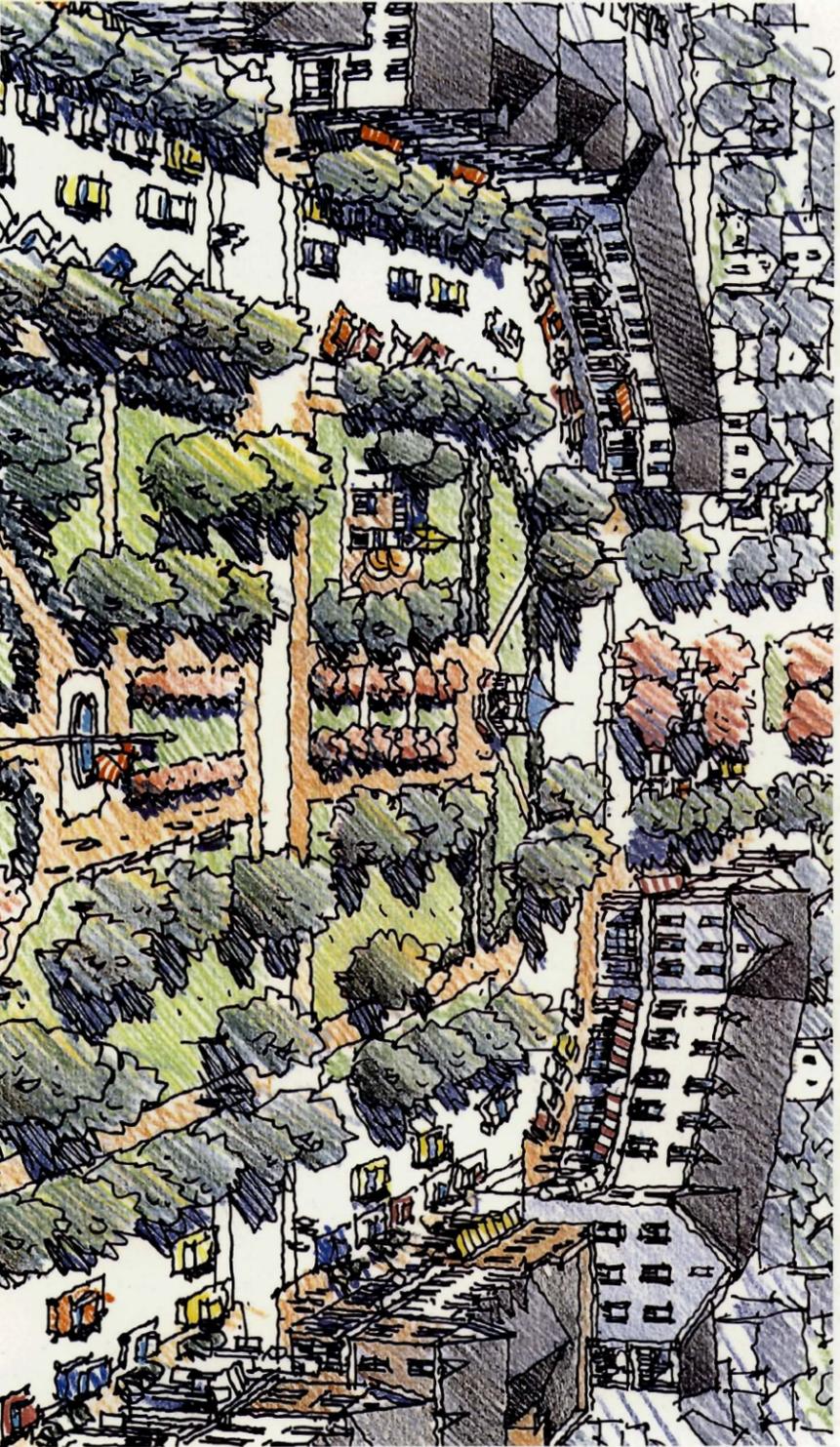


THE CRADOCK NEIGHBORHOOD STRATEGIC PLAN

Portsmouth, Virginia

U R B A N D E S I G N A S S O C I A T E S

MAY 2006



FOCUS *Cradock*

A Neighborhood Strategic Plan for Cradock

CORE CLIENT GROUP

Steven N. Lynch

Director of Economic Development

Robert A. Baldwin

Director of Planning

Landon C. Wellford, AICP

Manager of Comprehensive Planning

CITY COUNCIL

Dr. James W. Holley, III

Mayor

William E. Moody, Jr.

Vice Mayor

Charles B. Whitehurst, Sr.

Marlene W. Randall

Stephen E. Heretick

Elizabeth M. Pimas

Ray A. Smith, Sr.

PLANNING COMMISSION

Paige D. Cherry

Chairman

Jennifer A. Smith

Vice Chairman

Simonee R. Thomas

Secretary

Glen Francis

Carolyn Hersh

R. J. Hayes

Thomas Moody

PREPARED FOR
City of Portsmouth

FUNDED BY
City of Portsmouth

CONSULTANT TEAM
Urban Design Associates

Table of Contents

OVERVIEW	1
THE PLANNING PROCESS	4
ANALYSIS	7
INITIATIVES	11
Initiative I	12
Initiative II	13
Initiative III	15
Initiative IV	19
Initiative V	22
NEXT STEPS	24

Overview

URBAN DESIGN ASSOCIATES WAS COMMISSIONED to prepare a Strategic Plan for the revitalization of the Cradock neighborhood.

Cradock is a unique asset for the City, both socially and physically. It's remarkable urban design, the fierce loyalty of residents, the deep affection for it from former residents, and the charm of its houses and streets, should be viewed as an economic development asset for the City.

However, there is significant decay in the neighborhood both in housing stock and in public buildings. Afron Square, once a vibrant heart of the community is lined with vacant stores and empty lots. There is a high crime rate, drug gangs dominate part of the neighborhood, and there are houses of prostitution. The history of Cradock's relationship with the City of Portsmouth is a long and troubled one which has been an obstacle to creative efforts to improve the neighborhood.

The Strategic Plan was developed in a public process in which members of the community, city staff, and development community identified the neighborhood's strengths, weaknesses, and opportunities. A residential market study evaluated the market potential of development in the neighborhood. And a series of design strategies were developed in a charrette with community input as they were being prepared.

The Strategic Plan recommends that the first step be to form a sense of collaboration between the city and Cradock residents to identify strategies and programs that fortify growth and pride in the neighborhood.



The Plan identifies the following initiatives:

A. Targeted Redevelopment of the Most Blighted Conditions

Identification of properties to be acquired and prepared for homeownership will be done by PRHA and the city. The proposed collaboration between the city, Cradock neighborhood representatives and PRHA together will be able to acquire said properties. In some cases this will involve the rehabilitation of existing houses, in others new construction. The homeownership sales will include deed restrictions to ensure owners occupancy.

B. Tools and Support for Homeowners to Improve Properties

The City is revising the Historic District Program to better accommodate communities like Cradock. One possibility is for Cradock to become a Conservation District. The plan recommends the use of a Pattern Book in collaboration with local building suppliers to assist homeowners in selecting appropriate and cost effective materials. The Pattern Book will be consistent with historic district standards and regulations and may have some value for neighborhoods outside of the historic district.

C. A Renaissance for Afton Square

The Square should be restored and improved to provide a mix of residential, retail and civic uses. The Fire Station and Public Safety Building should be eventually relocated and the park improved to provide space for festivals and a Farmers' Market. This will require a community process to select the preferred alternative.

D. George Washington Highway Improvements

A first stage demonstration project would include support to homeowners along George Washington Highway and Afton Parkway in order to provide consistent fence designs, facade improvements, and landscaping. The streetscapes should be revised to provide more room for trees and the entrance to the High School should be aligned with Afton Parkway. The Fire Station and Safety Building would be relocated to George Washington Park to provide much needed security and a new positive image for this entry to the community.

E. A New Park and Paradise Creek Restoration

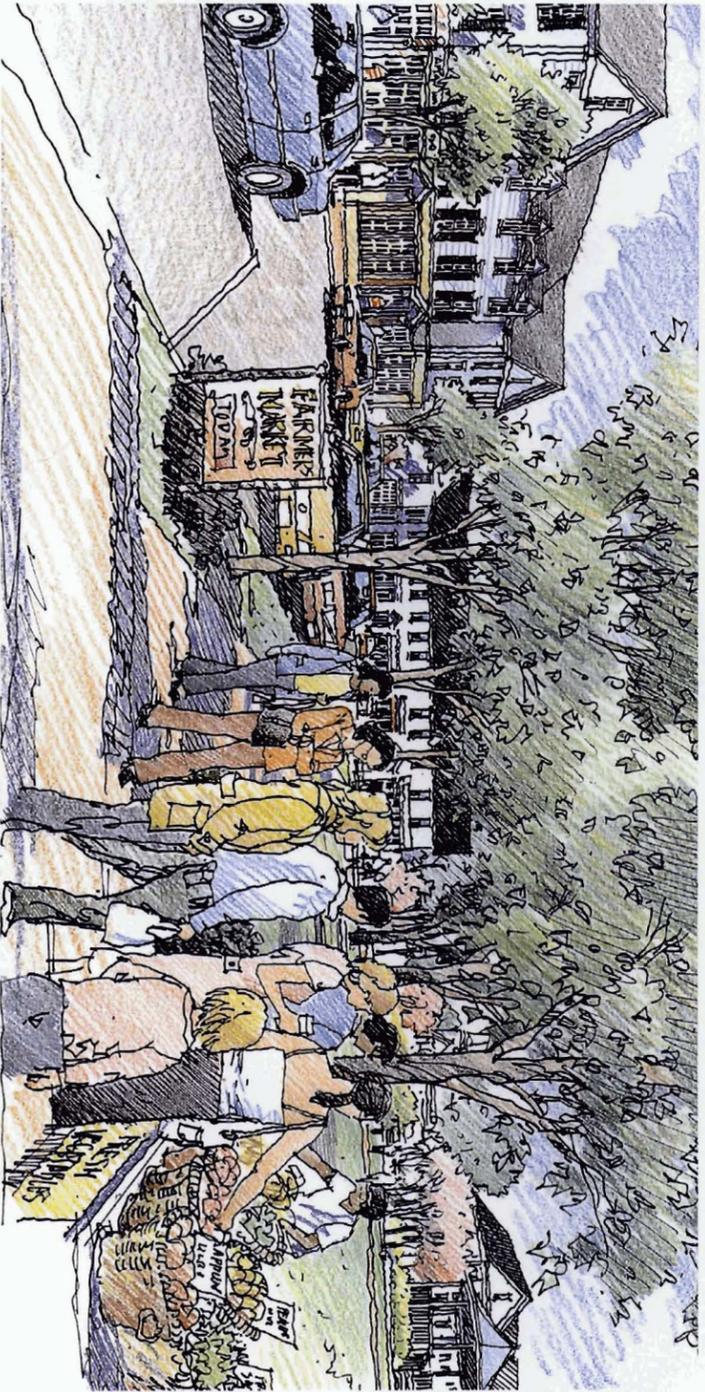
The Elizabeth River Project is improving conditions along the Creek and creating a nature park along Victory Parkway. This should be further enhanced with a boat landing and other amenities to enhance Cradock's setting.



