

Virginia Department of Historic Resources
Intensive Level Survey

DHR Id#: 124-0037-0006

Other DHR ID#:

Resource Information

Property Name(s): Duplex, 48-50 Cushing Street
{Function/Location}

Property Date: 1919

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Portsmouth

Magisterial District:

Town/Village/Hamlet:

Tax Parcel: 04100760

Zip Code: 23702

Address(s): 48 50 Cushing Street {Current}

USGS Quadrangle Name: NORFOLK SOUTH

UTM Boundary Coordinates :

NAD Zone Easting Northing

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

Property has not been evaluated

This Property is associated with the Cradock Historic District [district]

Resource Description

Ownership Status: Public - State

Government Agency Owner:

Acreage: .1400000

Surrounding area: Suburban

Open to Public: No

Site Description: August 2008

This building is situated on the southeast side of Cushing Street mid-block between Afton Parkway, the main entrance road to the Cradock community, and Bainbridge Avenue. There is a concrete sidewalk situated northwest of the building parallel to Cushing Street. Cushing Street has a modest width of fifty feet and is asphalt-paved with concrete curbs. There is a small strip of grass between the street and sidewalk. The lot on which the building lies is rectangular with dimensions of sixty feet wide by one hundred feet deep. The lot is generally flat. There is a chain link metal fence marking the boundary of the building's lot south of the northwest building façade. It is three feet in height. Mature bushes are situated to the rear of the property along the fence that divides the property from the adjacent property owners. Mature trees are situated at the west corner of the duplex.

The area is characterized by single- and multiple-family dwellings. The community plan integrated single-family houses on streets alternating with multiple-family houses. Cushing Street is lined with multiple-family units that face Cushing Street. This block, between Afton Parkway and Bainbridge Avenue, is lined with duplexes of the same general size and form. The duplexes are positioned opposite one another on Cushing Street. This area of the community of Cradock employs gridiron planning with regularly-planned streets in a grid plan with intersecting streets.

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*Secondary Resource
Summary:*

August 2008

There is a common bond brick foundation situated in the backyard associated with 48 Cushing Street (northeastern unit). It is sited at the east corner of the yard and has a rectangular shape. It was the former foundation for a shed that was sited here. The shed no longer exists, but the brick foundation remains. The foundation likely dates to the 1930-1940 period.

Resource Information

<u>No.</u>	<u>Resource Types</u>	<u>Historic?</u>
1	Multiple Dwelling	Contributing
1	Shed	Non-Contributing

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Individual Resource Information

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<i>Resource Type:</i>	Multiple Dwelling	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1919 {Site Visit/Written Data}	<i>Accessed?</i>	Yes
<i>Architectural Style:</i>	Colonial Revival	<i>Number of Stories:</i>	2.0
<i>Form:</i>		<i>Condition:</i>	Fair
<i>Interior Plan Type:</i>	Other	<i>Threats to Resource:</i>	Demolition Deterioration

Description: August 2008

This is a two-story duplex constructed in 1919 on the southeast side of Cushing Street in the Cradock Historic District. The duplex has a concrete wall foundation and is wood frame construction clad in aluminum siding. The roof has a side gable form clad in asphalt shingles with boxed eaves. The façade is four bay marked by evenly-spaced window openings on the central bays of the first and second stories. The building façade corners are marked by gabled porches. The windows have largely been replaced with 1/1 vinyl windows that fit in the original casings. The individual duplex units are situated on the southwest and northeast sides of the building. The northeast unit is addressed as 48 Cushing Street and the southwest unit is addressed as 50 Cushing Street. The units are accessed by entrances on one story wings situated on the side elevations of the building. The entrances to each unit are sheltered by the one-story one-bay porches. The porches have squared columns supporting gable roofs that continue as the roofs of the one story wings. The wings are set back from the façade. There are small one-story wood-frame ells situated on the southeast elevation at the east and south corners. The ell on unit 48 Cushing Street has a shed roof and the ell on unit 50 Cushing Street has a gable roof. There is a central chimney situated at the roof apex that has been parged.

