

Southern Hills

NEIGHBORHOOD PLAN

ROANOKE
VIRGINIA



Adopted by City Council October 15, 2002

Contents:

Introduction	2
Community Design	4
Residential Development	7
Economic Development	9
Infrastructure	11
Public Services	16
Quality of Life	17
Recommendations	19
Implementation	25

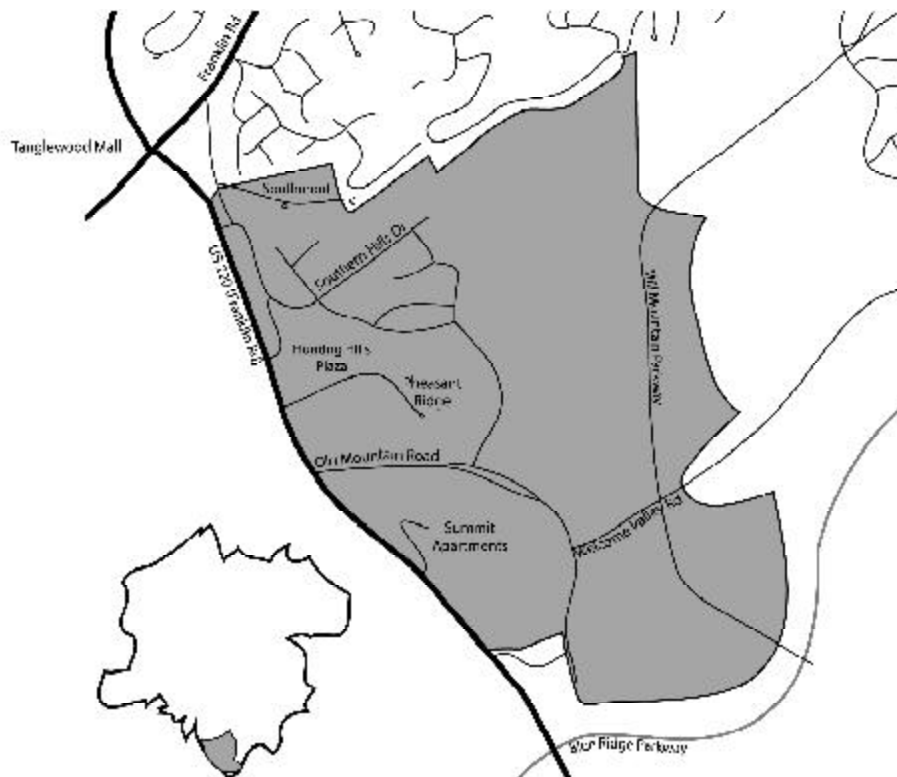
Planning Building & Development

Introduction

SOUTHERN HILLS IS IN THE SOUTHERNMOST AREA OF THE CITY ALONG ROUTE 220, extending east to the Mill Mountain Parkway. Along 220, Southern Hills is urban and commercially oriented. In contrast, the neighborhood between Van Winkle Road and Griffin Road is rural, with low-density residential development and wooded areas. The Summit and Pheasant Ridge are high-density residential developments. At the far south of the area, Rockydale operates a stone quarry.

Southern Hills was annexed into Roanoke in 1976 and has seen considerable residential and commercial development over the past ten years. The lack of vacant land in the Roanoke Valley has resulted in pressure to develop areas that may have been overlooked in the past due to steep slopes, lack of utilities, or other development obstacles.

The planning staff involved the community in the development of this plan. Planners worked with Southern Hills residents, businesses, and property owners in the late summer and fall of 2000 through a series of workshops to identify areas and issues of concern. Community input was used to guide development of the policies and actions in the plan.



Neighborhood Planning

In 1985, *Roanoke Vision*, the City's comprehensive plan called for the preservation and enhancement of existing neighborhoods and recommended that city policies and actions support neighborhood revitalization and preservation. A major recommendation of *Roanoke Vision* was to develop plans for each neighborhood. *Vision 2001* continues support for neighborhood-based planning for a livable and sustainable city. Roanoke must work to retain citizens and improve the livability of its neighborhoods. This plan recommends actions that can be carried out by citizens, the city, neighborhood organizations, and other supporting interests, as well as policies that are used to guide future decisions. Neighborhood and area plans are official documents that are adopted by City Council and become part of the city's comprehensive plan.

Plan Elements

This plan is organized around seven major **Plan Elements** :

- Community Design
- Residential Development
- Economic Development
- Infrastructure
- Public Services
- Quality of Life

The Community Design element looks at land use patterns and physical design features. Residential Development addresses existing and new housing opportunities. Economic Development deals with commercial and industrial development in the neighborhood. The Infrastructure plan element evaluates transportation systems and utility systems such as water, sewer, and storm drainage. The Public Services element assesses Fire/EMS, police and other city services. Quality of Life addresses recreation opportunities, environmental issues, education, and community development. Each plan element contains information about current conditions and issues.

High Priority recommendations

This plan recommends five high priority recommendations:

- **Install lines to provide public sewer to the entire neighborhood**
- **Replace inadequate water lines and install fire hydrants**
- **Improve the drainage system**
- **Realign and improve Southern Hills Drive**
- **Improve the streetscape of U.S. Route 220**

Water and sewer improvements were cited by residents as being their top priority. These actions are major capital improvements and will require considerable investment by the city. Careful design is needed, especially with respect to Southern Hills Drive, to maintain the integrity of community and promote neighborhood livability. Opportunities exist to coordinate improvements to reduce overall costs. Inevitably these improvements will encourage private investment and development. It is important that future development be well designed to respect community and environmental concerns.

Community Design

Land Use Patterns

The neighborhood has a mixture of land uses: low-density residential, high-density residential, highway commercial, office, and industrial/mining (see land use map). Lower density residential areas are in the east and northeast part of the neighborhood, while high-density residential, commercial, and industrial uses are located along Route 220.

Generally, future land use should be guided by existing land uses. Vision 2001 recommends that new development along the city's edges promote a positive image of the city and create a sense of arrival and departure. Vision 2001 also recommends that neighborhoods function as villages, where there is an opportunity to live, work, play, shop, and interact in a neighborhood setting. Major changes in existing land use patterns include:

- Commercial development along a realigned Southern Hills Drive extending east to Griffin Road.
- Mixed density residential on the old Virginia Mine property and the Rockydale property west of Old Mountain Road. Dense, single family development should be the predominant land use. Development should be clustered to avoid steep slopes, use land efficiently, and retain buffers along the Mill Mountain Parkway.
- Encourage infill of single family dwellings in older residential areas.

Physical design

Community identity

Establishing a community identity was an important topic at the community workshops. Some recommendations include establishing gateways at the entrances to the community. A gateway usually consists of an identification sign with a landscaped area. These projects are typically performed by neighborhood organizations with financial support from residents and the city.