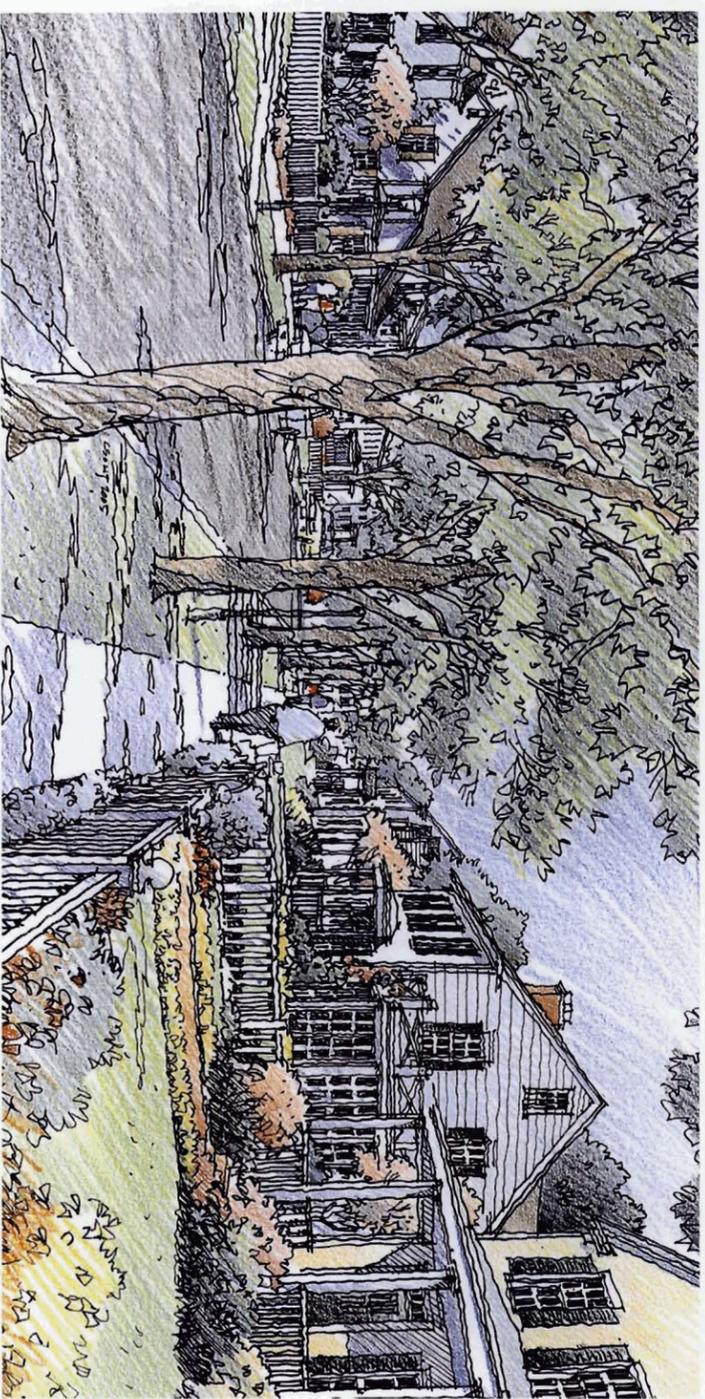
Computer model highlighting the initiatives



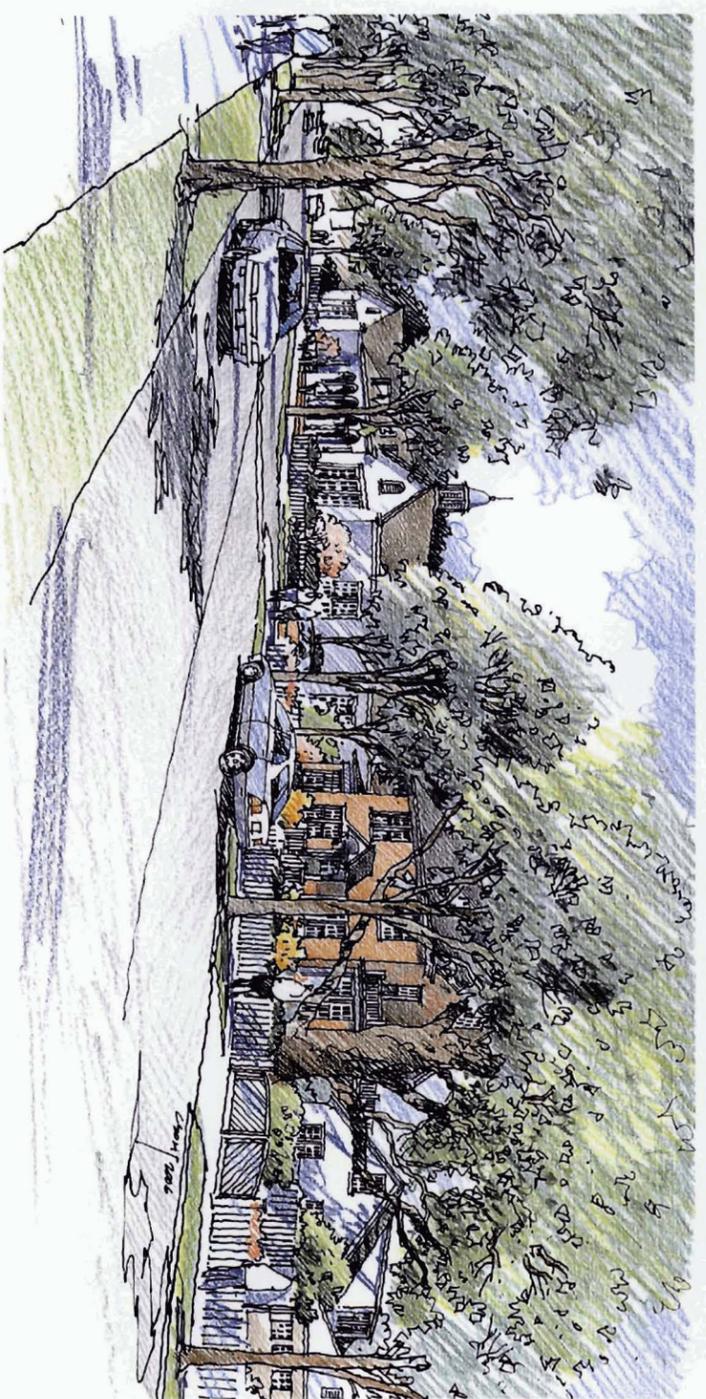
Illustrative Master Plan



ABOVE Improved Afton Square with mixed-use buildings and a farmer's market.
 BELOW An aerial perspective of Afton Square with a restored park square and new and restored mixed-use buildings.



ABOVE Proposed community improvements and redevelopment in the most blighted areas.
 BELOW Perspectives of street improvements along George Washington Highway, and a new fire station in George Washington Park.



The Planning Process

PHASE 1

The first phase of the planning process included analysis of the site and its context, and a series of focus group and community meetings. The UDA team met with focus groups to learn first-hand their perceptions of community issues. In each meeting, participants were asked to identify the strengths and weaknesses of the area in general and the Cradock neighborhood in particular as well as their visions for the future. The focus groups included residents and home owners, property and business owners of Afton Square, civic groups (schools, social services), City Staff, City Council, and the Mayor. Public meetings were held in December 2005 in Cradock.

All participants at the focus groups and the public meeting were asked the same three questions:

- What are the Strengths, or good things, about Cradock?
- What are the Weaknesses, or bad things, about Cradock?
- What is your Vision for the future of Cradock?

In addition, each participant was asked to place colored dots on a map identifying good places (green dots), bad places (red dots), and places where things can improve (blue dots).

PHASE 2

The second phase of the planning process included an intense three-day working charrette held in Cradock during which time the design team developed a series of design initiatives. The focus groups and steering committee were reconvened throughout the charrette and design ideas were presented and refined. On the third evening, a public meeting was held at the Cradock Community Center where design initiatives were presented. Attendees were invited to comment on what they liked and disliked about the alternatives.



The planning process involved stakeholder's impute during every phase

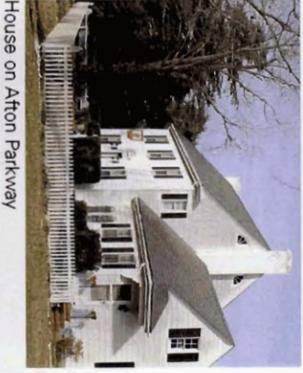
PHASE 3

The third phase included developing a collaborative process between the residents of Cradock and the City leadership in order to continue building on the consensus reached in the charrette.