The building generally has its original form. The windows have been replaced by 1/1 vinyl windows installed during a renovation circa 2006-2007. The second story windows on the façade are smaller than the windows on the first story. Windows on the side elevations are slightly smaller than the original openings on the second story. The exterior doors have been replaced with single-leaf metal paneled doors. The porches have original concrete slab foundations. The porch posts have been replaced with plain wood supports. The porch floor has been replaced with wood planks. The porch roof and main roof have replacement asphalt shingles. The ell roofs have been clad in asphalt shingles. Gutters have been applied to the boxed eaves with downspouts.

The interior plans of each unit comprise living and dining rooms on the first story. The kitchens are situated adjacent to each other on either sides of the firewall dividing the units on the first story. Storage rooms are situated within the one-story ells. The second story plans have two bedrooms and a full lavatory. The second stories are accessed by a stair within the living rooms. The living rooms are situated on the northwest end of the building. The dining rooms are situated to the southeast of the living rooms along the exterior walls. There is a brick chimney in the wall between the living and dining rooms that projects into the dining room and has been covered in wallboard. Closets are situated adjacent to the stair landing in the living room and under the stair within the kitchen. The doorways between the living room, and dining room and kitchen have wood casings. Some original doors are remnant within the units and comprise four-panel wood single-leaf doors. Most are replacement wood core doors. A composite clay brick firewall is situated between the units. The stairs to the second stories are situated in the middle of each unit. The stairs have a partially closed string with plain wood balusters situated within an opening in the living room wall. This opening is framed in a wood casing. The stairs have a single flight with landings in the living room and second story hall. The flooring on the first stories has been covered in wall-to-wall carpeting. The kitchen and storage room floors are clad in vinyl sheeting. The subflooring under the carpet and vinyl comprises plywood. The walls and ceilings are clad in plaster or replacement patch wallboard in all the rooms. The ceilings have been replaced with wallboard in areas as well. The original baseboards are also extent in the kitchen and are plain with a quarter-round molding. Vents punctuate the walls within each unit for a modern HVAC system.

The second story has two bedrooms and a lavatory. There is a small hallway connecting the rooms and there is a closet at the top of the stair adjacent to the lavatory abutting the party wall. The closet has a double-leaf door with original six panels per leaf. The lavatory is situated at the rear of the units on the southeast wall and the lavatories in each unit abut one another on either side of the party wall. The rear bedroom is situated adjacent to the lavatories along the southeast wall. Closets are situated between the bedrooms. The front bedroom occupies the northwest side of the unit along the façade. There is a closet adjacent to the bedroom entrance abutting the closet of the rear

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bedroom. The flooring in the bedrooms is covered in wall-to-wall carpeting on the second story of each unit. The windows have been replaced, but the casings remain. The lavatories have been remodeled with replacement sinks, tubs and toilets. The windows in the lavatories have been covered. The flooring is applied vinyl sheet. The original doors on the second story are four-panel, single-leaf and wood. The casings are similar to those found on the first story. The baseboards are similar to those found on the first story and are largely extant. An opening in the hall yields access to the attic. Light fixtures have been replaced throughout the building. One feature found on the second story is a three-light transom window in each unit above the door accessing the rear bedroom. This is the only instance of transoms found within the building.

<i>Resource Type.</i>	Shed	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1930 {Site Visit/Map}	<i>Accessed?</i>	
<i>Architectural Style:</i>	Other	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Ruinous
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	Demolition Deterioration

Description: August 2008

The shed site foundation comprises two courses of common bond brick in a general rectangular shape above grade. It was set between 1930 and 1940. The shed was removed after 1955.