Street design

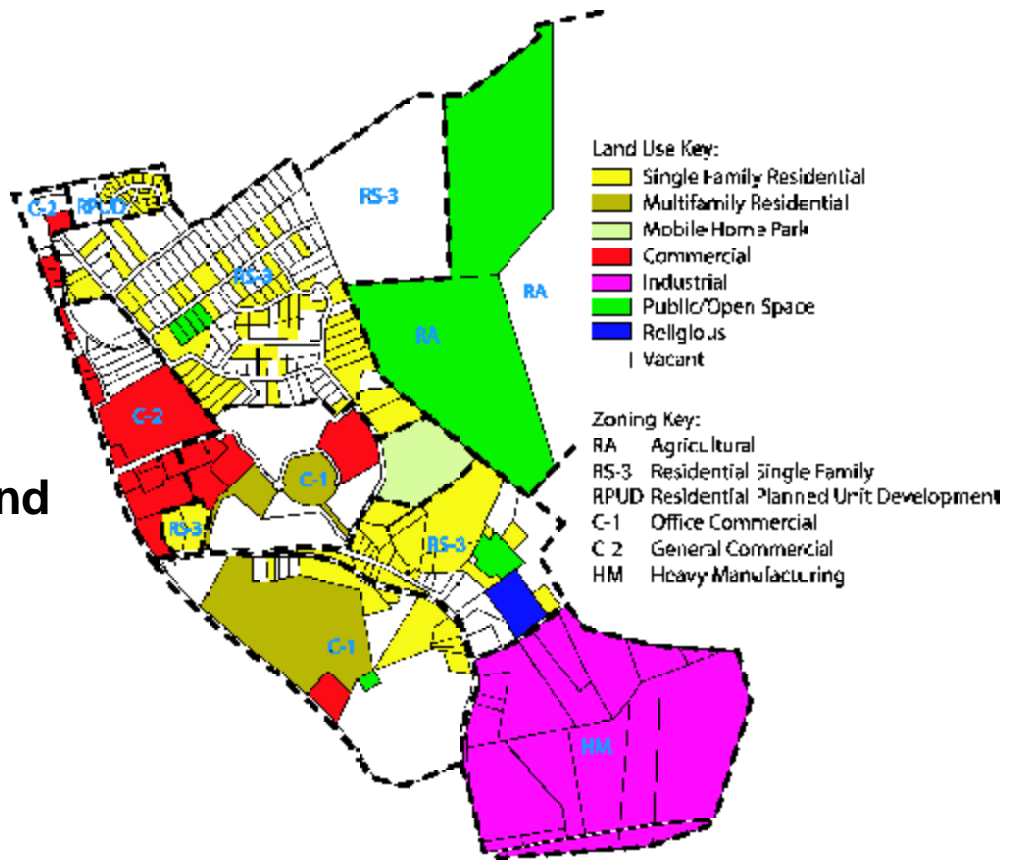
The older residential areas of Southern Hills have a rural-suburban character. Pavement widths are only as wide as necessary to support residential traffic and autos, pedestrians, and bicycles can all safely use the streets.

Newer residential developments such as Southmont and The Summit Apartments have private roads and are exempt from VDOT standards. These roads are generally narrow residential lanes with low speed traffic. Pheasant Ridge has dedicated roads built to VDOT standards. These roads have wider pavement widths that encourage speeding and increase storm water runoff. Southmont, Summit, and Pheasant Ridge, with single access roads, are less connected with the surrounding street system and are disconnected from other residential areas.

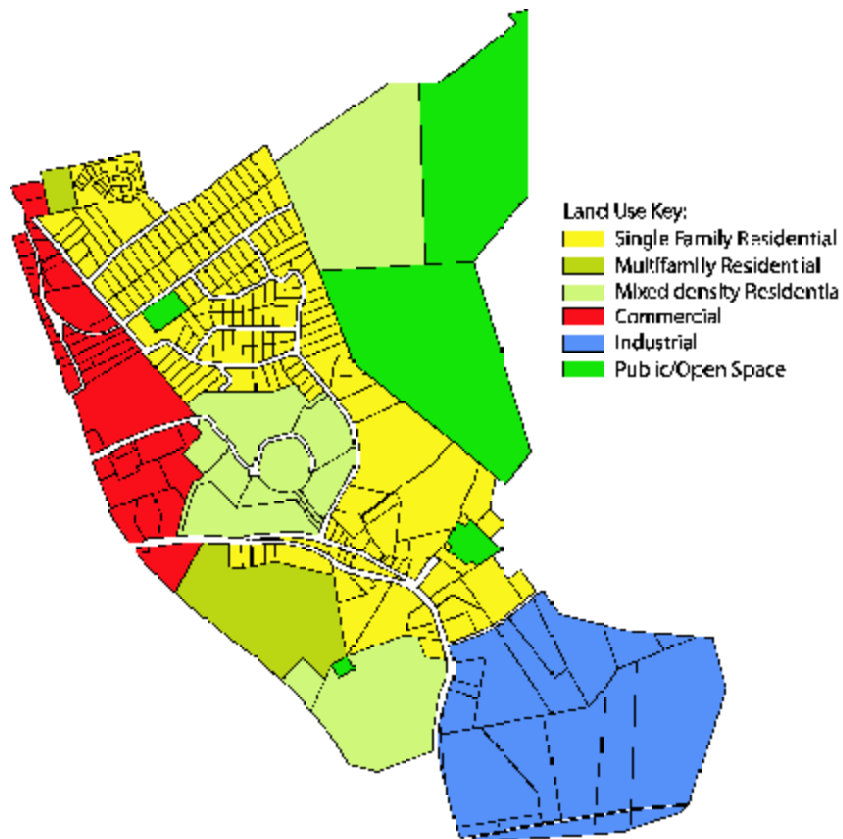


Alzheimer's care facility at Pheasant Ridge

Existing Land Use and Zoning



Future Land Use



The Summit
Apartments



Residential design

Homes in the older areas of Southern Hills are mostly modern one-story ranch houses built after 1950, though there are numerous older houses in the area. Most modern housing designs are compatible with the existing housing, with the exception of houses where the façade is dominated by a garage.

Southmont is a hillside development with large single-family houses perched on small lots. Properties have very small yards and homes are located close to the street. Garages are deemphasized by locating them on the side or rear of the house. A steep winding road provides access. The developer indicates that the high quality construction, with low maintenance requirements are attracting retirees and professionals. The hillside location provides views to the west and north. The single family portion is nearly fully developed.

Pheasant Ridge is a mixed-use residential complex of massive buildings, mostly constructed of brick. Also developed along a hillside, scenic views are available from most of the complex. This development is geared toward retirees and includes condominium apartments, an Alzheimers' care facility, and a nursing home.

The Summit is an apartment complex of attractively designed buildings oriented around a central parking lot. Also built along a hillside, the buildings are tucked just below the ridgeline, so they are not generally not visible off the site. The tradeoff is that the facades of the buildings are recessed below the surface of the parking lot and roof surfaces dominate the site. Views are of more distant ridges and unsightly rooftops of adjacent commercial development are not visible.

