



# CITY OF PRATTVILLE

**BILL GILLESPIE, JR.**  
MAYOR

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## CITY COUNCIL

**MIKE RENEGAR**  
PRESIDENT  
DISTRICT 5

**NATHAN D. FANK**  
PRESIDENT PRO TEMPORE  
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**ALBERT C. STRIPLIN**  
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**TOM MILLER**  
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**RAY C. BOLES**  
DISTRICT 6

## City of Prattville Planning Commission

The minutes of the May 19, 2011 meeting of the City of Prattville Planning Commission were approved.

6/16/11

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Roy McAuley, Chairman

Date



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## CITY OF PRATTVILLE PLANNING COMMISSION

AGENDA  
May 19, 2011

3:00pm

### Call to Order:

### Roll Call:

Mayor Gillespie, Councilman Miller, Chairman McAuley, Vice-Chairman Gardner, Chief Brown, Mrs. Carpenter, Mr. Hall, Mr. Nelson, and Mr. Smith.

### Minutes:

March 17, 2011

### Old Business:

1. Sketch: Hilltop Oaks Subdivision  
Located at County Road 4 and Corley Road  
Petitioner: Jim Marshall/John Parker  
Representative: Larry E. Speaks & Associates
2. Preliminary Plat: Lumber Junction, Plat 1  
Located at 1089 South Memorial Drive  
Petitioner: Eddie Inman  
Representative: David C. McLain
3. Final Plat: Lumber Junction, Plat 1  
Located at 1089 South Memorial Drive  
Petitioner: Eddie Inman  
Representative: David C. McLain

*Held*  
*3/17/11*

*Held*  
*4/21/11*

*Held*  
*4/21/11*

### New Business:

4. Preliminary Plat: Pendlebrook/Glennbrooke Subdivisions, Plat 1A (*Re-Plat*)  
Located on Gathering Way  
Petitioner: Stone Martin Builders  
Representative: Barrett-Simpson, Inc.

### Miscellaneous:

### Adjourn:

**CITY OF PRATTVILLE PLANNING COMMISSION  
MINUTES  
May 19, 2011**

**Call to order:**

The regular meeting of the Prattville Planning Commission was held on May 19, 2011. Chairman Roy McAuley called the meeting to order at 3:11 p.m.

**Roll Call:**

The secretary called the roll. Present: Mayor Bill Gillespie, Chairman Roy McAuley, Chief Terry Brown, Mr. Bobby Nelson and Mr. Tim Smith. Absent: Councilman Tom Miller, Vice-Chairman Reuben Gardner, Mrs. Paula Carpenter, and Mr. Gene Hall.

***(Quorum present)***

Staff present: Mr. Joel Duke, City Planner; and Ms. Alisa Morgan, Secretary.

**Minutes:**

Mr. Nelson moved to approve the minutes of the March 17, 2011 minutes. Chief Brown seconded the motion. The motion to approve passed unanimously.

**Old Business:**

1. **Sketch: Hilltop Oaks Subdivision**  
**Located at County Road 4 and Corley Road**  
**Owner: Rice Property**  
**Representative: Larry E. Speaks & Associates**

Mr. Duke stated that the staff requests that the commission would hold the item until the next meeting. He stated that there are still outstanding items that have not been addressed and at this point have not gotten a response by the petitioner. He also stated that the action of the zoning request by the City Council had been tabled at their last meeting (5/17/11).

Mr. Nelson moved to hold until the next meeting. Mayor Gillespie seconded the motion.

The motion to hold passed unanimously.

2. **Preliminary Plat: Lumber Junction, Plat 1**  
**Located at 1089 South Memorial Drive**  
**Petitioner: Eddie Inman**  
**Representative: David C. McLain**

Mr. Duke stated that the petitioner has requested to withdraw the preliminary plat request. He stated that the petitioner has decided to subdivide the lot (3.3 acre) into 5 acres or more which in this case the division of the property would not have to meet subdivision regulations. He stated that the drainage issue was looked into by the Engineering Department and confirmed that the pipe was located beneath the existing building (Lumber Junction). He stated that as a solution, the petitioner was offered to tie into the city's storm sewer to which he declined. He stated that everyone is aware of the problem and the solution should there be any request for future activity for this property.

Mr. Smith moved to table the preliminary plat request of Lumber Junction, Plat 1. Mr. Nelson seconded the motion.

The motion to table passed unanimously.

- 3. Final Plat: Lumber Junction, Plat 1**  
**Located at 1089 South Memorial Drive**  
**Petitioner: Eddie Inman**  
**Representative: David C. McLain**

Chief Brown moved to table the final plat request of Lumber Junction, Plat 1. Mr. Smith seconded the motion.

The motion to table passed unanimously.