<i>Primary Resource Exterior Component Description:</i>			
<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Chimneys	Chimneys - Central interior	Brick	Chimneys - Parged
Foundation	Foundation - Solid/Continuous	Concrete	Foundation - Parged
Porch	Porch - 1-story	Wood	Porch - Posts
Roof	Roof - Gable, Side	Asphalt	Roof - Shingle
Structural System	Structural System - Frame	Wood	Structural System - Siding, Aluminum
Windows	Windows - Sash, Double-Hung	Vinyl	Windows - 1/1

Historic Time Period(s): Q- World War I to World War II (1917-1945)

Historic Context(s): Architecture/Community Planning
Domestic

Significance Statement

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August 2008

The Cradock Historic District is located in Portsmouth, Virginia near its southeast boundary. This district was planned as a self-sufficient community with a central commercial core encircling an open square bounded by residential housing. The district has a general gridiron plan that is modified with curvilinear streets accenting the edges of the community. The primary roadway leading to the core or center of the community forms the shank of an anchor. Near the northwest entrance from George Washington Highway (formerly Shell Road), a major highway leading south from Portsmouth to North Carolina, there are two curvilinear streets that form the base of an anchor. This anchor form plan with integrated gridiron plan was meant to echo the nautical theme of the region with its numerous waterways and coastal character, and naval history with the Norfolk Naval Shipyard, the earliest naval shipyard in the United States. Integrated within the general anchor and gridiron plan are two major boulevards marked by wide grassed medians, one of which is the primary roadway leading to the core of the community that forms the shank of the integrated anchor. These medians intersect northwest of the main commercial core of the neighborhood. The commercial core is defined by a generally rectangular open grass square planned with a gazebo. Surrounding the square are commercial buildings including a fire station, library, post office, and commercial buildings. A school was planned for the northeast end of the northeast-southwest oriented boulevard. Additional schools were added in the mid-20th century at the northwest entrance and on a site at the southwest end of the northeast-southwest boulevard.

The inception of the community of Cradock was made as a reaction to the need for housing during World War I. The U.S. Government addressed the crowding of housing in urban centers in the late 19th century, but had not addressed the need for housing in the early 20th century. The build-up during World War I required a larger workforce in industrial centers and many of these areas could not accommodate the influx of needed workers. Many jobs were available in industrial centers and there was a migration of workers to these centers. The unavailability of housing caused many markets to see increases in housing costs and the exploitation of the new workers. In 1917, the United States Housing Corporation (USHC) was created under the purview of the Department of Labor to address the need for housing and community plans in industrial and shipping areas, which were in desperate need of employment. The USHC provided many planned communities in the United States in 1918 primarily in industrial areas, shipping areas and on military facilities.

The USHC developed community plans using the Garden City Movement ideals popular during the early 20th century. The Garden City Movement was based upon Ebenezer Howard's (1850-1928) book, *Garden Cities of Tomorrow* (1902), which employed Socialist ideals including community owned spaces. The primary element of the Garden City Movement was that communities were plan-specific using zoned land uses, contour planning, large residential blocks, and semidetached houses. The communities were to be planned as small villages in pastoral settings that were self-sufficient and contained. They were to be limited in population and surrounded by buffers of greenbelts that compartmentalized village elements.

Though the USHC was created in 1917, funding for the projects that the USHC had developed was delayed for one year. In 1918, the United States Senate approved a bill to fund housing construction for shipyard workers. The funds were divided into \$50 million for housing construction and \$20 million for infrastructure improvements including transportation. By May and June of 1918, an additional \$100 million was allocated to generally house war workers. Projects commenced in the spring of 1918 for projects initially planned by the USHC. By the end of 1919 these first projects had been completed and included 16,000 housing units at 150 sites. The impact of the projects affected 250,000 people.

Plans for projects were made by various community planners and architects. In the case of the Cradock community, the plans were made by George B. Post and Sons. They also designed many of the buildings within the community. The engineering firms assigned to the project for infrastructure improvements were Hill and Ferguson, and G. C. and A. E. Wheeler. The buildings planned for the community included single-family, duplex and four-plex housing, and commercial buildings. Designs employed the Colonial Revival style predominantly in honor of the traditional building styles that reflect American architectural heritage. This style was a reinterpretation of Colonial styles dating to the founding of the United States. It was popularized with the celebration of the Centennial of the United States in 1876. The adaptation of the primitive Colonial styles was embellished with more Classical elements during the late 19th and early 20th centuries. The popularity of the style was so prevalent that it was stripped down during the mid-20th century in another resurgence of patriotism during World War II.