Commercial design

Commercial design is automobile-oriented and is generally simple, utilitarian, and modern. Parking lots are located in front and dominate most business sites. Buildings are set far from the road. Hunting Hills Shopping Center provides a covered promenade that encourages pedestrian activity between businesses. Provisions for pedestrian access between commercial development are seriously lacking. Patrons visiting more than one business are encouraged to get back in their cars and drive rather than walk across the parking lot if the next store is more than a few hundred feet away.

Residential Development

Trends & Opportunities



A variety of housing options encourages a diverse population



The population of Southern Hills has increased over the past ten years and with current development trends is likely continue growth, with most of the increase in the senior age groups. The current population is about 764 residents. About 389 people are in single-family housing. The Summit apartments have 250 units with about 375 people. Pheasant Ridge and Southmont developments could add up to 488 units in the next few years, increasing the population by nearly 700 people. Pheasant Ridge is geared toward providing housing and assisted living for the elderly. At least half of the low-density residential area is undeveloped and has the potential for up to 340 single-family units housing up to 650 people. Population and housing figures are estimated from housing units on city maps because the area covered by the Census information includes several other areas.

Single-family Infill

There is opportunity for new housing development on the large number of vacant lots in the low-density residential areas. Lots are large (1/2 acre to 3/4 acre) with the potential to subdivide further for denser development. Planned water and sewer extensions will support more single-family development. However, steep slopes present development challenges, especially in the eastern portion of the neighborhood, which may call for clustering through Planned Unit Development zoning.

Pheasant Ridge

Much of the new population will come from Pheasant Ridge with an estimated 220-250 multifamily, townhouse, and single family dwelling units. Assisted living and nursing home facilities are complete and construction of residential units is well under way.

Virginia Mine property

This 50-acre property is owned by Springwood Associates. Development of this parcel could add over 100 new dwellings and over 200 people.

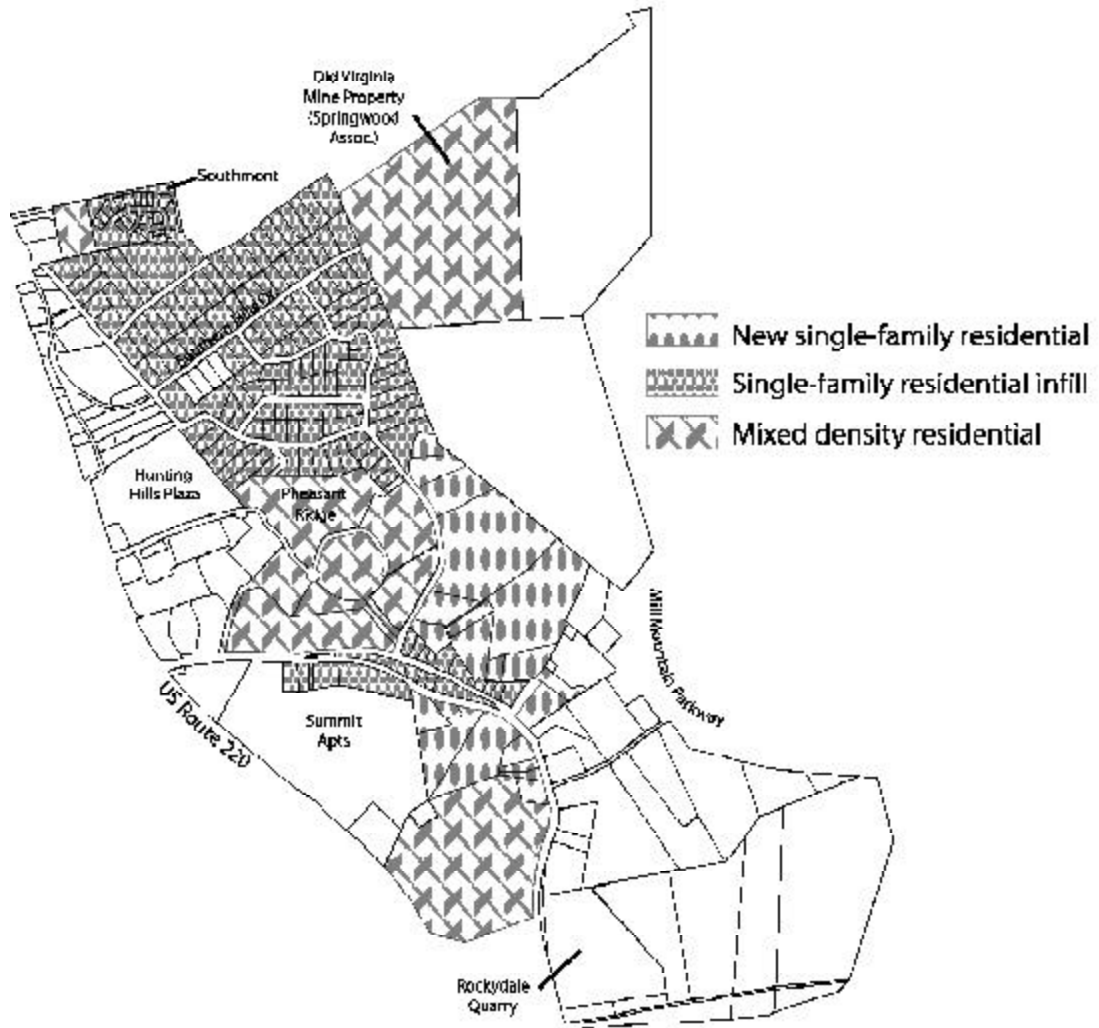
Southmont

The Southmont subdivision is a RPUD (Residential Planned Unit Development). An RPUD allows for a mixture of housing types and limited commercial development. As currently planned, Southmont will add 24 single-family dwellings and 24 multifamily dwellings. Many of the single-family units have been completed.

Rockydale

Rockydale has a 30+ acre property to the west of Old Mountain Road. A portion of this property is very steep, but a large portion may be appropriate for residential development.

Residential Development Opportunities



Economic Development

Development Trends

The Route 220 corridor has seen considerable development over the past 15 years. Hunting Hills Plaza, anchored by Wal-Mart, has spurred new retail, office, and restaurant development. Commercial development is focused along Route 220 and typically has taken place on lots immediately fronting the road. Newer development extends farther off of Route 220 and, in some cases, into residential areas. The Summit Apartments property fronts on 220 and is zoned C-1 (Office-commercial). Given the current development, the property could be subdivided further. Though the 1985 comprehensive plan did not identify the area for future commercial development, several commercial rezonings took place during the 1990s.

Vision 2001-2020 identifies the area as a local commercial center with a five-mile radius market area. With its proximity to Tanglewood Mall, a regional commercial center, the area also has the potential for drawing from a regional market. Commercial development will continue and will reinforce the area's status as a local commercial center.

The close relation of business areas to residential areas is desirable, but can sometimes create conflicts. Commonly, these conflicts arise over traffic, lighting, appearance, and noise. Careful design of business sites and buildings, as well as transitional uses, can be used to reduce these conflicts so that business and residential uses can coexist in close proximity to one another.

