezing Corp. describes it as "situated on the water front with wharfage for large steamers and trackage connections with Norfolk & Western Railway and Norfolk and Portsmouth Belt Line." The warehouse is also noted as being "absolutely fire-proof with 350,000 cubic feet of storage space."<sup>15</sup> In addition to its modern facilities and good location in regards to rail lines and docks, the Virginia Ice & Freezing Corp. quickly became one of the leading cold storage facilities because of its immediate proximity to several of the leading fish and oyster companies. Directly abutting the property was a small peninsula which was home to the following seafood companies: W.L. Chase & Co., R.R. Higgins Co, Keeling-Easter Co., Ballard Fish & Oyster Co., and J.H. Miles & Co.<sup>16</sup> J. H. Miles & Company claimed to be the largest oyster shucking plant on the Atlantic Seaboard, and maybe the largest in the world. Ballard Fish & Oyster Co. was declared to be the best equipped packing house in Norfolk.<sup>17</sup> The J. H. Miles & Co. still exists and operates on the same site, albeit in a modern facility, thus maintaining the nearly century long historic relationship with the Virginia Ice & Freezing Corp. and representing the two parts of the historic seafood business in Norfolk in the early twentieth century.

Cold storage and ice production was a competitive industry with several large scale examples entering the market around the turn of the century. One of the earliest was the Boush Cold Storage Warehouse (DHR # 122-0206), constructed in 1888. This warehouse was originally part of a beer manufacturing facility, and served alternately as a cold storage facility or beer facility until a 1976 fire. The greatly altered shell of this warehouse now serves as a parking garage. The only other intact example, and only other warehouse surviving in its original form in the Atlantic City area, is the warehouse on Front Street (DHR # 122-0901) which was built to serve the Security Storage & Safe Deposit Company. This warehouse has large window openings which were filled-in but some of which have now been partially reopened. A 1921 advertisement clearly shows the warehouse with its distinctive, and still existing, roof water tower alongside other warehouses, now demolished, which were all part of the same facility.<sup>18</sup>

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There was also Commonwealth Storage and Ice Co. which had a smaller production and storage capacity than Virginia Ice & Freezing Corp. but the building is no longer standing.<sup>19</sup> Finally, the Feuerstein Ice Co. Inc. and Cold Storage facility was created in 1899 to exclusively serve the needs of the Feuerstein & Co. wholesale fish and oyster business. This operation was understandably smaller than the large scale Virginia Ice & Freezing Corp. and is also no longer in existence.<sup>20</sup>

As the fish and oyster business grew, along with the demand for ice, larger plants were constructed to keep up with demand. The Virginia Ice & Freezing Corp. facility was part of this wave of expansion. The plant was planned to have a capacity of 200 tons of ice production and 3,000 tons of ice storage, as previously noted this was expanded to 300 tons and 5,000 tons respectively. The facility was also advertised as able to store 500 tons of fish. The new Virginia Ice & Freezing Corp. was also described as the first fish freezing facility in the Norfolk area, with fish previously kept in cold storage facilities. The Virginia Ice & Freezing Corp. facility was also expected to alleviate the substantial summer ice shortage with its additional production capacity. Finally, the completed plant was expected to be equal to any such plant in the South at that time.<sup>21</sup>

Beginning in the 1950s Norfolk underwent an extensive redevelopment process focused on the downtown and surrounding neighborhoods led by The Redevelopment and Housing Authority. Many residential and commercial buildings were demolished to make way for new development. The second phase of this project was Atlantic City. The remaining residential stock and a majority of the commercial buildings were demolished.<sup>22</sup> The result was a waterfront with only a few reminders of its industrial past. The Virginia Ice & Freezing Corporation is one of only two remaining and intact examples of early twentieth century industrial architecture in the Atlantic City section of Norfolk.

The warehouse has served as a cold storage and processing facility since its construction in 1920. The Virginia Ice and Freezing Corp. occupied the cold storage warehouse for over three decades until closing their doors in 1955. The warehouse reopened in 1959 as the Norfolk Cold Storage and Processing Company, Inc. which continued operations until the mid-1970s. In 1976 Krisp-Pak bought the warehouse for its cold storage and processing operations. Krisp-Pak is still in operation today and, along with the Front Street warehouse, is one of only two historic cold storage warehouses remaining in the area with historic integrity as cold storage buildings. The former Virginia Ice & Freezing Corp. building is the only such facility still in operation as a cold storage facility.

The building itself retains all three of its original sections constructed by 1928. The exterior cinderblock is intact, though it has been painted. Many of the original metal, industrial, multi-light windows are intact, though some have been filled in with masonry. The original rear loading dock remains in place. On the interior, some modern dividing walls have been constructed, but all of the original structural beams are intact and most are visible. The original cork walls also remain and are in relatively good condition. The several one-story, modern frame additions on the exterior do not detract substantially from the building and retain the original exterior walls behind them. Overall, the building retains a substantial amount of its historical material and character.

The Virginia Ice & Freezing Corporation cold storage warehouse is recommended eligible for listing on the National Register of Historic Places and the Virginia Landmarks Register under Criterion A, Industry and under Criterion C, Architecture for the period 1920-1955. The building is representative of cold storage warehouses constructed in the early twentieth century commercial style which played a vital role in the success of Norfolk's seafood industry. The interior and exterior of the warehouse are intact and retain their historic form and most of their original materials. The warehouse demonstrates a high level of historic integrity and also represents a rare remaining resource linked to the important local seafood industry of Norfolk in the early twentieth century. It also is one of the last intact resources of any industry remaining from Norfolk's early waterfront industrial development.