- STRENGTHS**
- Sense of community: hometown feel, family-oriented, walkable, and quiet
 - Landscaping: tree-lined streets, Afton Parkway, Afton Square, and Paradise Creek
 - Historic neighborhood and unique architectural character
 - Institutions in the community: Fire station, library, post office, neighborhood schools, and churches
 - Civic organizations
 - Affordable housing

- WEAKNESSE**
- Absentee landlords: lack of management and maintenance of rental apartments
 - History of a lack of trust with the City
 - Crime, drugs, and prostitution
 - Lack of code enforcement
 - High percentage of rental apartments
 - Lack of affordable options for renovations
 - Closed high school
 - Boarded-up buildings
 - Ugly neighborhood edges and gateways
 - Street and sidewalk conditions





VISIONS

- Build on Craddock's unique history and character to create a sustainable community
- Improve the environment around Craddock through the Elizabeth River Initiative
- Improve the approaches and the entrances to Craddock
- Redevelop areas with blight and blighting influences
- Provide affordable tools to rehabilitate structures that preserve Craddock's architectural legacy
- Build new structures that continue Craddock's architectural legacy
- Revitalize Afton Square to succeed in the current economic and physical setting
- Re-connect the residential neighborhood with the high school site
- Provide a full range of housing to meet the needs of a wide range of income groups
- Develop short and long-term improvements



Improve George Washington Park



Improve Afton Square

STRENGTHS AND WEAKNESSES SUMMARY

- 1 Craddock is a unique asset for the City
Craddock is both socially and physically unique. The remarkable urban design, the fierce loyalty of residents, the deep affection for it among former residents, and the charm of its houses and streets, should be viewed as an economic development asset for the City.
- 2 Craddock's relationship with the City
The history of Craddock's relationship with the City of Portsmouth is a long and troubled one which can be an obstacle to creative efforts to move forward.
- 3 Neighborhood housing stock
There is significant decay in the neighborhood, in housing stock, in public buildings, and in the infrastructure.
- 4 Afton Square
Afton Square is both a source of pride and deep concern. In the past it was active and beautiful. Now, it is a nearly dead retail area with boarded-up stores. One comment was that the demise of Craddock began when the Fire Station blocked the central park and thus ruining the ambience of the community. Afton Square is embedded in the neighborhood without adequate visibility on major roads, making it difficult for the square to succeed as a retail center.
- 5 Gateways
The approaches to Craddock from all directions are extremely unattractive and make it difficult to market Craddock as a retail center or to appeal to potential residents. The general environment around Craddock needs to be improved. The Paradise Creek initiative of the Elizabeth River Project offers some hope.
- 6 Historic Designation
Some home owners cannot afford to repair their houses, particularly with the overly restrictive historic district regulations.
- 7 Rental Properties
A high percentage of the low cost rental properties are poorly managed and maintained. These are perceived to be the source of the worst crime and social problems.
- 8 Connectivity
Craddock was originally served by a trolley line that connected the neighborhood's residents to the Shipyard where a majority of its residents worked. Craddock is now disconnected from the rest of the City and its surrounding neighborhoods.

Analysis

The team collected and analyzed hard data to better understand the study area, as well as to illustrate to Cradock residents the assets and natural patterns of the community.

The history of Cradock holds the key to understanding its present situation and to finding solutions for the future. Cradock, a community designed by the distinguished firm of George Post and Son, resulted from an act of Congress to provide housing for Naval Shipyard workers. Founded in 1918, the community is located on a former farm on the east arm of Paradise Creek.

Cradock is one of the largest communities ever built by the United States Housing Corporation. Unlike other communities built by the Corporation, Cradock is composed of a variety of house designs with almost forty different floor plans. The original plan proposed a variety of house types to accommodate 1,235 families. However, construction ended at the end of World War I, and housing for only 759 was actually constructed. The common feature in all of the houses is the efficiency with which they were constructed.

Cradock is a neighborhood that has had its struggles. The original plan was never fully realized. Construction stopped shortly after the armistice and, in 1920, the federal government sold each of the homes to its residents. After all the sales were complete, the federal government stopped overseeing the community, and stopped all the utility services to the community. Without a local government, Cradock was initially denied their request to be admitted into Norfolk County and the City of Portsmouth. The residents of Cradock managed some public services and schools until 1922, when they finally were admitted into Norfolk County. Cradock remained a neighborhood of Norfolk County until 1960, when it was annexed into the City of Portsmouth. In 1976, the City of Portsmouth



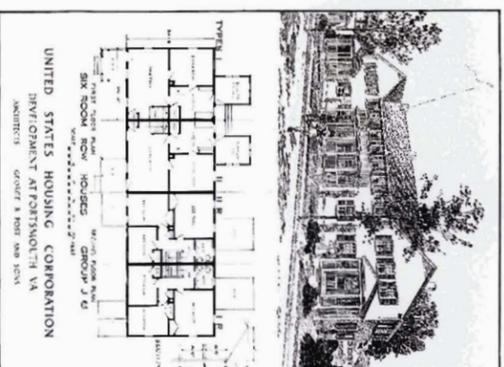
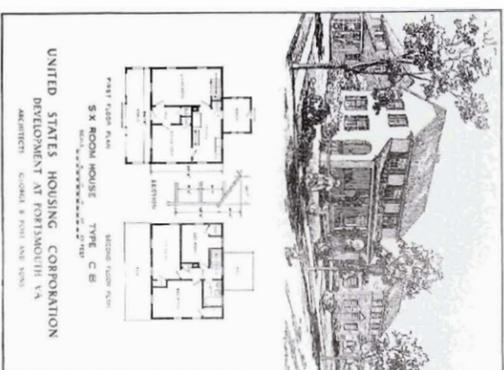
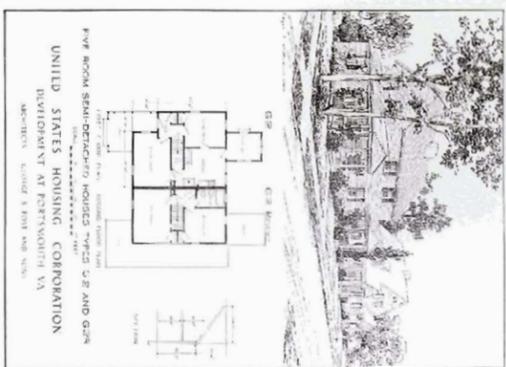
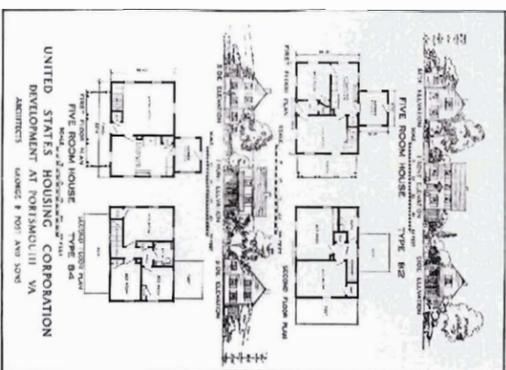
The original 1918 Master Plan for the United States Department of Labor Bureau of Industrial Housing and Transportation by United States Housing Corporation

declared Cradock a historical community. In 1978, Afon Square, the heart of the neighborhood began to decline. The theater closed, and crime and vandalism increased. Finally, in 1992, the Cradock High School was closed.

In the course of this history the context around Cradock changed. It was originally almost a country town, tied to the Shipyard (where most residents worked) and to Downtown by a Street car line. The streetcar is long gone, residents work in many parts of the city, and it is surrounded by industrial and unattractive commercial development. Originally, Victory Boulevard was the front door but now George Washington Highway is the main approach. Afon Square was the street car stop and therefore an ideal commercial location, while now it is hidden in the middle, far removed from traffic and potential customers. The housing stock has deteriorated through lack of maintenance and absentee ownership. The regulations of the Historic District have hindered rather than helped residents to maintain their properties.

The community, however, remains committed to improving and restoring Cradock, in large part due to its history and the pride they continue to feel for its unique environment.

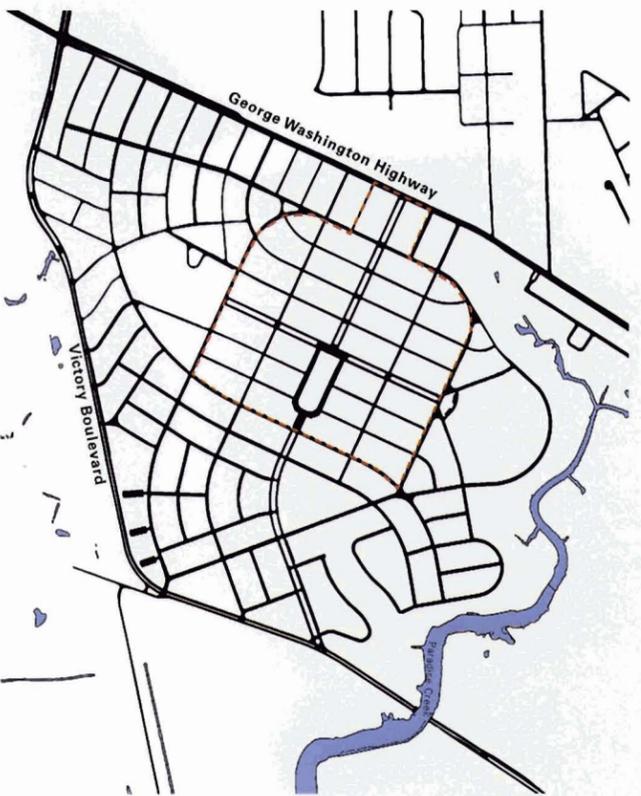
A UDA X-Ray® drawing isolates a natural element such as streams or tree cover or a man-made element, such as streets and buildings, to illustrate patterns and opportunities difficult to perceive when combined with other uses in a single drawing. By studying natural and man-made systems, the underlying patterns, problems and opportunities of a project area are unveiled. Often from these patterns, the beginnings of strategies and solutions emerge.