Vision 2001-2020 encourages development of commercial centers as opposed to strip development. This plan's future land use map reinforces this idea by precluding commercial development along US220 outside of established commercial areas. Commercial development will be focused within this smaller geographic area.

Access

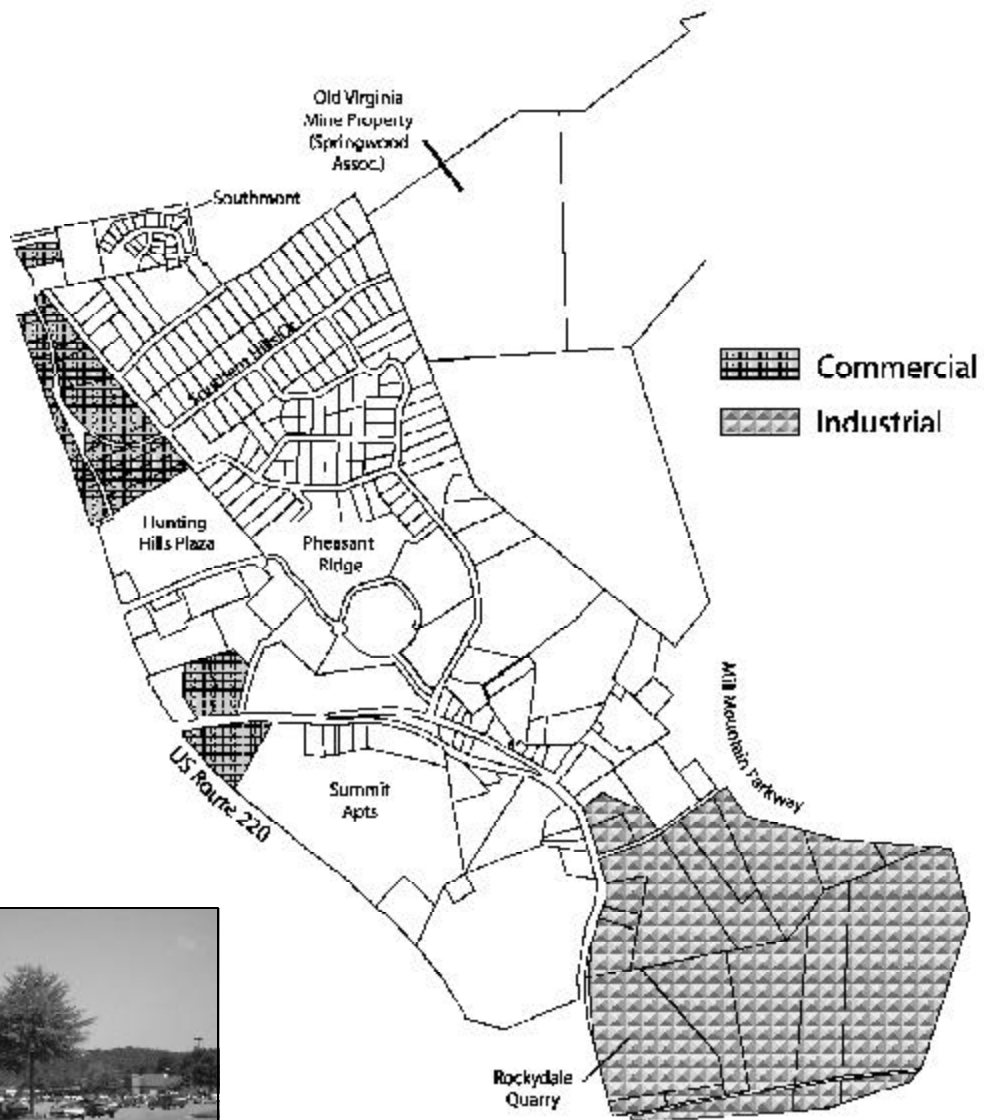


Existing commercial development along Route 220

Access to commercial areas is poor and should be addressed. First, businesses are not connected to each other. Patrons must re-enter a congested Route 220 to gain access to other businesses. Better access to residential areas is also needed. New development presents an opportunity to provide connections with existing businesses and residential areas. Residents cited the close proximity to the business area as a major asset to the neighborhood, but they would like to see better access to the business area.

Route 220 is a major gateway into the city and should make a good first impression. This gateway represents a recognizable edge between the urban area of the city and rural areas to the south of the city. Though some gateway elements exist, people feel it could be improved. Streetscape improvements are needed to create an attractive corridor. The west side of Route 220 is in Roanoke County, so improvements need to be coordinated with Roanoke County as well as the Virginia

Economic Development Opportunities



Retail business in Hunting Hills Plaza



Office development in Pheasant Ridge

Department of Transportation. Businesses could benefit from an association to get involved in the development and funding, along with the city and county on corridor and gateway improvements. The 2001 comprehensive plan recommends gateway and streetscape improvements on Route 220 between the southern city limits and Franklin Road. With the recommended routing of I-73 away from the corridor, traffic pressures will be alleviated without widening and additional commercial access points will be possible.

Infrastructure

Transportation

The road system in Southern Hills is rural-suburban and is made up of relatively few winding roads. US Route 220 is the major transportation corridor for the area. As a major north-south corridor for the region, it is very congested and carries considerable truck traffic. This section of US Route 220 was once under consideration as a corridor for the proposed Interstate 73. However, the route recommended by the Commonwealth Transportation Board does not pass through Southern Hills. If the new highway were constructed, much of the traffic on US 220 would be diverted to the new route. Old Rocky Mountain Road is another major road in the area. Classified as a "rural collector road," it connects US 220 with Welcome Valley Road and is also congested during peak traffic hours. Residents of the Southern Hills neighborhood have cited problems entering US 220 at Southern Lane, especially during peak hours. Realigning Southern Hills Drive to use the existing traffic light would address this problem.

Street conditions are generally good throughout the area. In a few locations, roadside ditches and culverts have washed out. As with most typical suburban development, there are no curbs or sidewalks in the residential areas. Vehicle and pedestrian traffic from development of the Virginia Mine property may create the need for a pedestrian pathway or sidewalk along Southern Hills Drive.

The primary transportation concern is one of access. Vision 2001-2020 encourages interconnected streets. Piecemeal development of both the residential and commercial areas has resulted in a disconnected system. There are many undeveloped streets and dead ends. This situation results in having to drive farther to get around the neighborhood. As discussed in the Economic Development section, connections between businesses are important. The location of entrances and the lack of connections between businesses force people to go back out to US 220 to go to another business in the area.



Route 220 is a major urban arterial road that provides access to the area. Much of Southern Hills is served by rural lanes.



The close proximity to the Blue Ridge Parkway and the Mill Mountain Parkway Spur is a community asset. Access between the parkway and the local commercial center and other areas of the city should be enhanced with pedestrian/bike paths along 220.

