



FIRST IMPRESSIONS

May 18, 2020



prepared by



LOCATION

The City of Prattville is in Autauga and Elmore Counties in south-central Alabama, just north of the Alabama River. South of the river is Montgomery County and the state capital, Montgomery.

Prattville is the largest city in both Autauga and Elmore Counties. Prattville is bounded on the east by Millbrook. Immediately southeast of Prattville is Maxwell Air Force Base with a working population of 12,500 active duty, reserve, civilian and contract personnel. Montgomery Airport, which provides military and civilian air service to the region, is just over 15 miles south by way of US Highway 31.

Prattville's eastern border is along Interstate 65, which provides convenient access to Montgomery, the regional center, as well as to Birmingham (80 miles north), the state's largest city. Interstate 85, only 7.5 miles south along I-65, provides access to Atlanta (175 miles northeast), the third largest metropolitan area in the Southeast.



Figure 1 Location within the River Region

ENVIRONMENTAL CONDITIONS

Topography

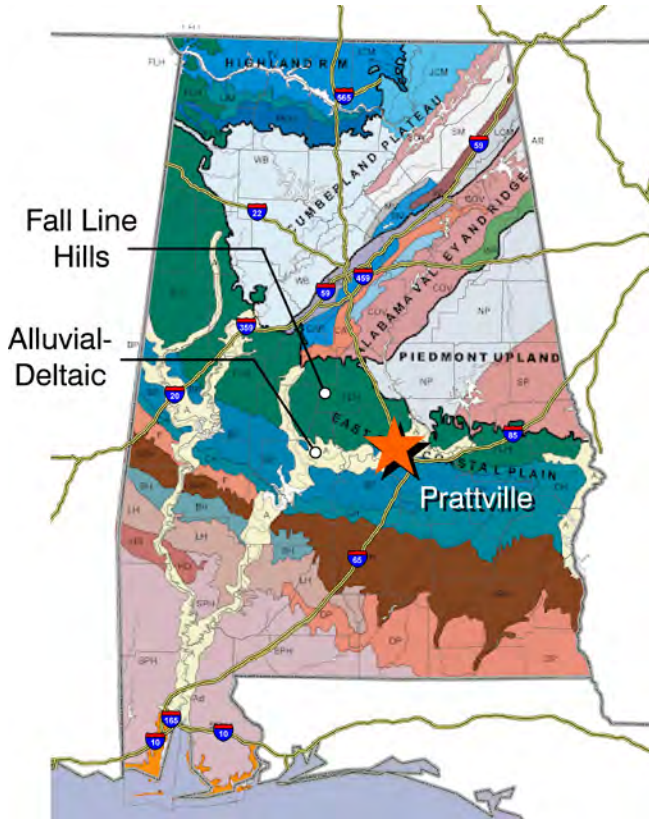


Figure 2 Physiographic Regions of Alabama

Prattville lies within the East Gulf Coastal Plain region of Alabama, with the southern portion of the city along the Alabama River in the Alluvial-Deltaic Plan and the rest of the city in the Fall Line Hills District. In essence, Prattville and its greater river region are at a transition point between the Appalachian Mountains and the Gulf Coast. As a result Prattville exhibits varied topography with the lowest elevations on the south side of the city nearest the Alabama River at about 130 feet above sea level. These low-lying areas are part of the Alluvial-Deltaic physiographic region and follow the river eastward, curving northward in Elmore County.

A complex of hills and valleys run throughout much of the city. Steep slopes line the valleys through which Prattville's major streams flow south toward the river. This is typical of the Fall Line Hills District, the physiographic region representing most of Prattville's developed areas. Elevation increases to the north, reaching between 400 and 450 feet in the northernmost parts of the city. Gin Shop Hill, just south of Autauga Creek near downtown also rises above 400 feet. Continuing west, immediately south of Highway 82, the terrain is rugged and hilly with hilltops reaching 440 feet.