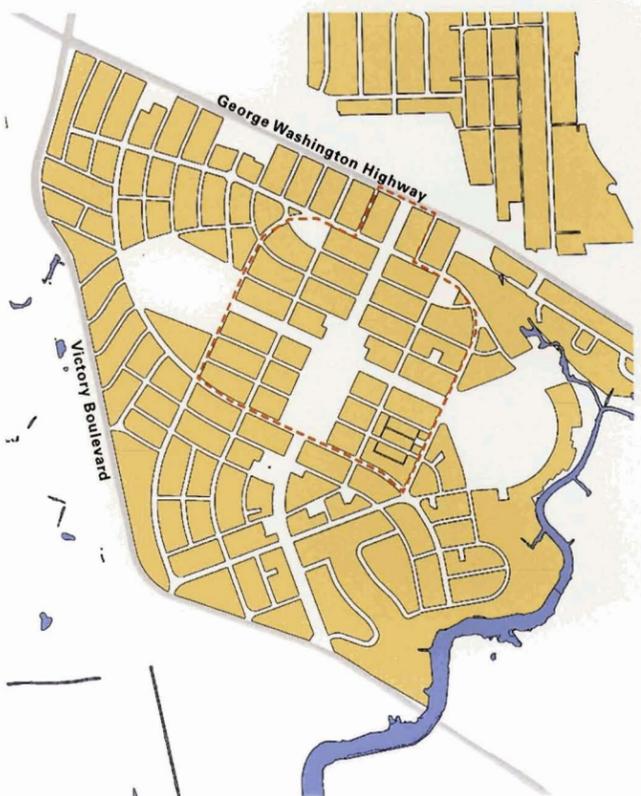
Sample house plans built during World War I



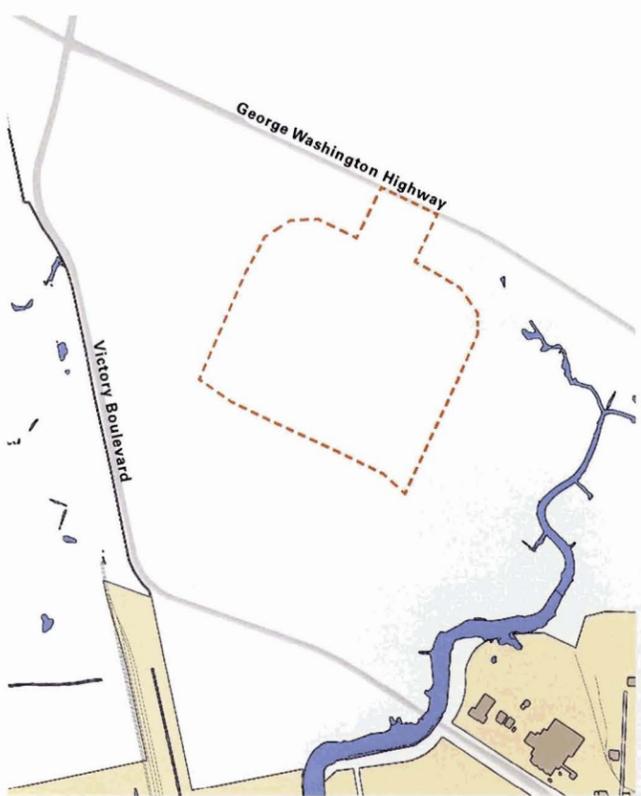
EXISTING CONDITIONS Cradock was designed as a self-contained community complete with schools, services, and amenities.



STREET NETWORK Cradock is a neighborhood with many well connected internal streets, but few streets cross Victory Boulevard or George Washington Highway to allow connections to surrounding neighborhoods.



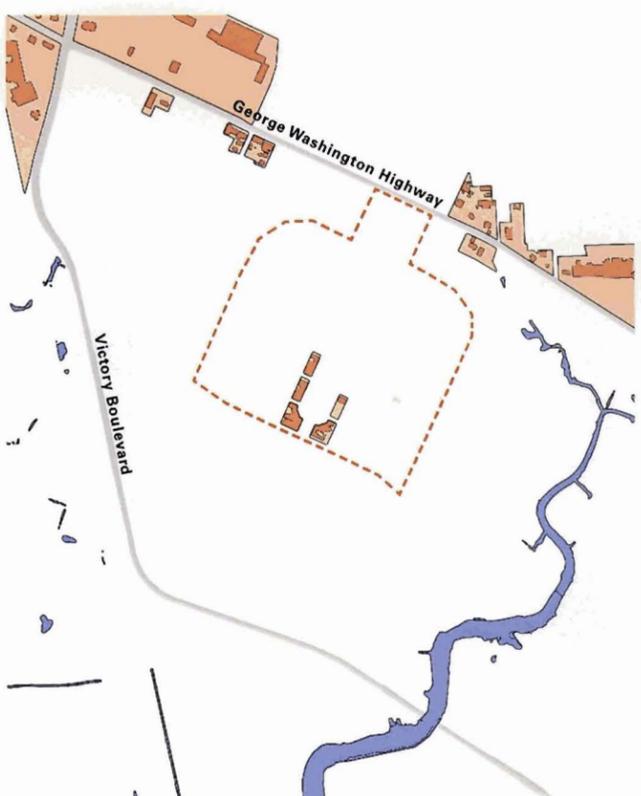
RESIDENTIAL SETTLEMENT PATTERNS Cradock is primarily a residential neighborhood.



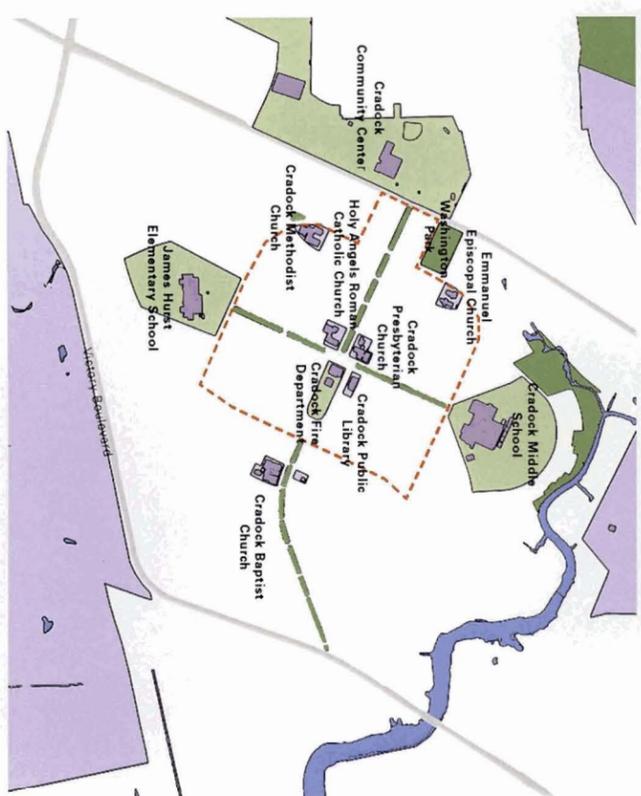
INDUSTRIAL LAND The Norfolk Naval Shipyards line the northeast side of Cradock along the banks of Paradise Creek



BUILDING FOOTPRINTS Single-family detached houses make up the majority of the Cradock plan. Institutional uses occupy the larger footprints.



COMMERCIAL DISTRICTS Retail uses are located primarily along George Washington Highway. The only commercial uses within Cradock are on Afton Square.

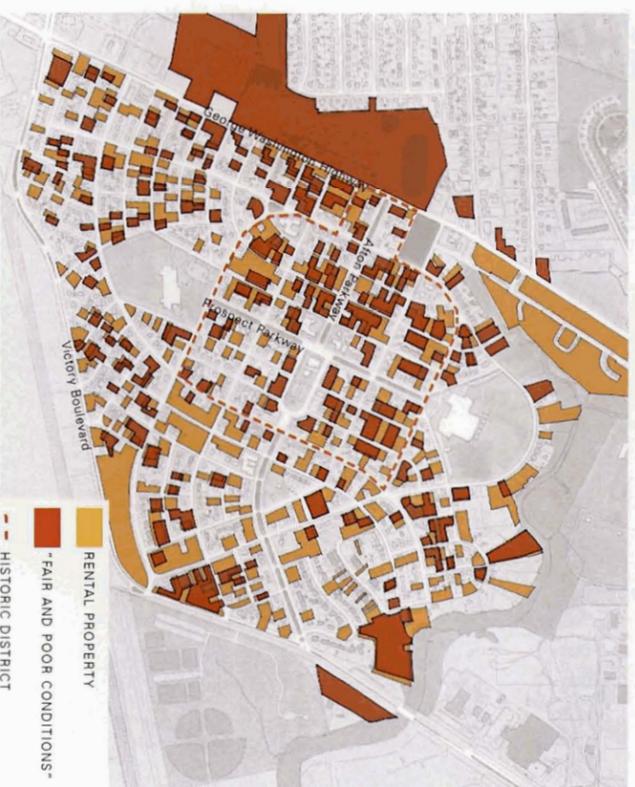


INSTITUTIONAL LAND A variety of churches and schools are located within Cradock.

The City of Portsmouth Planning Department conducted an extensive windshield survey of the neighborhood. The windshield survey identified the conditions of all properties as either poor, fair, good, or vacant. The results of this survey is combined with the UDA planning process.



"GOOD" CONDITIONS AND STRENGTHS The Neighborhood strengths from the UDA planning process correlate strongly with properties in "good" condition from the City of Portsmouth Planning Department window survey.



"FAIR AND POOR" CONDITIONS AND RENTAL PROPERTY Forty percent of all properties are rental. The concentration poorly managed rental property is evident when overlaid with the fair and poor property window survey.



"FAIR AND POOR CONDITIONS" AND WEAKNESSES The red swatches represent the properties in fair and poor condition from the City of Portsmouth Planning Department window survey. The red dots from the UDA planning process highlight the greatest concentration of fair and poor properties.



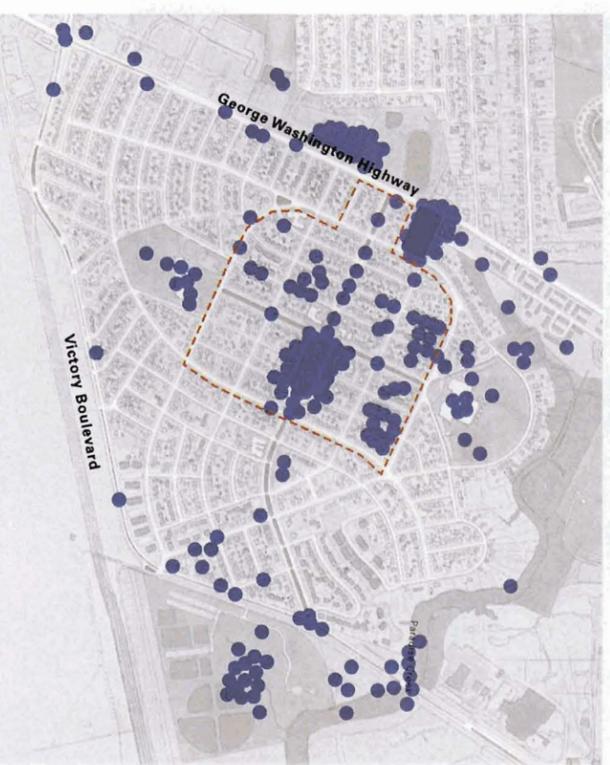
"VACANT LOTS" AND PRIORITIES The Neighborhood priority is to address the concentration of properties that are in poor condition or vacant.