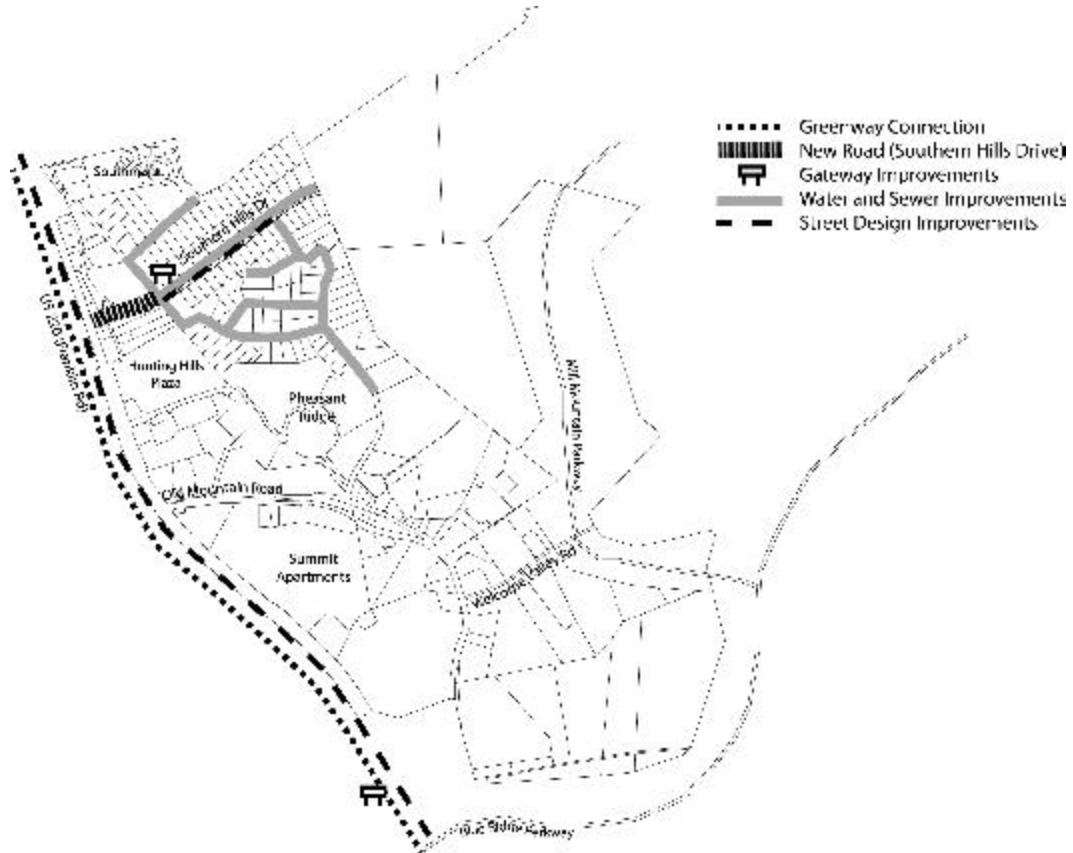
The capacity for residential development will depend on the capacity of the road system. Reconfiguring Southern Hills Drive from a rural lane to an urban residential access street is needed to support development of the Virginia Mine property and the existing lots in Southern Hills.

Utilities

Southern Hills was annexed in 1976 and is one of the few areas of the city lacking water, sewer, or both. While public water and sewer service are available to some of the neighborhood, it is inadequate to meet the needs of all households or support future development. Some water service exists, but the size of the line is too small to provide adequate pressure to existing households, much less handle imminent development. The water lines were installed as part of a rural water project and are undersized and made of inferior materials. Moreover, the water system is inadequate to support fire hydrants. Sewer lines run along Southern Hills Drive, Southern Lane, Pheasant Ridge Road, Old Rocky Mount Road, and Welcome Valley Road. To encourage residential development, adequate water, sewer, and drainage infrastructure are needed.

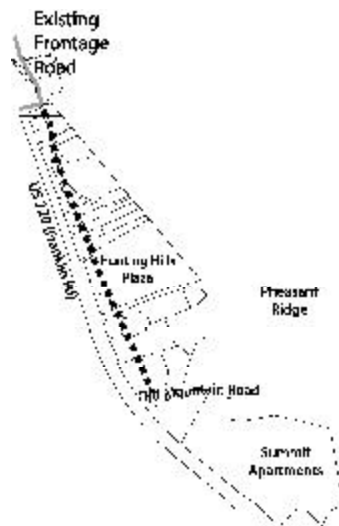
Storm drainage is a major issue. Drainage is provided in open ditches along roadsides. These ditches converge into a canal running along Southern Hills Drive, which empties into Ore Branch at Route 220. Drainage ditches are frequently clogged, eroded, or undersized and are inadequate to meet the drainage needs for existing development.

Recommended Infrastructure Improvements



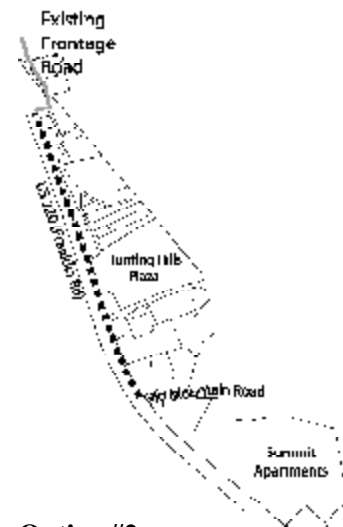
Parallel Access Road

Poor access should be addressed with a street that runs parallel to US 220 between the existing Frontage Road near IHOP and Old Rocky Mount Road. Option #1 would be a private/public road through existing parking lots which already function, to some extent, as a frontage road. Option #2 is a public street directly adjacent to US 220.



Option #1

- Achieves goal of connecting businesses
- Uses existing paved parking lots
- Some sections private, some public
- Provides commercial frontage
- Doesn't make US 220 a more desirable street.