During the planning phase areas were identified by the greatest need for housing for the wartime workforce. The Norfolk Naval Shipyard located in Portsmouth, Virginia was a military industrial facility that constructed and repaired naval ships. After the sinking of the *Lusitanian* in 1915, the United States Navy developed a five-year plan for the construction of 156 ships. Upon the approval of the Naval Act of 1916, the United States Navy was authorized \$6 million for the construction of ships at the Navy Yards, including the Norfolk Naval Shipyard. The time limit initially planned for five years was truncated to three years. Norfolk

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Naval Shipyard provided a major effort to shipbuilding during the World War I period. It constructed four 1215-ton destroyers, a submarine, and numerous other smaller vessels. In addition to the construction of ships, the facility was improved with three new dry docks and 75 new buildings.

With the planned industrial employment needed at the Norfolk Naval Shipyard, a considerable workforce was needed. This meant that there would be an influx of people to Portsmouth for employment at the Norfolk Naval Shipyard and surrounding industry that supported the shore installation. The City of Portsmouth had limited housing within the core of the community to accommodate an increased workforce needed at the facility. Two communities were planned by the USHC for the workforce in the region. Truxton was planned for African American workers at the Norfolk Naval Shipyard, and Cradock was planned for Caucasian workers at the Norfolk Naval Shipyard.

The site selected for Cradock was situated to the south of the Norfolk Naval Shipyard in Norfolk County (today the within the City of Portsmouth) on a 310-acre tract of farmland three miles south of Portsmouth immediately south of Paradise Creek. The community name Cradock was selected to honor British Rear Admiral Sir Christopher G. F. W. Cradock, whose fleet was sunk by the German Navy in 1914. The community site was connected to the Norfolk Naval Shipyard by a streetcar system that was linked to the main streetcar system in the City of Portsmouth. The workers were assigned houses within the community administered by the USHC. The Cradock housing development planned by the USHC was the largest project planned during the initial phase of housing construction by the USHC. It was planned to affect 1215 families. In 1922 the USHC sold the buildings to occupants and prospective buyers, most of who were employed at the Norfolk Naval Shipyard. The community tried self-sufficiency, but was unable to self-govern. It was ultimately made part of Norfolk County, and in 1960 the area was included within an annexation of Norfolk County by the City of Portsmouth.

The duplex at 48-50 Cushing Street served as a residential duplex during the period of significance of the Cradock Historic District. The duplex continued use as a duplex until mid 2000s when it was undergoing renovation. It is currently slated for demolition, and there are numerous similar duplexes within the Cradock Historic District along Cushing Street, Decatur Street, Barney Place, Channing Avenue, Cotton Place, and Connor Place. This building is considered a contributing building to the Cradock Historic District. It was erected in 1919 during the period of significance of the historic district, which is 1918-1924. It was one of the original buildings constructed within the community. The shed site foundation is considered a non-contributing element of the historic district as it was constructed between 1930 and 1940, which is after the historic district's period of significance.

Significant Individuals

Associated Individuals: George B. Post and Sons, Architect

Events Associated with this Property

Event # 1, Original Construction

Start Date:

End Date:

Date Source: Written Data

Event Notes:

National Register Eligibility Information (Intensive Level Survey):

<i>NR Resource Count:</i>		
<u>#</u>	<u>NR Resource Type</u>	<u>Contributing Status</u>
1	Site	Non-contributing
1	Building	Contributing
Contributing: 1		Non-Contributing: 1

National Register Criteria:

- A- Associated with Broad Patterns of History
- C- Distinctive Characteristics of Architecture/Construction

Period of Significance:

1918-1924

Level of Significance:

national

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NR Areas of Significance: Architecture
Community Planning and Development
Politics/Government

<i>Property Retains Integrity of:</i>	1)Association	Yes	5)Material	No
	2)Design	Yes	6)Setting	Yes
	3)Feeling	Unknown	7)Workmanship	Yes
	4)Location	Yes		

Graphic Media Documentation

<i>Repository Neg #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>File Name</i>
	Digital Images	K. David	July 09, 2008	K. David

Bibliographic Documentation

Reference #: 1
Bibliographic RecordType: Book
Author: US Dept of Labor
Citation Abbreviation:
Notes: United States Department of Labor: Bureau of Industrial Housing and Transportation. Report of the United States Housing Corporation, Volume II: Houses, Site-Planning, Utilities. 1919. Pages 271-285.