Initiatives

THE BEST NEIGHBORHOOD PLANS are ones that create an environment that encourages individual and private sector investment. Public investment should establish a framework that attracts private sector investment. Therefore, finding ways of enhancing Craddock's appeal in the market place should be combined with finding ways of enabling current residents to improve their properties more easily than they can presently. The Craddock Neighborhood Strategic Plan is intended to market the Neighborhood with images and ideas that celebrate Craddock's unique qualities.

The Craddock Neighborhood Strategic Plan identifies five initiatives that are collaborative efforts by the City, the community, and private investment. These initiatives were defined by stakeholders during the planning process and grew directly from the Blue Dot Exercise:

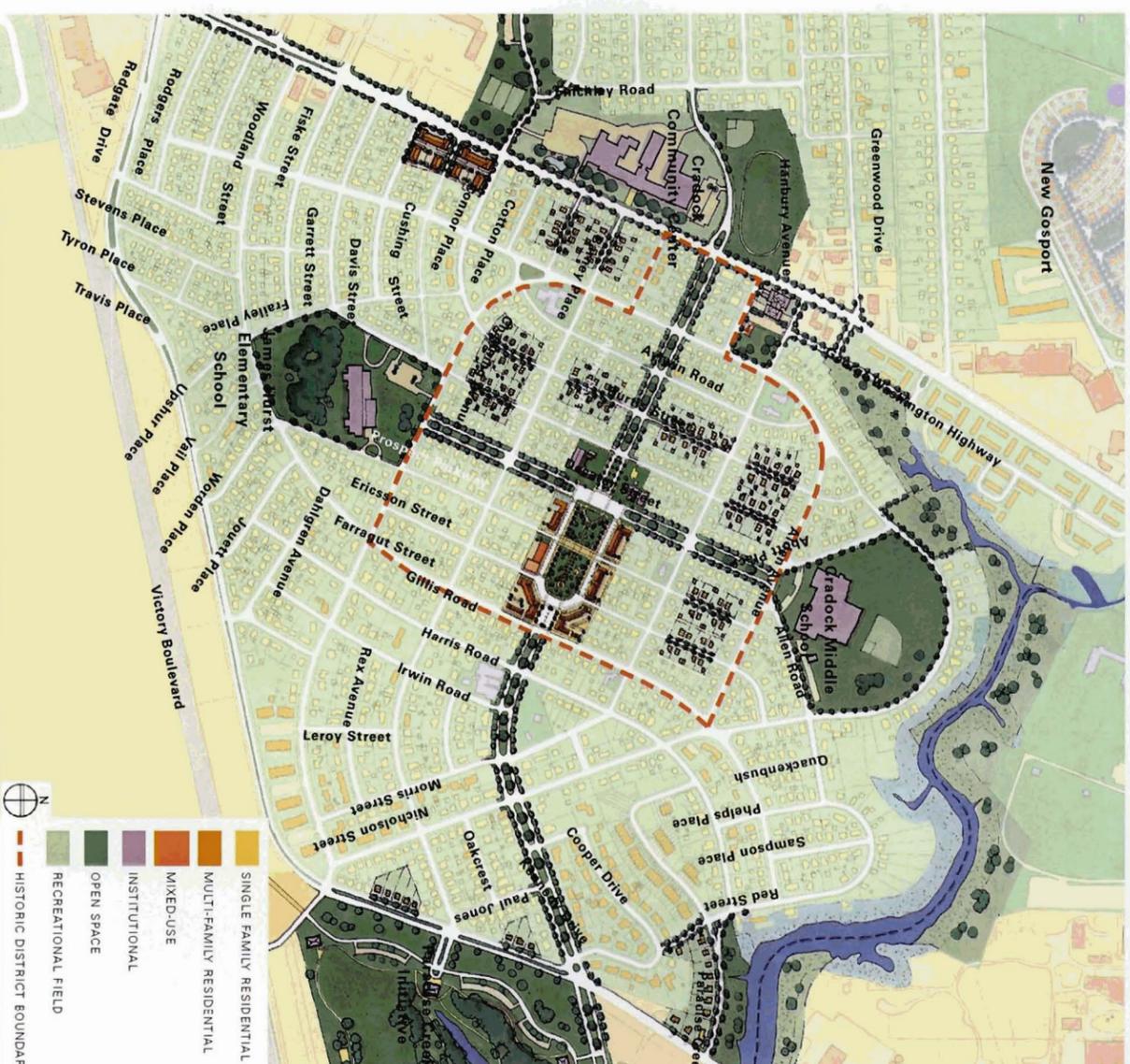
- I Targeted redevelopment projects
- II Tools and support for housing improvements
- III A Renaissance for Afton Square
- IV George Washington Highway and related improvements
- V Paradise Creek Restoration



BLUE DOT EXERCISE Dots mark locations for community visions for Craddock



Design focus areas developed from Blue Dot Exercise



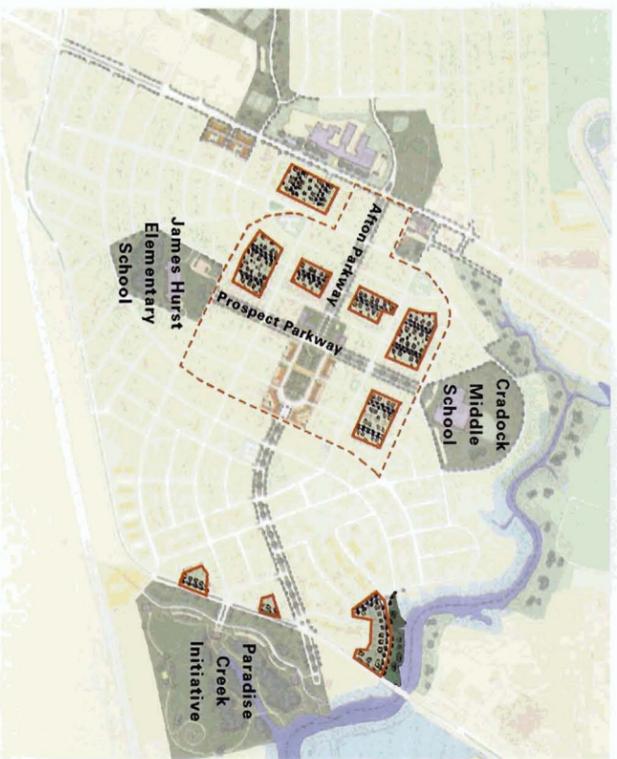
Craddock Master Plan

Initiative I

Targeted Redevelopment Projects

An immediate concern of Cradock residents are the blighted multi-family housing areas that are perceived to be the source of the worst crime and social problems in the neighborhood. To increase the marketability of the neighborhood, this must be addressed. The Cradock Neighborhood Strategic Plan proposes to replace the most blighted areas with new single-family homes.

The Portsmouth Redevelopment and Housing Authority (PRHA) should create a redevelopment area to be able to acquire targeted properties. The area should be identified in a collaborative process among the City and the community. Once the property is acquired by the PRHA, a program should be provided that sells these properties to potential homeowners. These properties should have deed restrictions which require that the purchaser live in the house for 10-15 years before they can sell or rent the home in order to lower the overall rental rate in the neighborhood.



(ABOVE) Existing street and neighborhood conditions on Decatur Street
(BELOW) Proposed street and neighborhood conditions on Decatur Street



Initiative II

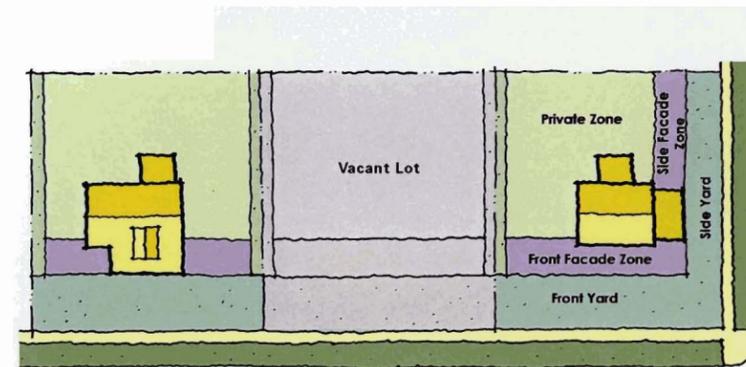
Support for Housing Improvements:

One of the weaknesses identified during the public meetings is the inability for homeowners to afford home repairs, particularly in the Historic District. The City should revise the Historic District Designation to perhaps a Conservation District with design guidelines or a Pattern Book to ensure appropriate design. The Pattern Book should include a section on community patterns which establishes the best locations to site houses, and the placement of garages and parking area as illustrated on this page.

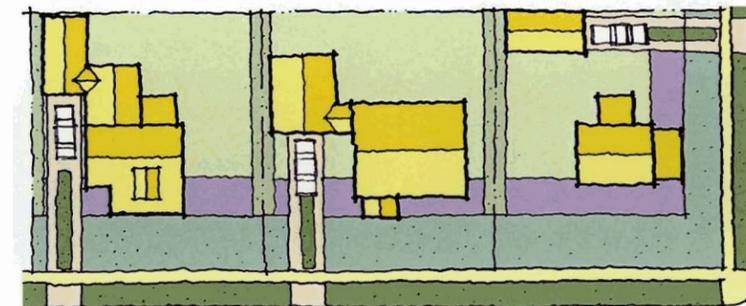
The design guidelines or Pattern Book should also provide architectural pattern section recommending windows, doors, and other building materials that are visually correct but more affordable than historic reconstruction. A sample page was prepared during the charrette and is illustrated on the following page.

Collaborative arrangements with local contractors and builders' supply companies should be established to make it easier for residents to acquire appropriate materials.

A collaborative program with the City, the PRHA, and the community should be established to assist home owners in finding low interest loan and grant programs. The community and the City also should consider enlisting volunteer programs such as World Changers and Habitat for Humanity to assist home owners in the repair of their homes.