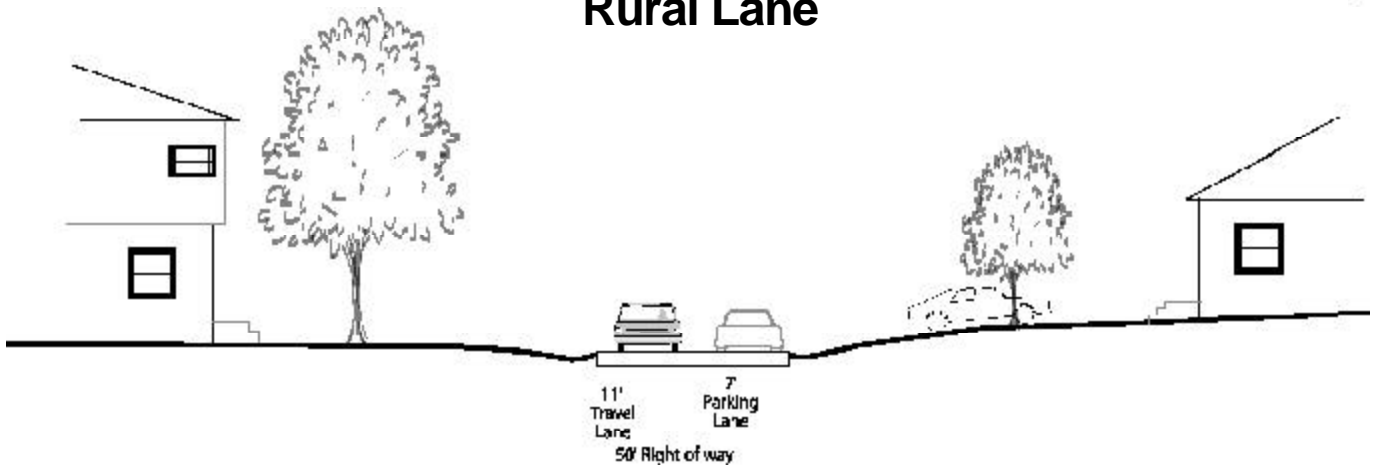


Option #2

- Achieves goal of connecting businesses
- Makes US 220 a usable and pedestrian-friendly street frontage
- Provides on-street parking and opportunities for landscaping
- Traffic control is a challenge

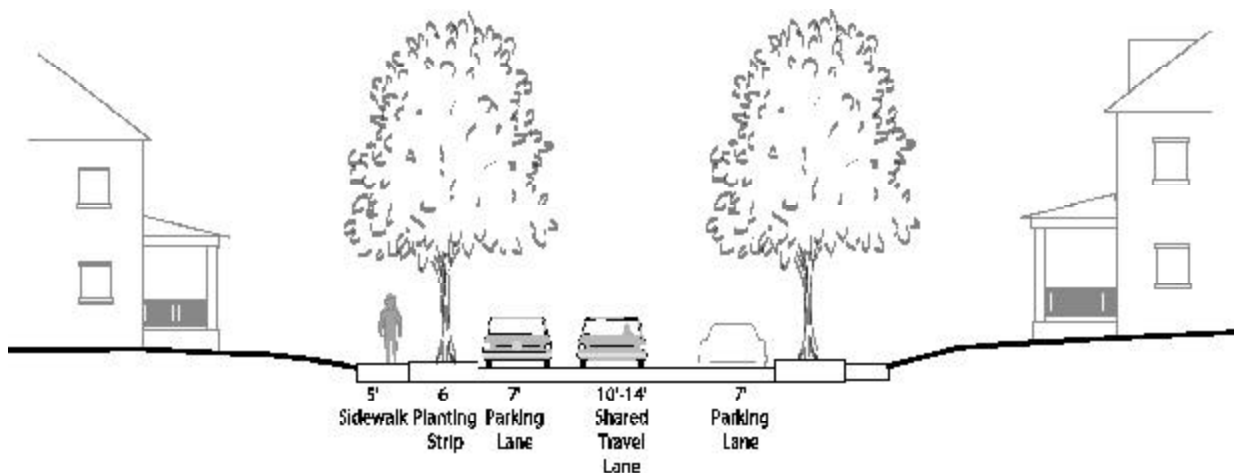
Recommended Residential Street Designs

Rural Lane



The rural lane supports very low density residential development. These streets typically have no trees, sidewalks, or curbs. Examples include Joplin Road, Southern Hills Drive, and Van Winkle Road. Narrow pavement width encourages slow-speed traffic. Traffic volumes are low enough that pedestrians and bicycles can share the road with automobiles. Most parking is off-street, but existing pavement can support parking on one side.

Urban Residential Access Street

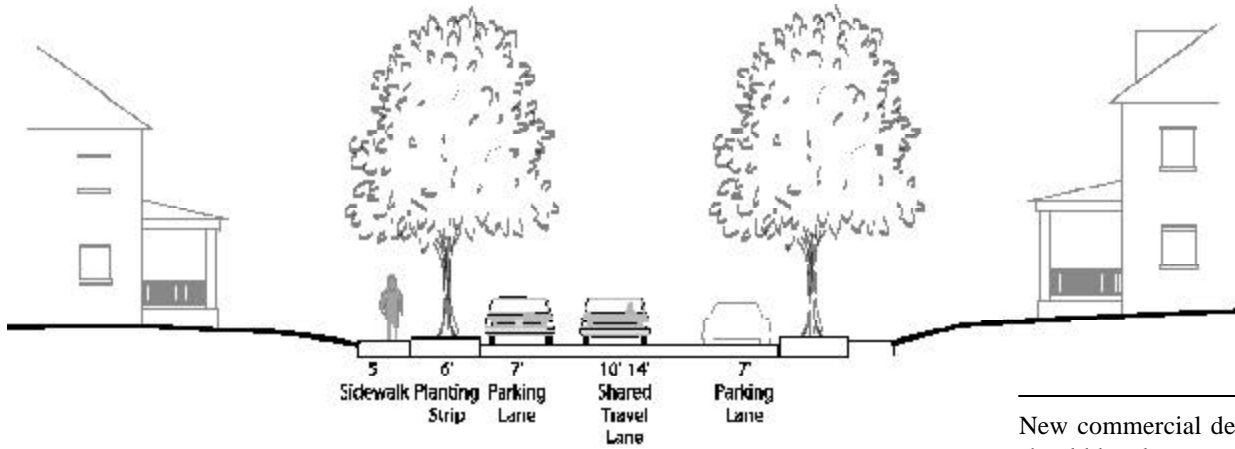


Existing rural lanes should be retained. New streets should be more urban, with sidewalks, and street trees.

The urban residential access street is an attractive traditional design with curbs, sidewalks, street trees in a planting strip, and a shared travel lane. Where off-street parking is required, one of the parking lanes can be eliminated, allowing parking on one side of the street. Narrow pavement and shared travel lane encourage slow vehicle speeds. Sidewalks on both sides of the road create a pedestrian-friendly environment. Any new residential streets should use this design.

Recommended Commercial Street Designs

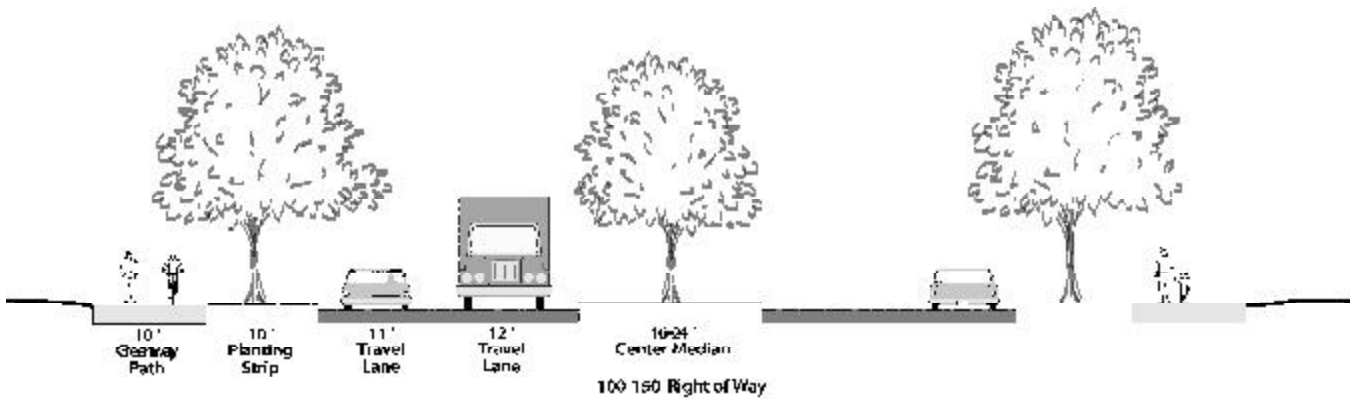
Commercial Access Street



New commercial development should be along small slow-speed commercial access streets.