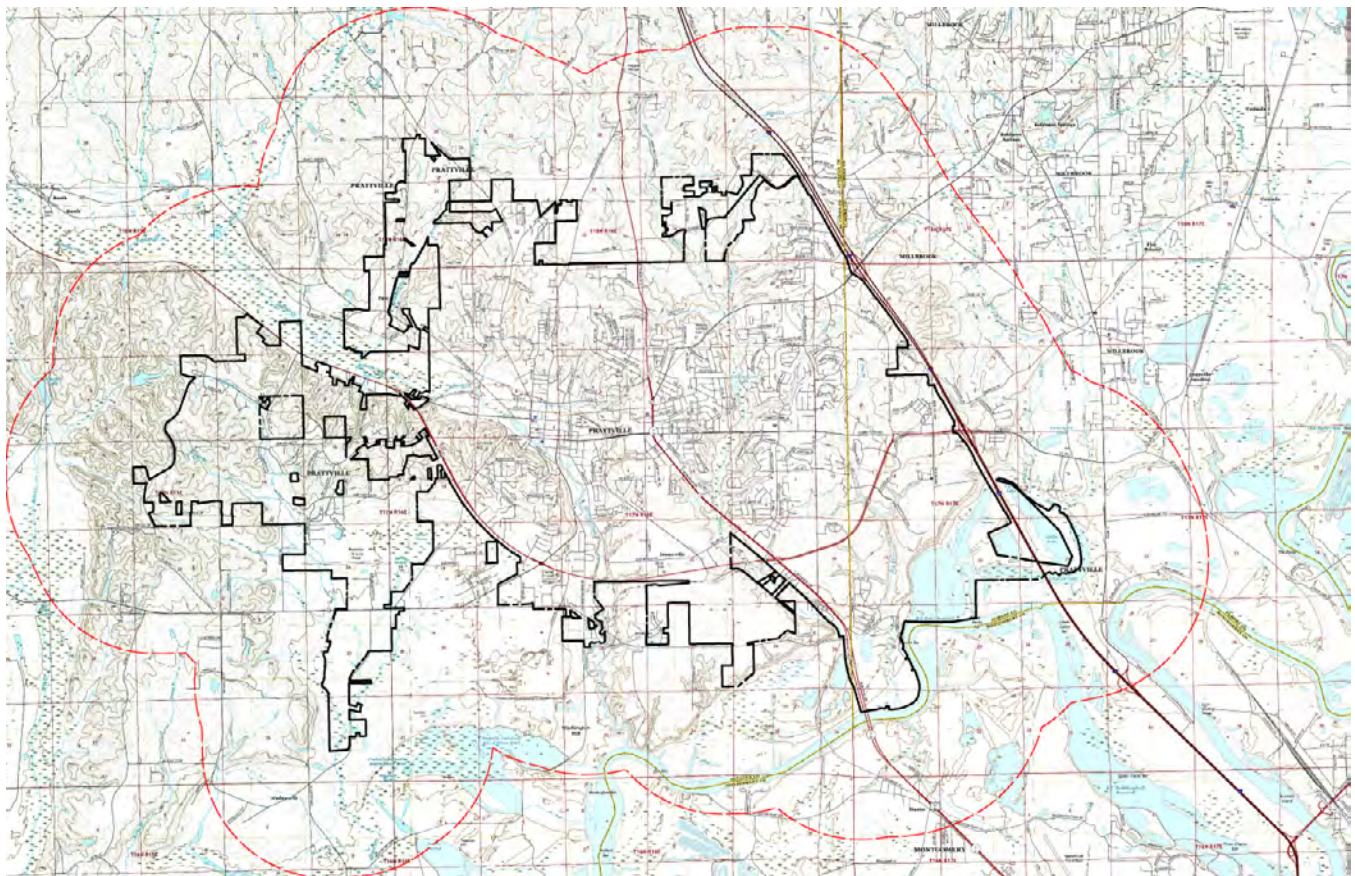
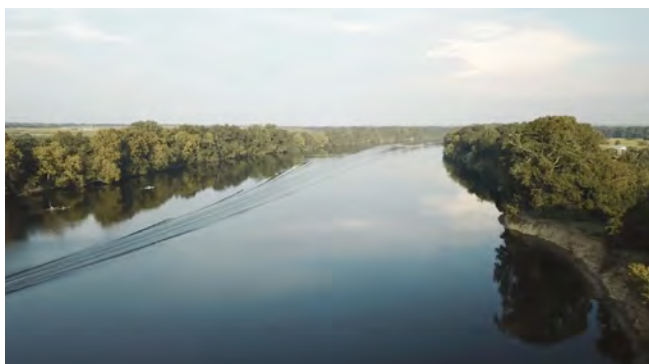


Figure 3 USGS Topographic Map



floodway: the channel of a watercourse and the adjacent land areas reserved to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

100-year floodplain: land area that has a 1-percent chance of being flooded in any given year.