Reference #: 2
Bibliographic RecordType: NRHP Form
Author: VA Historic Landmarks
Citation Abbreviation:
Notes: National Register Nomination of the Cradock Historic District, 1974.

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase II/Intensive
Date: July 09, 2008
CRM Person: Kimble David
CRM Organization:
VDHR Project ID # Associated with Event: 2008-0562
CRM Event Notes or Comments: Kimble David for Portsmouth Redevelopment and Housing Authority

Bridge Information

Cemetery Information

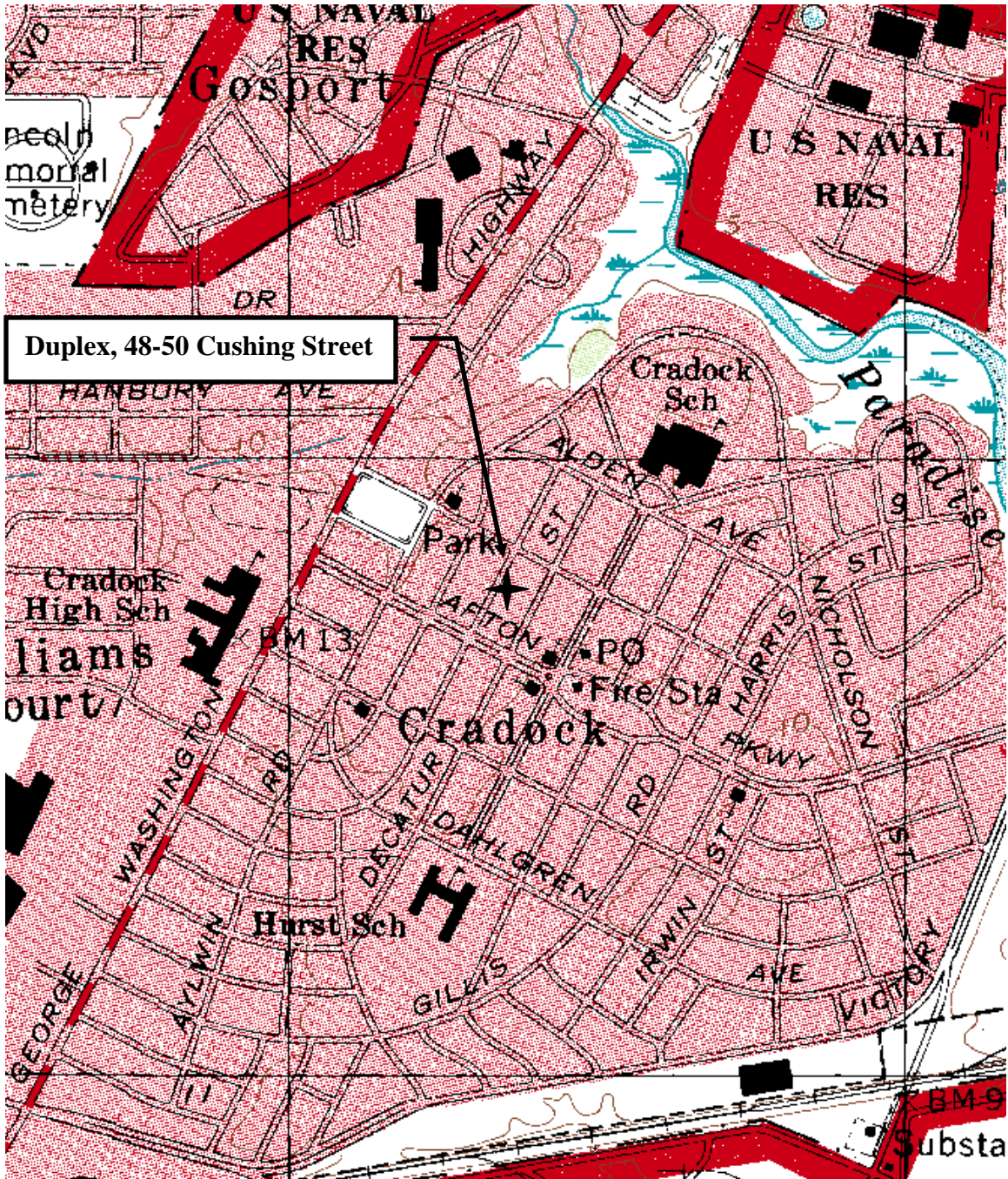
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Ownership Information