A commercial access street provides access to commercial areas off of larger collector or arterial streets. It can include on-street parking (parallel or angle), street trees, and wide sidewalks. Buildings can be located at or very near the front lot line to take advantage of property frontage. Additional parking is to the side or rear of buildings. This design is appropriate for village centers as well as larger local and regional commercial centers.

Major Arterial Street



US 220 between the Blue Ridge Parkway and Tanglewood is designated as a future greenway.

A major arterial street provides access to other parts of the city and connects the city with the region. It handles heavy traffic volumes at higher speeds (35 to 45 mph). Pedestrian and bike areas need to be well-separated from auto traffic. Lanes are wider to accommodate heavier truck traffic. A grass or ivy-planted center median provides an attractive break in the pavement and provides a safe haven for pedestrians to cross. Trees are planted in rows in the planting strips and center median. The center median may become a turn lane at major intersections.

Public Services

Fire/EMS protection is provided from South Roanoke, Downtown, and Riverland Road stations. In addition, a cooperative agreement with Roanoke County went into effect on January 1, 2002, to provide for Fire/EMS response from the County's Clearbrook station. Clearbrook is now the primary responder for EMS. In its first month of operation, this arrangement resulted in much faster response times. Response time to the area has been reduced from 8-9 minutes down to 3-4 minutes.

Residents are very concerned about the lack of fire hydrants in the area. Fire hydrants cannot be installed until the inadequate water lines are upgraded. While the lack of hydrants should be addressed, it should be noted that fire equipment being used in the area carries a large supply of water.

Another concern is the need for code enforcement. Junk storage, junk cars, weeded lots, and illegal dumping detract from the appearance of the neighborhood. The neighborhood needs a pro-active code enforcement sweep to clear all violations from the neighborhood. As an ongoing strategy to maintain the community, the city should work with residents to help them conduct regular sweeps, identify violations, and report them.

The design of the development can discourage criminal behavior. The idea of CPTED (Crime Prevention Through Environmental Design) builds physical crime prevention measures into development. Roanoke's Police Department can provide a CPTED review and provide recommendations for larger new developments and public improvements. Crime prevention measures must be balanced with overall needs for good design and accessibility.

Quality of Life

Recreation

Southern Hills is well served by parks and recreation opportunities. The neighborhood has a great community asset with Sunrise Park. Sunrise is classified as a neighborhood park, which serves the immediate area (within 1/4 mile). Neighborhood parks are small and typically have basic amenities such as a playground and basketball or tennis courts. Sunrise Park contains a tennis court, basketball court, and a new playground. The tennis and basketball courts need upgrading and there is no lighting. The park is 1.4 acres and roughly half of the land is used. New playground equipment in Sunrise Park was recently installed. A master plan is needed to explore how the land could be best used to provide recreation opportunities for the neighborhood. The neighborhood is adjacent to the Mill Mountain Parkway, which connects to the Blue Ridge Parkway. Private recreation facilities exist at Pheasant Ridge and The Summit apartments. The Summit has a basketball court and tennis court for use by its residents. Pheasant Ridge has a walking trail.

Sunrise Park is a community focus point and a gateway to the neighborhood. Parks and Recreation, in coordination with this plan, will develop a master plan for the park. The park currently has the amenities appropriate for a neighborhood park. A community garden and a neighborhood history kiosk would help to make the park a community focus and build neighborhood identity. Addition of future amenities should consider the park's setting within the neighborhood and facilities such as lighting should be designed to reduce any negative impacts on surrounding residential areas.

Environmental Quality

Protection of the natural environment should be considered in future development. Southern Hills has multiple sensitive areas with its close proximity to the parkway, steeply sloped terrain, and visible ridgelines. Future development should retain a buffer area between it and parkway lands. An issue unique to this area of the city is steep slope and ridgeline development. At least half of the study area has an 8-15% slope. Some 15-25% slopes exist in the area. A small area is over 25% slope. Two developments have taken advantage of the terrain of Southern Hills to provide buyers with excellent views of the city and surrounding mountain ridges. In doing so, this development can itself detract from views and the appearance of the terrain. When development occurs at the top of ridges, it leaves an unsightly gap in the tree line. Steeply sloped terrain has problems with erosion and is especially difficult to stabilize once



vegetation has been removed. Roanoke is faced with the dilemma of having very little vacant land and a need to protect its environment. The challenge is resolving these issues. Approaches include mitigating and minimizing the impact of development in sensitive areas or providing incentives to preserve these areas in their natural state.

In addition to having steep slopes, most of the vacant lots are now covered with mature trees. Removal of trees during development often results in increased drainage runoff and erosion. Development of individual single-family homes is not subject to stormwater management regulations. Removal of trees for development can also negatively affect the appearance of the area.

Education

Children in the neighborhood attend Garden City Elementary, Jackson Middle, and Patrick Henry High School. Jackson was recently renovated and Patrick Henry will undergo major renovations within the next five years.

Community Development

The Southern Hills area has a civic league that covers the residential areas. A civic league formed in the 1950s worked to establish Sunrise Park and get the roads improved. A new civic league was formed in 1998 in response to commercial encroachment issues. Neighborhood groups need to be familiar with development processes so they can address future development issues in and around the area. Membership in the Roanoke Neighborhood Partnership would develop an ongoing information pipeline with city government. The group could expand into other functions such as beautification, crime watch, public education, and community events. The neighborhood could create a more unified identity through events and by establishing gateways at the major entrances to the residential neighborhood. Businesses could form an organization for corridor improvements.

Recommendations

Community Design Recommendations

Policies:

- Future development will be consistent with the Future Land Use Map.
- Development should be defined so that the city limits signify a clear change from rural to urban character.
- Streets will be designed to support auto, pedestrian, and bicycle traffic. New streets and street modifications should incorporate street design principles of the comprehensive plan. (see Recommended Street Designs).
- When building infill housing, buildings should be consistent with the established building line along the street. Otherwise, buildings should be built as closely as permitted to the front property line. New residential buildings should de-emphasize the garage by placing on the side or rear of the house, or by offsetting it behind the front façade of the house.
- New commercial development must consider adjoining uses during site design. Compatibility should be addressed first by thoughtful site and building design rather than by screening alone. Commercial building fronts should be oriented very close to streets. Parking should be to the side or back of buildings. Parking lots should have generous amounts of interior landscaping and tree canopy coverage.