500-year floodplain: land area that has a 0.2-percent chance of being flooded in any given year.

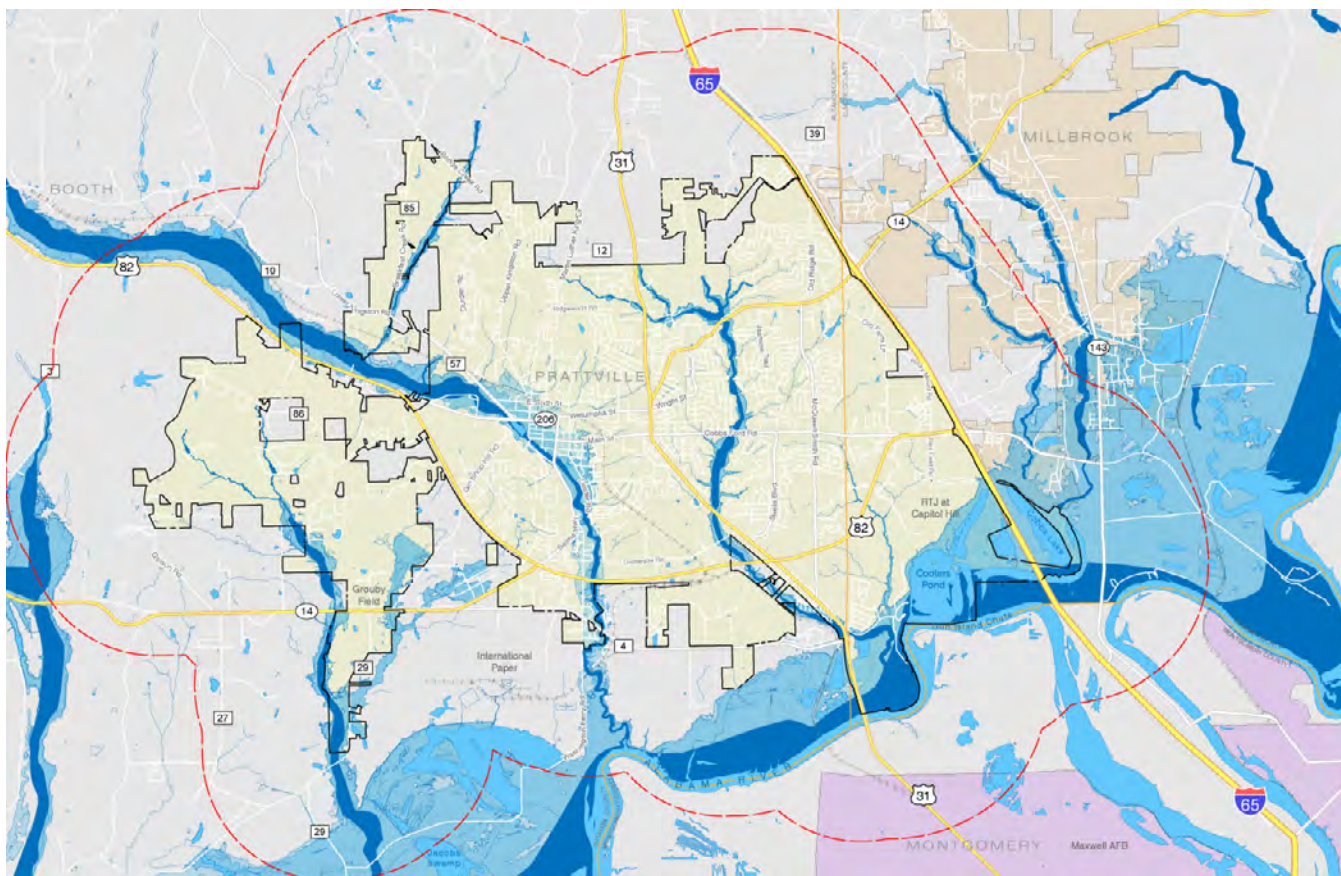
Hydrology

Water is a key feature of Prattville's natural environment and is integrally related with its topography. There are three major streams—Autauga Creek, Noland Creek and Pine Creek—that traverse the community, all flowing south into the Alabama River. Other notable waterways include Breakfast Creek, which drains into Autauga Creek in northwest Prattville, and Fay Branch which flows southward from Cobbs Ford Road and joins Pine Creek before it empties into the river.

Robert F. Henry Lock and Dam in nearby Benton keeps the river at a minimum depth of nine feet. The reservoir along the river between the Henry Dam and the Bouldin Dam in Wetumpka is referred to as R.E. "Bob" Woodruff Lake. Cooter's Pond just west of Interstate 65, is Prattville's largest body of water.