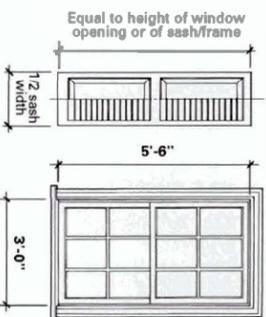
Existing



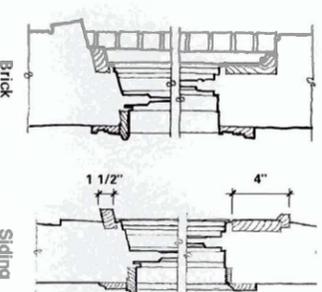
Proposed

EXISTING SINGLE FAMILY HOME	VACANT LOT	EXISTING SINGLE FAMILY HOME
House is expanded with rear addition and wing	Attached garage	Garage addition for a corner lot
New attached garage is located to the rear of the lot	New house is located in a similar position as existing house	New garage is located at the rear of the lot
New driveway provides off-street parking	Garage is attached to house with a breezeway	Driveway from side street allows off-street parking
	Driveway allows parked cars to be located along side of the house	

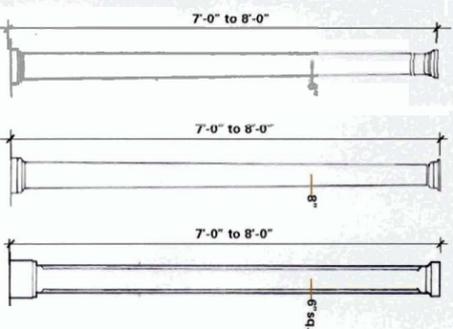
Windows and Shutters



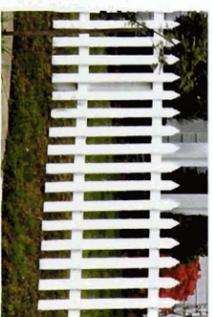
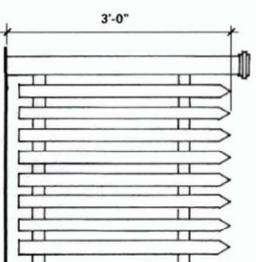
Detail Window Section



Columns



Fences



House Parts

ARCHITECTURE PATTERNS



Examples

Windows

- Painted wood, solid cellular PVC or approved vinyl double-hung
- True divided light or simulated divided light (SDL) sash with traditional exterior muntin profile
- Installed with existing wood trim or new wood or composite trim
- Windsor Legend Series with integral 4-inch cellular PVC backband trim (www.windsorwindows.com); Paradigm Standard Traditional Series with integral 5-inch vinyl brickmould casing (www.paradigmwindows.com)

Shutters

- Wood or composite, paneled or louvered, sized to match window sash and mounted with hardware to appear operable
- Southern Shutter Company (www.southernshutter.com); J&L Permetex pre-finished composite shutters (www.jlshutters.com)

Trim

- Smooth-finish wood, cellular PVC, composite or polyurethane millwork
- Azek 5/4 inch cellular PVC trim boards (www.azek.com); Georgia-Pacific Prime Trim composite trim boards (www.gp.com); Marley Mouldings Pro Series PVC casing and crown mouldings (www.marleymouldings.com)

Soffits

- Smooth-finish wood, fiber-cement, or composite boards

Siding

- Smooth-finish wood or fiber-cement lap siding, or approved vinyl siding with 4 1/2 to 8 inches exposure
- James Hardie Hardiplank fiber-cement lap siding, shingle, panel and soffit products (www.jameshardie.com); Alcoa Structure series foam backed vinyl siding (www.alcoa.com); Wolverine Restoration Smooth double 4-1/2 inch clapboard vinyl siding (www.certain-teed.com)

Columns

- Architecturally-correct Classical details in wood, fiberglass, or composite material
- Square posts, or thin, round, tapered columns

- HB&G PermaCast composite columns (www.hbgcolumns.com); Turncraft Poly-Clastic composite columns (www.turncraft.com); or built-up column cellular PVC or composite trim mouldings

Fencing

- Wood or approved vinyl picket fencing
- Kroy Classic Manor Collection vinyl fences in traditional designs and profiles (www.kroyfp.com)

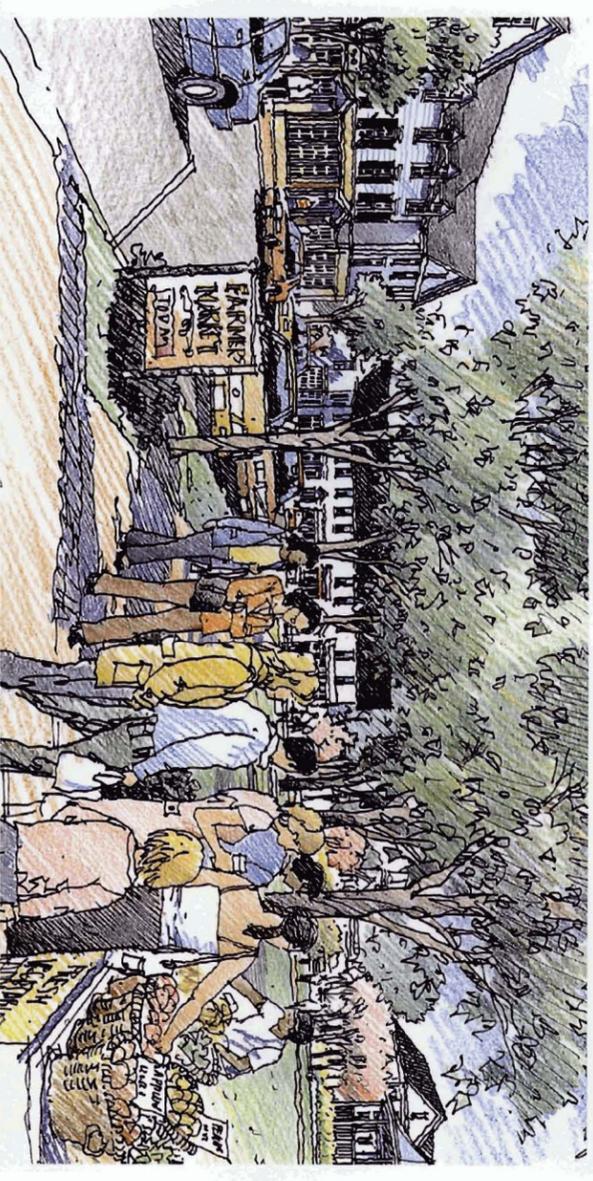


I

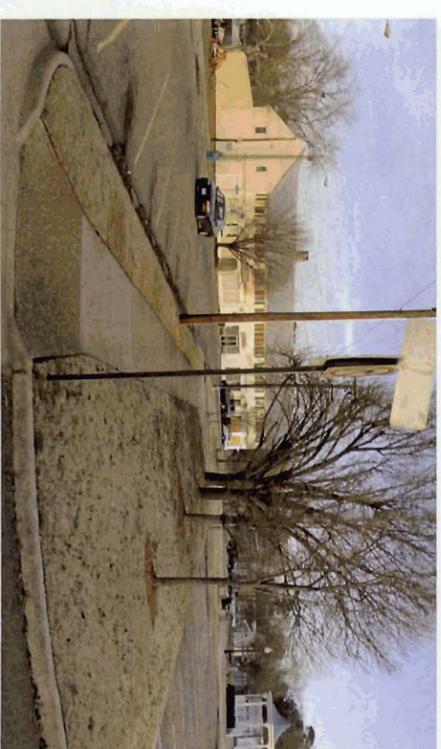
Initiative III

Revitalize Afton Square

Restoring the heart of the community emerged as a top priority for all participants in the focus groups, working sessions, and public meetings. There were various points of view on how to accomplish this, and four alternatives are presented. Each alternative recommends the Square be restored as a park by removing the fire station, post office, public safety building, and parking from the interior of the Square. The post office should be moved into either an existing or a new building facing the Square. The fire station and public safety building should be moved to George Washington Park which is described in Initiative IV. The four alternatives for the revitalization of Afton Square are illustrated on the following pages.



(ABOVE) Proposed eye-level view of Afton Square with a farmers market and new mixed-use buildings facing Afton Square
(BELOW) Existing eye-level view of Afton Square

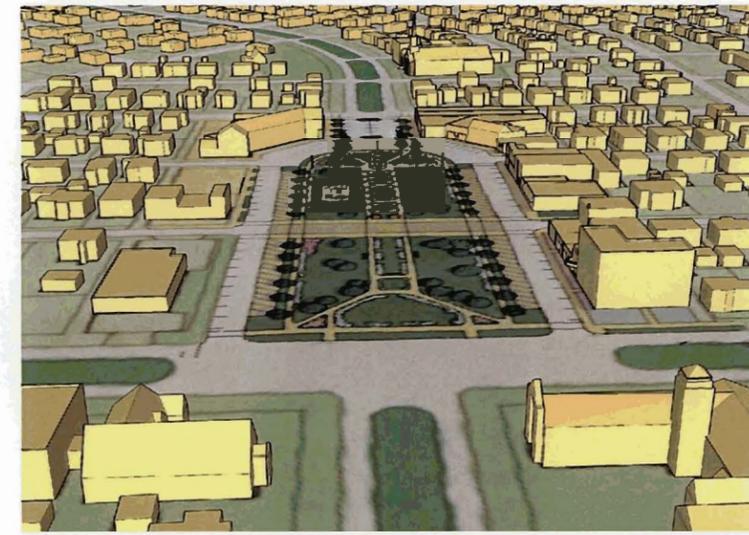


Alternative 1

- Restore the Square by removing and relocating the fires station, post office and public safety building, and surface parking from the interior of the Square.
- Landscape the interior of the Square as a public park.
- Move the post office into an existing vacant store front.



Plan view of Afton Square alternative 1



Aerial perspective view of alternative 1

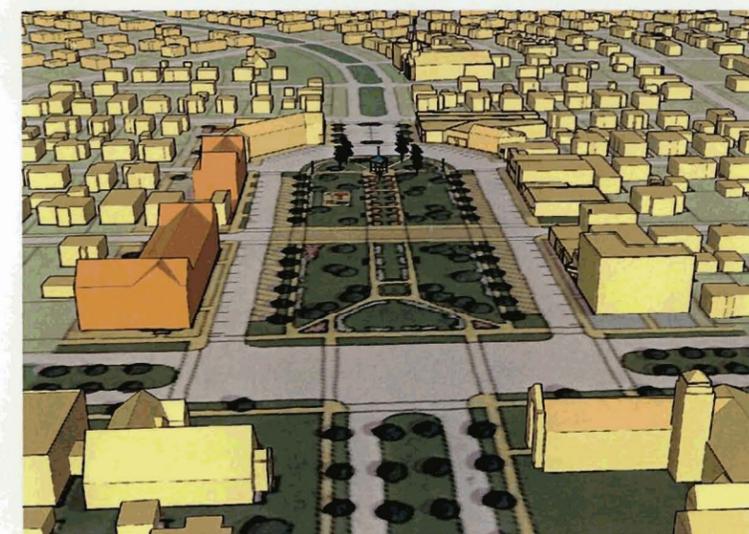
ALTERNATIVE ONE: PROPOSED PROGRAM	
Commercial	0 sf
Residential	0 units
Green space	86,620 sf
New parking spaces	64

Alternative 2

- Restore the Square by removing the fires station, post office and public safety building, and surface parking from the interior of the Square.
- Landscape the interior of the Square as a public park.
- Build new mixed-use and live-work buildings on the vacant lots that surround the square.
- Move the post office into an existing vacant store front or into one of the new mixed-use buildings.
- Redevelop the library into a new mix-use building with the library on the ground floor and residential units above.