Actions:

- Develop a streetscape improvement plan for the Route 220 corridor between the southern city limits and Franklin Road.
- Identify opportunities to establish community identity through gateways and landmarks.

Residential Development Recommendations

Policies:

- Support continued mixed density residential development in Pheasant Ridge and Southmont.
- Low-density areas should be developed with new infill single-family housing. Where feasible, multiple lots should be combined to support dense single-family cluster development.
- Support new residential development that uses traditional urban neighborhood development patterns with urban amenities such as sidewalks and street trees. Such development should be encouraged through appropriate zoning and supporting infrastructure improvements. New developments should accommodate mixed densities (and incomes), and must preserve environmentally sensitive areas to the greatest extent possible.
- New development must connect to existing residential areas to the extent possible.

Economic Development Recommendations

Policies:

- Encourage further development of a local commercial center on the Route 220 corridor between Old Rocky Mount Road and Franklin Road. Limit commercial development to the areas designated by the future land use map.
- Ensure that future commercial development incorporates convenient and safe connectivity and access to residential areas and to other commercial areas. Pursue opportunities to develop a commercial frontage road parallel to U.S. 220.
- Evaluate future commercial development to ensure a good relationship to surrounding uses in terms of access, scale, and orientation.
- Limit future development to commercial areas defined on the Future Land Use map.
- Ensure that parking are located to the back or side of buildings and incorporate interior landscaping and tree canopy coverage. The number of parking spaces should be limited to the minimum required by the zoning ordinance.
- Avoid off-site impacts of commercial lighting by shielding fixtures and using lower mounting heights for light fixtures.

Actions:

- Develop and implement a plan for corridor improvements on Route 220 between the southern city limits and Franklin Road. Improvements should focus on the appearance of the corridor and providing better access to the local commercial center.
- Extend Southern Hills Drive to provide a direct connection with Route 220 at the existing traffic signal.

Infrastructure Recommendations

Policies:

- New development should seek to provide safe, convenient connections between residential and commercial areas and between businesses. New roads should be designed so they connect with streets at multiple locations and avoid the use of cul-de-sacs.
- Safe, convenient auto, pedestrian, and bicycle access should be provided throughout the neighborhood. New streets should be designed according to the recommended street designs in the Infrastructure section.
- Water, sewer, and storm drainage facilities should be available and adequate for existing and future development.
- Volume and speed of cut-through traffic in residential areas should be kept to a minimum with traffic calming, road design, and development of a commercial frontage road.

Actions:

- Upgrade Southern Hills Drive to an urban street with street trees, curbing, and sidewalks or a pedestrian path (see Infrastructure section).
- Improve Route 220 to incorporate a greenway path, street trees, center median, and safe pedestrian crossings.
- Conduct a drainage study for the Ore Branch watershed and improve drainage facilities as needed.
- Improve drainage system in residential areas by improving roadside channels and enclosing the drainage canal on Southern Hills Drive.
- Replace inadequate water lines in residential areas.



Public Services Recommendations

Policies:

- The City will provide excellent fire/EMS protection to the Southern Hills neighborhood.
- City code enforcement will ensure that the neighborhood is free of nuisance violations.
- New development will consider crime prevention principles in its design.

Actions:

- Install fire hydrants as part of water service improvements.
- Conduct a code enforcement sweep of the neighborhood
- Extend bus service to Hunting Hills Shopping Center and provide a sheltered stop.
- Sponsor semi-annual cleanup days to pick up litter around the neighborhood and help senior or disabled residents move unwanted materials & debris to curbside for collection by the city.
- Distribute information about code enforcement to encourage reporting of violations.
- Form a neighborhood watch and actively report suspicious activities.

Quality of Life Recommendations

Policies:

- Sunrise Park should be maintained as a small family-oriented park and serve as a community focus and gathering place.
- Preserve City-owned parcels as open space, and avoid development near the Mill Mountain Parkway Spur.
- Ensure that new development preserves mature trees and incorporates new tree plantings to replace those lost during development.
- Encourage the use of clustered development to avoid development on steep slopes or near parkway lands. New development should design excess capacity in erosion control and stormwater management measures.
- Support development of civic and business groups.

Actions:

- Develop a master plan for Sunrise Park that includes upgrades and lighting of the basketball and tennis courts.
- Seek opportunities for access from the neighborhood to the Mill Mountain Parkway.
- Consider new zoning regulations on development and removal of trees along ridgetops.
- Arrange for restroom facilities in Sunrise Park during summer months.
- Establish a community garden in Sunrise Park.
- Establish a neighborhood watch program.
- Put neighborhood gateway signs at Southern Hills Drive (at Griffin Road) and at Welcome Valley Road (at Parkway).

Funding

This table is a general guide to the resources needed to carry out this plan where costs are known. It is intended to identify needs during budget development, but does not necessarily provide for funding. In some cases, an estimated cost is unavailable because additional assessment is needed. Estimates should be used to anticipate and plan for future funding needs.

When the property along 220 was rezoned, the commercial development was expected to generate an additional \$1.6 million in tax revenue over eight years. An arrangement was made to use this increased revenue “up front” to improve Southern Hills Drive between 220 and Griffin road. \$800,000 was allotted for the road realignment. The remaining \$800,000 would be used for improvements to the adjacent residential area. This plan was developed to identify what the priority would be for use of these funds. While there are considerable infrastructure needs in the area, residents have identified water and sewer improvements as their priority. Preliminary rough estimates are for \$500,000 to make these improvements. If any funds were left over, they could be applied to another project in the neighborhood. It is important to note that the availability of these funds is contingent on development of the commercial area.

Funding for other projects such as drainage and additional road improvements will be determined through the capital improvement budgeting process. These projects will be evaluated for funding along with the many other capital projects needed in the city.

Southern Hills Drive extension (west of Griffin Rd)	\$800,000	Anticipated revenue from commercial development
Upgrade Southern Hills Drive (east of Griffin Rd) and improve drainage system	unknown	Capital improvement program
Replace water lines/install hydrants/ and extend sewer lines	\$500,000	Anticipated revenue from commercial development
Park improvements/portable restrooms	\$20,000	Bond set asides for park improvements, parks operating budget
Community garden/kiosk in Sunrise Park, neighborhood gateway signs	\$3,000	Neighborhood organization and Partnership grants

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Planning Commission

Chairman Robert B. Manetta
Vice Chairman Richard A. Rife
Gilbert E. Butler, Jr.
S. Wayne Campbell
D. Kent Chrisman
Melvin L. Hill
Frederick M. Williams

Planning Building & Development

Robert B. Townsend, Director

Project Manager:

Chris Chittum, AICP, Senior City Planner

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