There are extensive floodplains along the Alabama River. The 100-year floodplain extends nearly three miles inland near International Paper, over one mile inland near Lipsomb Court and well over one mile inland near Cooter's Pond and I-65.

Figure 4 Floodplains



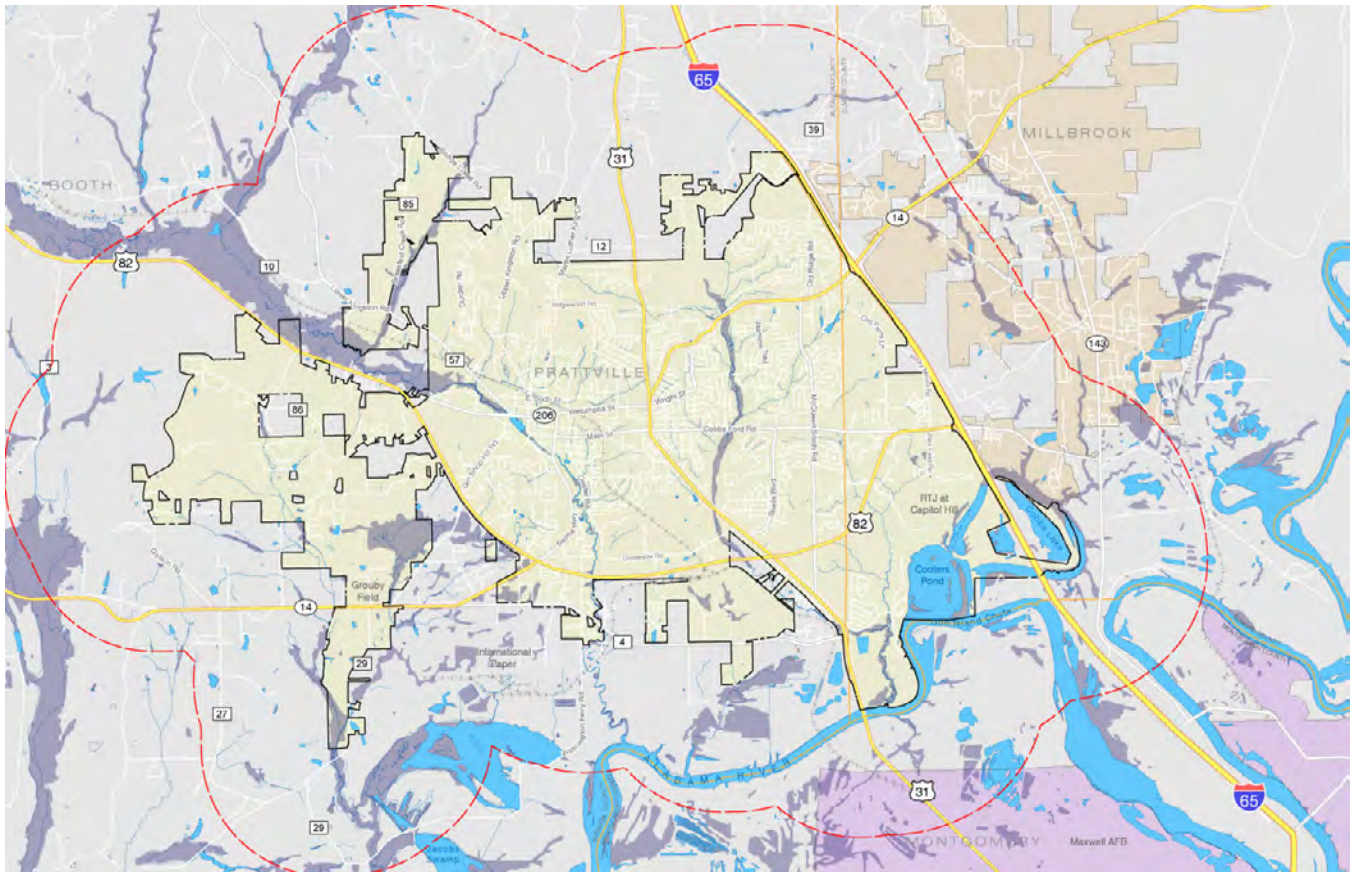
Floodplain areas of varying width follow Prattville's major streams. Floodways, shown in dark blue, are notably wide along Autauga Creek west of downtown, Noland Creek as it approaches the river and along Bear Creek west of Prattville. The floodplain complex along Autauga Creek from the nearby Booth community to just south of downtown is wide. Most of Downtown Prattville falls within a 100-year floodplain; and the business and residential areas immediately east fall within the 500-year floodplain.