Plan view of Afton Square alternative 2



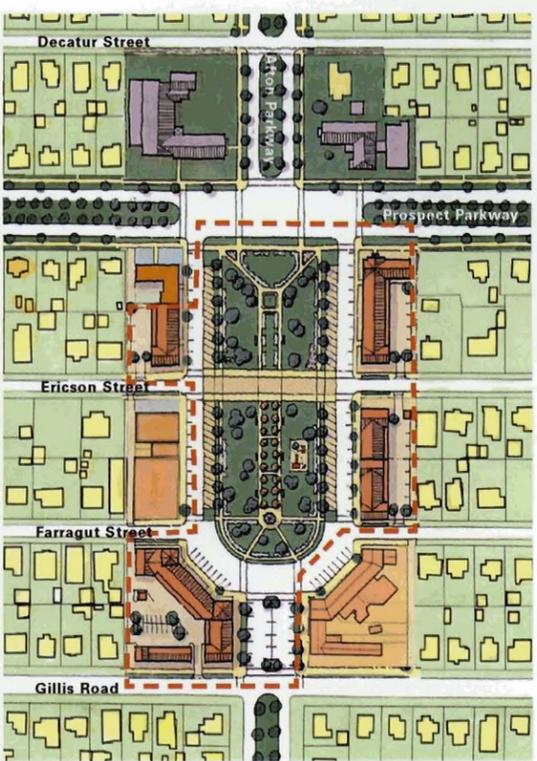
Aerial perspective view of alternative 2

ALTERNATIVE TWO: PROPOSED PROGRAM	
Commercial	7,650 sf
Residential	18 units
Green space	86,620 sf
New parking spaces	90

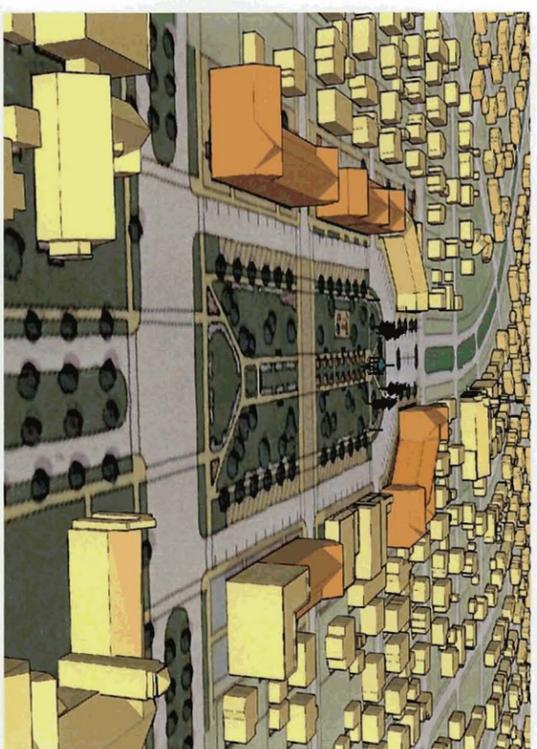
Alternative 3

Restore the Square by removing the fire station, post office, public safety building, and surface parking, from the interior of the Square.

- Landscape the interior of the Square as a public park.
- Redevelop the theater, north east corner buildings, and vacant lots, into three-story mixed-use buildings.
- Redevelop the library into a new mix-use building with the library on the ground floor and residential units above.
- Move the post office into a new mixed-use building.



Plan view of Afton Square alternative 3

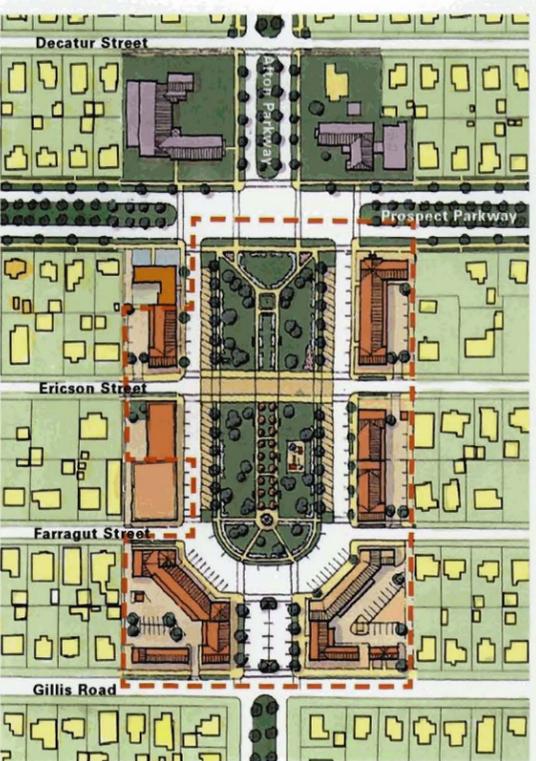


Aerial perspective view of alternative 3

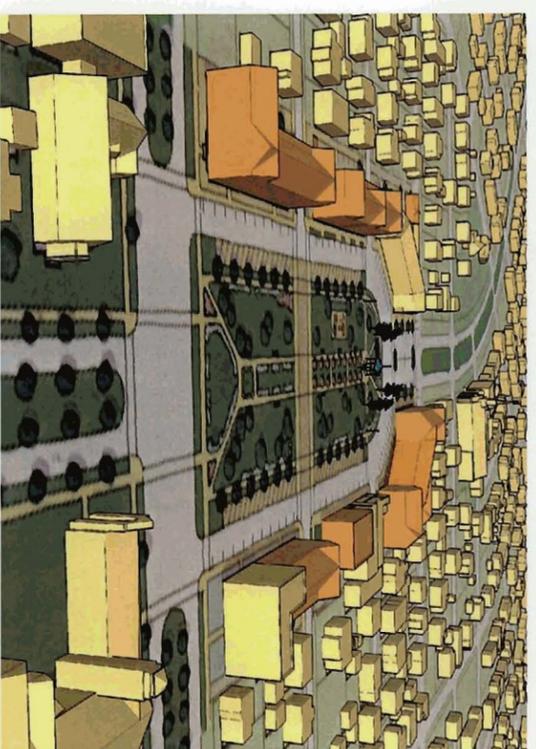
ALTERNATIVE THREE: PROPOSED PROGRAM	
Commercial	19,500 sf
Residential	45 units
Green space	86,620 sf
New parking spaces	134

Alternative 4:

- Restore the Square by removing the fire station, post office, public safety building, and surface parking, from the interior of the Square.
- Landscape the interior of the Square as a public park.
- Build new mixed-use and live-work buildings on the vacant lots that surround the square.
- Redevelop the library into a new mix-use building with the library on the ground floor and residential units above.
- Redevelop all the buildings on the square except the original 1918 building, two story retail building, and apartment building.
- Restore original 1918 building.



Plan view of Afton Square alternative 4



Aerial perspective view of alternative 4

ALTERNATIVE FOUR: PROPOSED PROGRAM	
Commercial	32,670 sf
Residential	72 units
Green space	86,620 sf
New parking spaces	174



Perspective view of Afton Square alternative 4

Initiative IV

George Washington Highway

Craddock's edges are in disrepair and in need of improvement. The approaches to the neighborhood from all directions are unattractive, making it difficult to market Craddock to the region. In particular, George Washington Highway is a poor gateway and a barrier between the neighborhood and the amenities to the west. During the public planning process, six recommendations were proposed as both short- and long-term strategies to improve George Washington Highway as a gateway and entrance into the Craddock neighborhood:

- A. Property Improvement Project
- B. Afton Parkway Intersection
- C. George Washington Park and a New Fire Station
- D. George Washington Highway Street Improvements
- E. Craddock High School Redevelopment and the Community Center
- F. Future Development Possibilities
- G. Multi-family housing across the street from playing fields



Park network



Illustrative Master Plan

A. Property Improvement Project

The Plan recommends a demonstration project along George Washington Highway for home and yard improvement. This program would include assisting homeowners in acquiring high quality picket fences and rehabilitating their houses to the new design standards.

B. Afton Parkway Intersection

Afton Parkway and the entrance to the Cradock Community Center should align across George Washington Highway. The Community Center would benefit from the use of the existing traffic light at the intersection of Afton Parkway and George Washington Highway. This intersection is an important step in connecting Afton Parkway to Bellhaven Street in West Cradock.

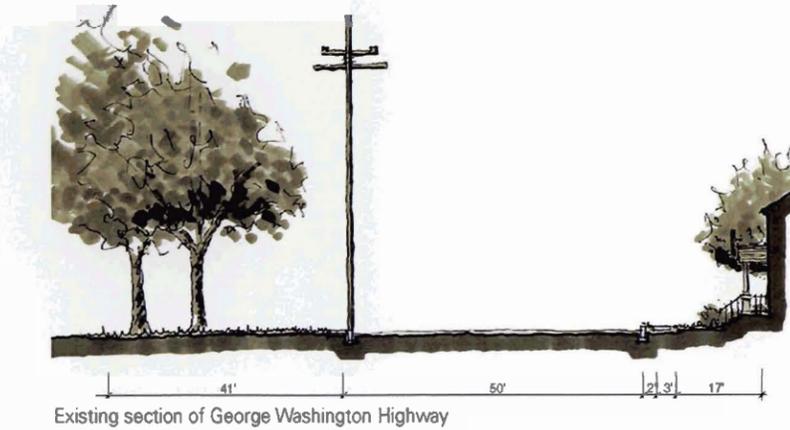
C. George Washington Park and the Fire Station

George Washington Park is currently perceived as a negative attribute to Cradock. The convenience uses near the park, and its overall sizes make it a very difficult for the local community to self police the Park.