Name: Erika Maciula
Company: Portsmouth Redevelopment
and Housing Authority
Address: P O Box 1098
City: Portsmouth
Zip: 23705 *State:* Virginia *Country:*
Phone/Extension: 757-391-2910 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



Duplex, 48-50 Cushing Street
Portsmouth, Virginia 23702

Cradock Historic District

DHR Number: 124-0037-0006

Norfolk South USGS Quadrangle Map, portion, www.topozone.com, 2008

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Not to Scale



Duplex, 48-50 Cushing Street

Portsmouth, Virginia 23702

Cradock Historic District

DHR Number: 124-0037-0006

City of Portsmouth Geographic Information Systems Map, www.co.portsmouth.va.us, 2008

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Not to Scale



FIRST FLOOR PLAN

SECOND FLOOR PLAN

Each unit has a mirror-image or reverse floor plan on each story of its adjacent unit. The following drawing provides floor plans of the first and second stories.

Duplex, 48-50 Cushing Street

Portsmouth, Virginia 23702

Cradock Historic District

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United States Department of Labor: Bureau of Industrial Housing and Transportation. Report of the United States Housing Corporation, Volume II: Houses, Site-Planning, Utilities. 1919, page 283.

Not to Scale



124-0037-0006_Duplex_48-50_Cushing_St_2008_Living_Room.tif



124-0037-0006_Duplex_48-50_Cushing_St_2008_Kitchen.tif



124-0037-0006_Duplex_48-50_Cushing_St...



124-0037-0006_Duplex_48-50_Cushing_St_2008_Dining_Room.tif



124-0037-0006_Duplex_48-50_Cushing_St...



124-0037-0006_Duplex_48-50_Cushing_St_2008_Front_Bedroom.tif



124-0037-0006_Duplex_48-50_Cushing_St...



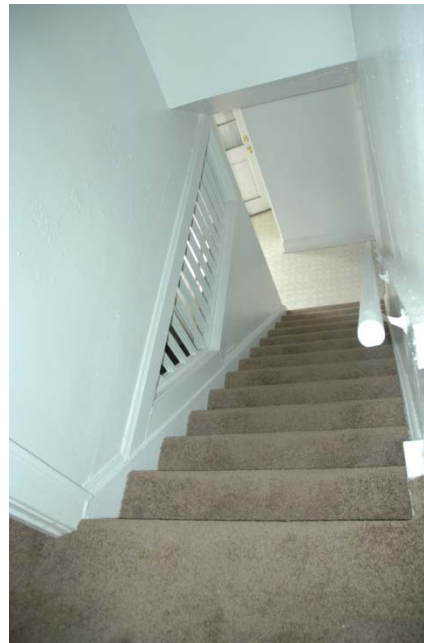
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124-0037-0006_Duplex_48-50_Cushing_St_2008_Living_Room_2.tif



124-0037-0006_Duplex_48-50_Cushing_St_2008_Shed_site.tif



124-0037-0006_Duplex_48-50_Cushing_St_2008_East_Elevation.tif



124-0037-0006_Duplex_48-50_Cushing_St_2008_NE_Oblique.tif



124-0037-0006_Duplex_48-50_Cushing_St_2008_NW_Oblique.tif



124-0037-0006_Duplex_48-50_Cushing_St_2008_West_Facade.tif