**New Business:**

- 4. Final Plat: Pendlebrooke/Glennbrooke Subdivisions, Plat 1A (Re-Plat)**  
**Located on Gathering Way**  
**Petitioner: Stone Martin Builders**  
**Representative: Barrett-Simpson, Inc.**

Blake Rice of Barrett-Simpson, Inc., petitioner representative, introduced the re-plat of Pendlebrooke/Glennbrooke Subdivision. He stated that the re-plat is to deed 50' of property to the existing lots in Pendlebrooke and Glennbrooke.

Mr. Nelson moved to approve the re-plat of Pendlebrooke/Glennbrooke Subdivision, Plat 1A. Mr. Smith seconded the motion.

The motion to approve passed unanimously.

**Miscellaneous:**

Mr. Duke briefly discussed with the Commissioners some articles to read at their leisure. "NAR Study finds Americans Prefer Smart Growth Communities" and "Community Preference Survey: Smart Growth Neighborhoods."

Mayor Gillespie also announced that due to his inherited responsibilities, Fire Chief Terry Brown will soon be replaced on the commission by Fire Marshall Dallas Johnson.

**Adjourn:**

The meeting was adjourned at 3:24 p.m.

Respectfully submitted,



Alisa Morgan, Secretary  
Prattville Planning Commission

May 16, 2011



Prattville City Planning Dept.

102 West Main Street

Prattville, Al. 36067

To Whom it May Concern:

Please take off of the adjenda, the subdivision for Lumber Junction,L.L.C. and Eddie Inman project, until further notice.

Thank You!

Sincerely,

*Eddie Inman*

Eddie Inman



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April 14, 2011

David McLain  
Prattville Land Surveying  
616 Washington Ferry Rd  
Prattville, AL 36067

**RE: Prattville Final Plan Review # 110014**  
**Lumber Junction, Plat 1 @ 1089 S Memorial Dr**

Dear David:

The final plan for **Lumber Junction, Plat 1** has been reviewed by the city departments with the following comments:

### **PLANNING DEPARTMENT:**

1. Recommend platting of entire 16.6 acres into subdivision.
2. Show any drainage ways located on the property.
3. City ordinance requires that FEMA designated 100 year flood zones be shown on recorded plats.
4. Install drainage facilities to capture stormwater on Old Highway 31. Facilities will be dedicated to the public and installed to city standards in appropriate easements. Facilities will terminate at stable outlet to Pine Creek tributary crossing the Inman property.

These items noted above need to be addressed with revised plans submitted prior to our release for site construction. We will need to be provided two complete sets of approved construction plans. If I can be of further assistance, please do not hesitate to contact me at (334) 361-3613.

Sincerely,

George Stathopoulos  
Senior Planner



For more information, contact:

**Michelle Wardlaw** 202/383-1042 [mwardlaw@realtors.org](mailto:mwardlaw@realtors.org) (<mailto:mwardlaw@realtors.org>)  
([mailto:](mailto:mwardlaw@realtors.org))

## NAR Study Finds Americans Prefer Smart Growth Communities

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Washington, DC, April 04, 2011

Americans favor walkable, mixed-use neighborhoods, with 56 percent of respondents preferring smart growth neighborhoods over neighborhoods that require more driving between home, work and recreation. That's according to a recent study, the [Community Preference Survey](#) ([/wps/wcm/connect/RO-Content/ro/government\\_affairs/smart\\_growth/survey](#)), by the National Association of REALTORS®.

"REALTORS® care about improving communities through smart growth initiatives," said NAR President Ron Phipps, broker-president of Phipps Realty in Warwick, R.I. "Our members don't just sell homes, they sell neighborhoods. REALTORS® understand that different home buyers are looking for all kinds of neighborhood settings and that many home buyers want walkable, transit-accessible communities."

Walkable communities are defined as those where shops, restaurants, and local businesses are within walking distance from homes. According to the survey, when considering a home purchase, 77 percent of respondents said they would look for neighborhoods with abundant sidewalks and other pedestrian-friendly features, and 50 percent would like to see improvements to existing public transportation rather than initiatives to build new roads and developments.

The survey also revealed that while space is important to home buyers, many are willing to sacrifice square footage for less driving. Eighty percent of those surveyed would prefer to live in a single-family, detached home as long as it didn't require a longer commute, but nearly three out of five of those surveyed – 59 percent – would choose a smaller home if it meant a commute time of 20 minutes or less.

The survey also found that community characteristics are very important to most people. When considering a home purchase, 88 percent of respondents placed more value on the quality of the neighborhood than the size of the home, and 77 percent of those surveyed want communities with high-quality schools.

The survey of 2,071 adult Americans was conducted by Belden, Russonello and Stewart from February 15-24, 2011.