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**Major Bibliographical References**

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*Manufacturer's Record*. Manufacturer's Record Publishing Co., Baltimore, MD: December 25, 1919, vol.LXXVI, No 17, p.123.

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*Norfolk-Portsmouth City Directories: 1920-21*.

*Norfolk, Virginia Building Permit Book: #11024 to #12031, September 6, 1919 thru June 9, 1920*.

"Plenty of Ice for Next Year," *The Norfolk Ledger-Dispatch*, September 24, 1919.

Sanborn Fire Insurance Maps: April 1887 (Sheet 21).

Sanborn Fire Insurance Maps: 1928 vol.2 (Sheet 228).

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

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**Verbal Boundary Description**

The boundary of the Virginia Ice & Freezing Corporation Cold Storage Warehouse is represented by tax parcel # 01313500 for the City of Norfolk. The building is sited on the southwest corner of Southampton and Riverview Avenues. There is an unpaved area to the west of the warehouse leading to a small industrial operation along the Elizabeth River. The Elizabeth River abuts the property at its southernmost point.

**Boundary Justification**

The nominated property includes the entire parcel historically associated with the Virginia Ice & Freezing Corporation Cold Storage Warehouse.

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**Virginia Ice & Freezing Corp.  
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**Photographic Documentation**

The following information is the same for all photographs:

**Name of Property:** Virginia Ice & Freezing Corporation Cold Storage Warehouse

**Location:** Norfolk, Virginia

**Photographer:** Sarah McPhail

**Date of Photographs:** January 14, 2009

Digital images of the photographs are being stored in the archives department at the Virginia Department of Historic Resources in Richmond, VA.

<b>Photo Number</b>	<b>Description</b>	<b>Direction</b>
0001	Virginia Ice & Freezing Company, Office and Warehouse Space	looking northeast
0002	Virginia Ice & Freezing Company, Loading Dock	looking northeast
0003	Virginia Ice & Freezing Corporation, Warehouse space	looking east
0004	Virginia Ice & Freezing Corporation, South elevation	looking east
0005	Virginia Ice & Freezing Corporation, east elevation	looking south
0006	Virginia Ice & Freezing Corporation, north elevation	looking west
0007	Virginia Ice & Freezing Corporation, first floor hallway	looking south
0008	Virginia Ice & Freezing Corporation, interior warehouse space	looking east
0009	Virginia Ice & Freezing Corporation, interior warehouse space	looking west
0010	Virginia Ice & Freezing Corporation, window detail (interior)	looking south
0011	Virginia Ice & Freezing Corporation, cork wall covering detail	looking to ceiling

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Endnotes

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- <sup>1</sup> M.E. Bennet, Through the Years in Norfolk, Portsmouth, VA: 1937, p.263-67.
  - <sup>2</sup> Thomas J. Wertenbaker, Norfolk, Historic Southern Port, Durham, N.C.: 1962, p.260-61.
  - <sup>3</sup> Wertenbaker, Norfolk, p.288-89.
  - <sup>4</sup> Sanborn Fire Insurance Maps: April 1887 (Sheet 21); 1928 vol.2 (Sheet 228), 1928-1950 vol.2 (Sheet 228).
  - <sup>5</sup> Bennet, Through the Years, p.268.
  - <sup>6</sup> "New Ice Plants To Be Built Here," The Virginian-Pilot and the Norfolk Landmark, September 25, 1919, p.1.
  - <sup>7</sup> John E. Wells and Robert E. Dalton, The Virginia Architects, 1835-1955, Richmond, VA: 1997, p.302-05.
  - <sup>8</sup> Manufacturer's Record, Baltimore, MD: December 25, 1919, vol.LXXVI, No 17, p.123.
  - <sup>9</sup> "B.F. Mitchell, Noted Architect And Engineer, Dies at Age 86," The Virginian Pilot, October 24, 1956, p.2.
  - <sup>10</sup> "New Ice Plant For Norfolk," The Virginia-Pilot and The Norfolk Landmark, December 21, 1919, p.1.
  - <sup>11</sup> Norfolk, Virginia Building Permit Book: #11024 to #12031, September 6, 1919 thru June 9, 1920, Permit #11386, December 10, 1919.
  - <sup>12</sup> Norfolk, Virginia Building Permit Book, Permit #11441, December 30, 1919.
  - <sup>13</sup> Marine and Industrial Issue of the Southern Motorist, Norfolk, Virginia: 1921, p.112.
  - <sup>14</sup> Norfolk-Portsmouth City Directories: 1920-21, p.248/
  - <sup>15</sup> Hampton Roads Ports 1927 Yearbook, p.59.
  - <sup>16</sup> Sanborn, 1928 vol.2.
  - <sup>17</sup> Bennet, Through the Years, p.263, 267.
  - <sup>18</sup> Southern Motorist, p.139.
  - <sup>19</sup> Southern Motorist, p.56.
  - <sup>20</sup> Frank Eberle, ed. The Story of Norfolk. City of Great Opportunities. The Coming Metropolis of the New South: Norfolk's Industrial Possibilities and Importance as a Manufacturing Center: Norfolk, VA: 1908, p.69.
  - <sup>21</sup> "Plenty Of Ice For Next Year," The Norfolk Ledger-Dispatch, September 24, 1919, p.1.
  - <sup>22</sup> Wertenbaker, Norfolk, p.372-73.