The Plan calls for relocating the fire station from Afton Square to George Washington Park in order to provide security to this troubled area, and to provide a strong civic presence at the gateway to the neighborhood along George Washington Highway.

D. George Washington Highway Improvements

The Plan recommends narrowing the lanes of George Washington Highway from 12.5 feet to 11 feet to calm traffic. The additional 6 feet of right-of-way should be used to widen the sidewalks and street scape which will improve the edge of the community.



Existing section of George Washington Highway



Proposed street improvement for George Washington Highway with the existing roadway



Proposed street improvement for George Washington Highway with a reduced roadway and increased street plantings



(ABOVE) Proposed eye-level view of George Washington Highway with proposed high quality picket fences, road improvements, and a new fire station
(BELOW) Existing eye-level view of George Washington Highway and the BP gas station



Proposed elevation for the new fire station with the architectural character of Cradock

© 2006 URBAN DESIGN ASSOCIATES

E. Cradock High School Redevelopment and the Community Center

The Plan recommends exploring the re-use for the Cradock High School while maintaining the Cradock Community Center. During the public focus groups, working sessions, and public meetings, several viable uses were discussed such as a location for post secondary IT training school or converting the three-story part of the building into residential lofts.

F. Future Development Possibilities

The Plan proposes future land uses and infrastructure improvements for the parcels on the west side of George Washington Highway. During the public focus groups and community meetings, many ideas were discussed. The Cradock Strategic Master Plan proposes several ideas for this redevelopment, which are intended as a starting point for public involvement in a future planning process.

The a new active recreational facilities could be built south of the Cradock Community Center with a park drive that connects George Washington Highway to Deep Creek Boulevard. The park could include new community amenities and new houses fronting the park.

Parcels west of George Washington Highway could be redeveloped into a new residential extension of Cradock. A mix of housing types is recommended.

Cradock High School could be redeveloped into a variety of uses. The Possible Development plan shows new loft condos, while maintaining the Community Center. Afton Parkway could be extended to Bellhaven Road through a new mixed-use center.



ALTERNATIVE 1 The streetscape is improved on George Washington Highway. Cushing is extended to Deep creek Boulevard as a new park drive.



ALTERNATIVE 2 The streetscape is improved on George Washington Highway. Cradock High School is converted into new loft Condos New residential development and road connections are proposed along George Washington Highway.

© 2006 URBAN DESIGN ASSOCIATES

Initiative V

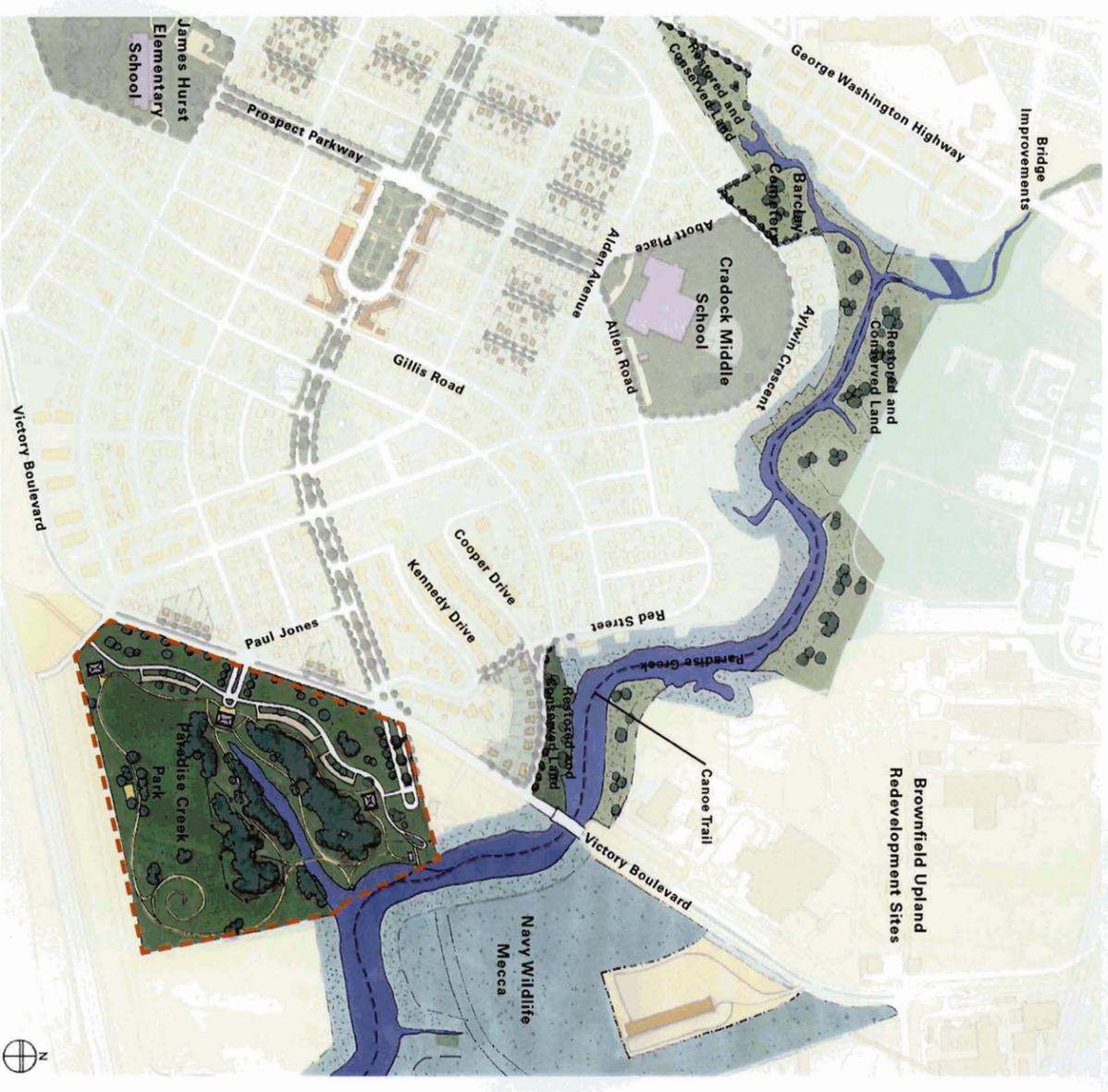
Paradise Creek Restoration

The Craddock Neighborhood Plan recognizes and supports the goals of the Elizabeth River Project as outlined in the Paradise Found: Paradise Creek Restoration Plan of 2003. The current efforts to restore Navy landfill sites on Paradise Creek to productive uses, with better water quality, increased sediment quality, and the reintroduction of living resources, are examples of increased quality of life along Paradise Creek.

Ecological preservation is critical to long-term economic development. Paradise Creek is an asset to Craddock as both an ecological treasure and a buffer from industrial uses north of the neighborhood. The Plan recommends that brownfield upland sites north of Paradise Creek be returned to productive use through the elimination of the current health risks. Areas south of Paradise Creek should be preserved as part of the ERP Paradise Creek Restoration Plan. All development along Paradise Creek should observe a 100-foot inland habitat buffer corridor along the Creek. The Neighborhood Strategic Plan also maintains a buffer of restored and conserved open land, including wetlands, forests and meadows, with areas set aside as parks or nature preserves where ever practical.



Paradise Creek



ILLUSTRATIVE MASTER PLAN A restored Paradise Creek will provide much needed green space and buffer to industrial uses.

Paradise Creek Park

The Elizabeth River Project is developing an “eco park.” This park will integrate conservation and restoration activities in a safe and educational environment achieved through a community-driven, collaborative partnership. The park is expected to be completed in 2007 and will restore and conserve habitats. The Elizabeth River Project (ERP) goal is to promote stewardship through memorable educational aspects leaving visitors with an increased understanding of the creek’s ecosystem and their interaction with it. The park will be an intriguing, inviting, enjoyable, appealing and educational place that attracts regular use and raises appreciation for living resources through a design that both protects privacy, safety, and aesthetics in the Cradock neighborhood and replenishes native wildlife as envisioned in the Paradise Found Plan.

ELIZABETH RIVER PROJECT INITIATIVES

- 1 CREEK SEDIMENT CLEAN-UP**
Continue efforts to reduce sediments that pose serious risk to humans or the ecosystem.
- 2 HABITAT CORRIDOR**
A 100-foot inland habitat buffer corridor along Paradise Creek should be reserved for the restoration and conservation of open land, including wetlands, forests and meadows, with areas set aside as parks or nature preserves.
- 3 NAVY LANDFILL SITES**
Restore Navy Property along Paradise Creek to productive use to achieve goals for water quality, sediment quality, living resources, and quality of life.
- 4 BOAT LAUNCH AND CANOE TRAIL**
Inviting access to the Creek attracts regular use, decreasing the opportunity for vandalism and crime.
- 5 OVERLOOK**
Memorable experiences in the park promote stewardship and education.
- 6 TREE CANOPY AND WETLANDS**
Preserve the existing tree canopy and the tidal wetlands as a location for community stewardship and as an educational tool.
- 7 VISITOR CENTER**
Community center for education for Paradise Creek as well as an example of Low Impact Design.
- 8 FRISBEE GOLF**
An example of an appropriate, manageable, pleasant recreation that complements the wildlife.
- 9 IMPROVED ACCESS**
Coordinating vehicular access from Cradock, Paradise Creek Park, and the industrial properties east of the park.



PARADISE CREEK PARK Proposed plan of Paradise Creek Park with the surrounding initiatives of the Elizabeth River Project.

© 2006 URBAN DESIGN ASSOCIATES

Next Steps

IMPLEMENTATION OF THE CRADOCK Neighborhood Strategic Plan requires on-going effective collaboration between the neighborhood and the City. A committee representing the various points of view in Cradock should be identified to implement the initiatives in the Cradock Neighborhood Strategic Plan. The city should establish a more effective means of being accessible to the community to begin acquisition.

The Plan recommends several immediate projects to be undertaken in the near future.

- 1 Establish a redevelopment area to begin acquisition of blighted properties
- 2 Begin a demonstration project of adding fencing and landscape improvements along George Washington Highway
- 3 Revise historic designation and provide tools for homeowners to rehabilitate properties
- 4 Initiate a task force to reach consensus on a plan for Afton Square
- 5 Realign the entrance to the community center with Afton Parkway
- 6 Support Elizabeth River Project's efforts at Paradise Creek Park
- 7 Move the fire station to George Washington Park