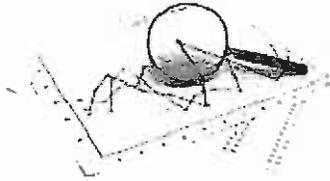
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# Community Preference Survey: Smart Growth Neighborhoods

April 18, 2011 by [NAR](#) · [Leave a Comment](#)

Filed under: [Consumer data](#), [Energy Efficiency](#), [Home Buyers](#)

**This is a guest blog post by Joe Molinaro, NAR's Managing Director for [Smart Growth and Housing Opportunity](#).**

Two weeks ago, NAR's Smart Growth Program released the findings of its [2011 Community Preference Survey](#), which aims to discover how people choose a neighborhood. We were trying to measure the appeal of "smart growth" characteristics, such as walkable mixed-use neighborhoods, smaller lots, and access to public transportation. We also asked some more general questions related to housing and other issues. We asked some of these same questions in a 2004 survey, so it's interesting to see some of these comparisons between then and now. The news release can be [read here](#); and within that is a link to the entire survey (with 2004 vs. 2011 comparisons) and the full report, including crosstabs (e.g. breakdown of responses by demographics). We polled 2,071 people, so the data for subgroups is better than for a typical survey of 1,000 people.

Our headline story that people prefer a smart growth neighborhood is based on the results of several questions, but one very important question is Q13. Our pollster, Belden Russonello & Stewart, devised this way of providing people with a full description of the many characteristics of a typical low-density suburban subdivision versus the characteristics of a smart growth community, and 56 percent chose the smart growth model. Here is the question as it appeared on the survey:

**13. Please read the two descriptions below and answer the following questions. Assume that the quality of the schools, crime rates, and cost of house are exactly the same in the two communities:**

**Community A**

There are only single family houses on large lots.

There are no sidewalks

Places such as shopping, restaurants, a library, and a school are within a few miles of your home and you have to drive to most

There is enough parking when you drive to local stores, restaurants and other places

Public transportation, such as bus, subway, light rail, or commuter rail, is distant or unavailable

**OR**

**Community B**

There is a mix of single family detached houses, townhouses, apartments and condominiums on various sized lots

Almost all of the streets have sidewalks

Places such as shopping, restaurants, a library, and a school are within a few blocks of your home and you can either walk or drive

Parking is limited when you decide to drive to local stores, restaurants and other places

Public transportation, such as bus, subway, light rail, or commuter rail, is nearby

<b>Assuming that there are no differences between the communities apart from the ones we mentioned, which community would you rather live in: Community A or Community B?</b>	<b>Community A</b>	<b>43%</b>
	<b>Community B</b>	<b>56</b>
	<b>DK/REF</b>	<b>1</b>

We then further probed to find which of the individual characteristics shown above were seen as the most positive and the most negative factors. We also used simpler questions to compare one or two factors related to neighborhood choice.

Although most people prefer a larger lot and a lifestyle of driving everywhere (Q8), they are also very sensitive to commute time (Q9) and would accept a smaller lot if in return they received a shorter commute (Q9). The benefit of being able to walk to stores and restaurants appeals to many people (Very Important to 24% in Q17).

I was not surprised that 80 percent of people would prefer a single-family detached home (Q6). What is interesting is that if you could give people a shorter commute and a neighborhood where they could walk places, this number drops to 59 percent (Q12).

We see that there is a hard core of about 10 or 11 percent who are focused on big houses in new suburban developments (Q17d; Q17p; Q5); and a hard core of about 7 or 8 percent who want true city living (Q5; Q17k). But in between, there are the more typical home buyers – those willing to weigh many factors to find what works best for them. There appears to be a large “swing vote” of Americans who will say they want a single-family home on a large lot, but the more you tell them about the alternatives of a walkable, mixed-use neighborhood, the more they are willing to make compromises in house and lot size in order to gain the neighborhood benefits of smart growth.

One striking finding of this survey, which is consistent with other surveys we have done, is the strong support for improving public transportation. In Q19, we give people three choices for the best approach to dealing with traffic congestion in their communities. A full 50 percent support improving public transportation, 30 percent support “developing communities that require less driving,” and only 18 percent support building new roads. These numbers are nearly identical to what we found in 2004, and improving public transportation is the first choice across all political party affiliations.

One note on methodology: the survey collects the sample of respondents by contacting people by phone — land line and cell phones — and if they cannot be reached by phone, postal mail is tried. Then the people chosen to take the survey are directed to the internet to take the poll. Those who do not have internet access are given instructions for where they can go to take the survey. One advantage of this method is that you can write longer questions — complex questions are more difficult on a phone survey because by the time you get to the end of the question, people can't remember the beginning of the question.

Tags:

## Speak Your Mind

**Tell us what you're thinking...**

**and oh, if you want a pic to show with your comment, go get a gravatar!**

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Name (required)

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Mail (will not be published) (required)

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Website

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