The City of Prattville has been proactive in acquiring property in areas that have experienced repeated flooding using funding assistance from the Federal Emergency Management Administration (FEMA).

wetland: land or areas, such as marshes or swamps, that are covered often intermittently with shallow water or have soil saturated with moisture

Numerous wetland areas occur throughout the planning area, generally along Autauga Creek, Noland Creek and Pine Creek and Fay Branch. Other major wetland areas are located between Grouby Field and Old Autaugaville Road in west Prattville, between Noland and Autauga Creeks south of County Road 84 and south of the bluff near Lipscomb Court. These larger wetland complexes tend to fall within flood prone areas associated with Prattville's waterways. However, there are isolated wetlands among the low-lying southern portions of the city.

Figure 5 Wetlands



DEVELOPMENT

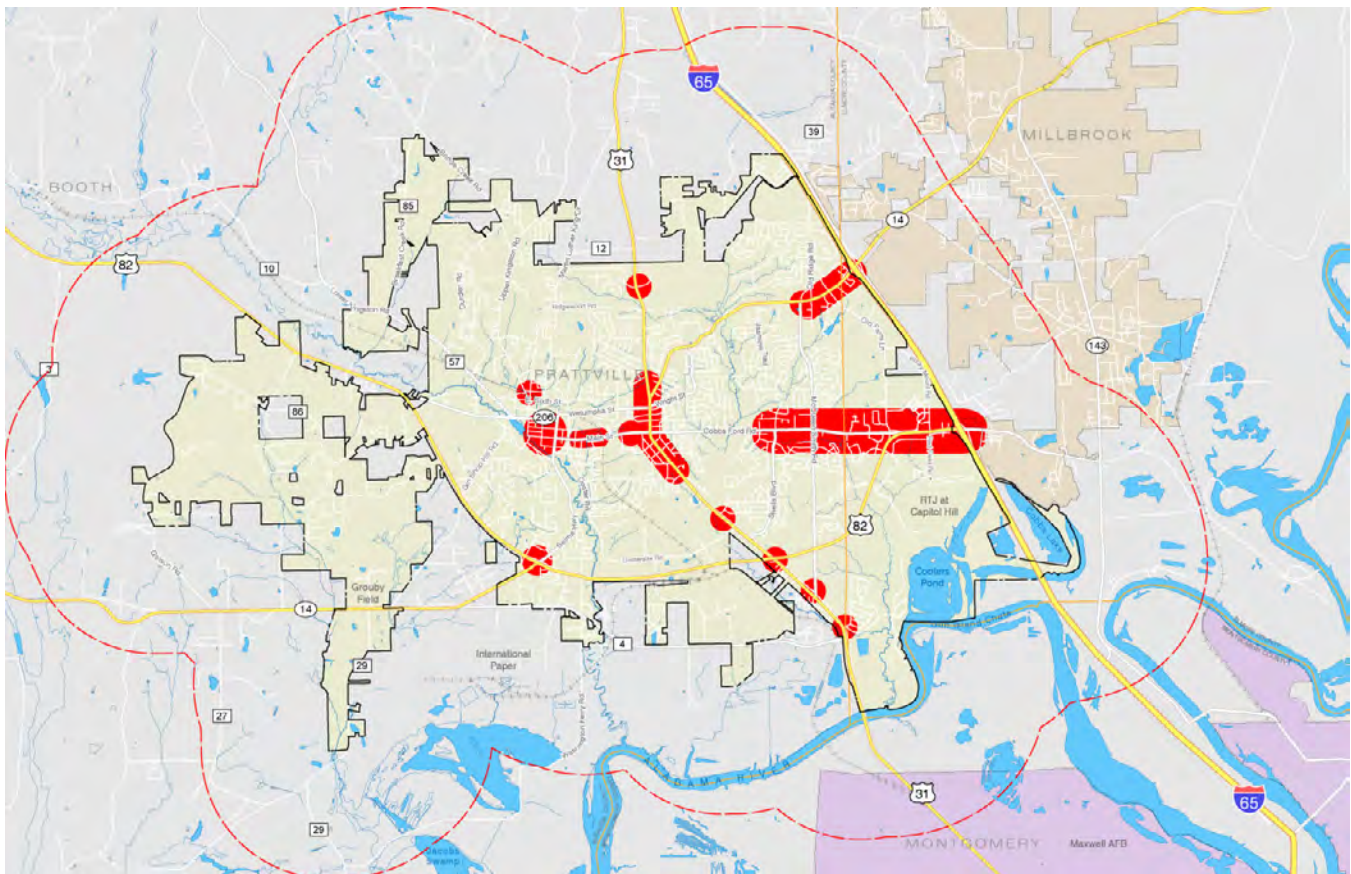
Prattville was settled in the 1830s by its namesake industrialist, Daniel Pratt. The city initially developed around Pratt's gin complex along Autauga Creek. The downtown business area and surrounding neighborhoods were laid out similarly to those Pratt knew from his early life in New England. Prattville became host to a diverse industrial economy in a mostly agricultural region, producing goods from locally-grown cotton as well as cotton gins that were sold throughout the world.

Up to the 1940s Prattville's development had extended east from downtown only to the Norfolk Southern railroad. By the 1950s Prattville had expanded east of the railroad to Memorial Drive (US 31) into the area known as Prattmont. This initial eastward expansion occurred along Wetumpka Street and along Memorial Drive south Main Street. Over the next twenty years residential development continued east of Memorial

Drive, north along the highway in the Camellia Estates area and southward on Gin Shop Hill and along Doster Road. By this time, Memorial Drive had become the new spine for business development. As the city continued to grow in the 1980s and 1990s, commercial and residential development moved eastward along Cobbs Ford Road east of Pine Creek.

By the 2000s Cobbs Ford Road had become the primary business corridor for the city; and the business areas that developed in the Prattmont area had begun to decline. Regional shopping amenities developed near the interstate in the 2000s as well as a Robert Trent Jones Golf Course and convention center. Today, Prattville is growing northward in the Old Ridge Road area as farming land is developed for housing and new highway-oriented businesses have sprung up along Fairview Avenue near Exit 181.

Figure 6 Commercial Development



Prattville's development beyond the original downtown area has been greatly influenced by the eastern area's rolling topography and network of creeks. And, like most city development over the last seventy years, Prattville's development has been anchored to its major roads, particularly Main Street/Cobbs Ford Road, Memorial Drive and more recently McQueen Smith Boulevard. While the downtown business area has experienced considerable reinvestment, older commercial areas have not fared well in competing with the new business areas on the east side of the community.

Industrial Development

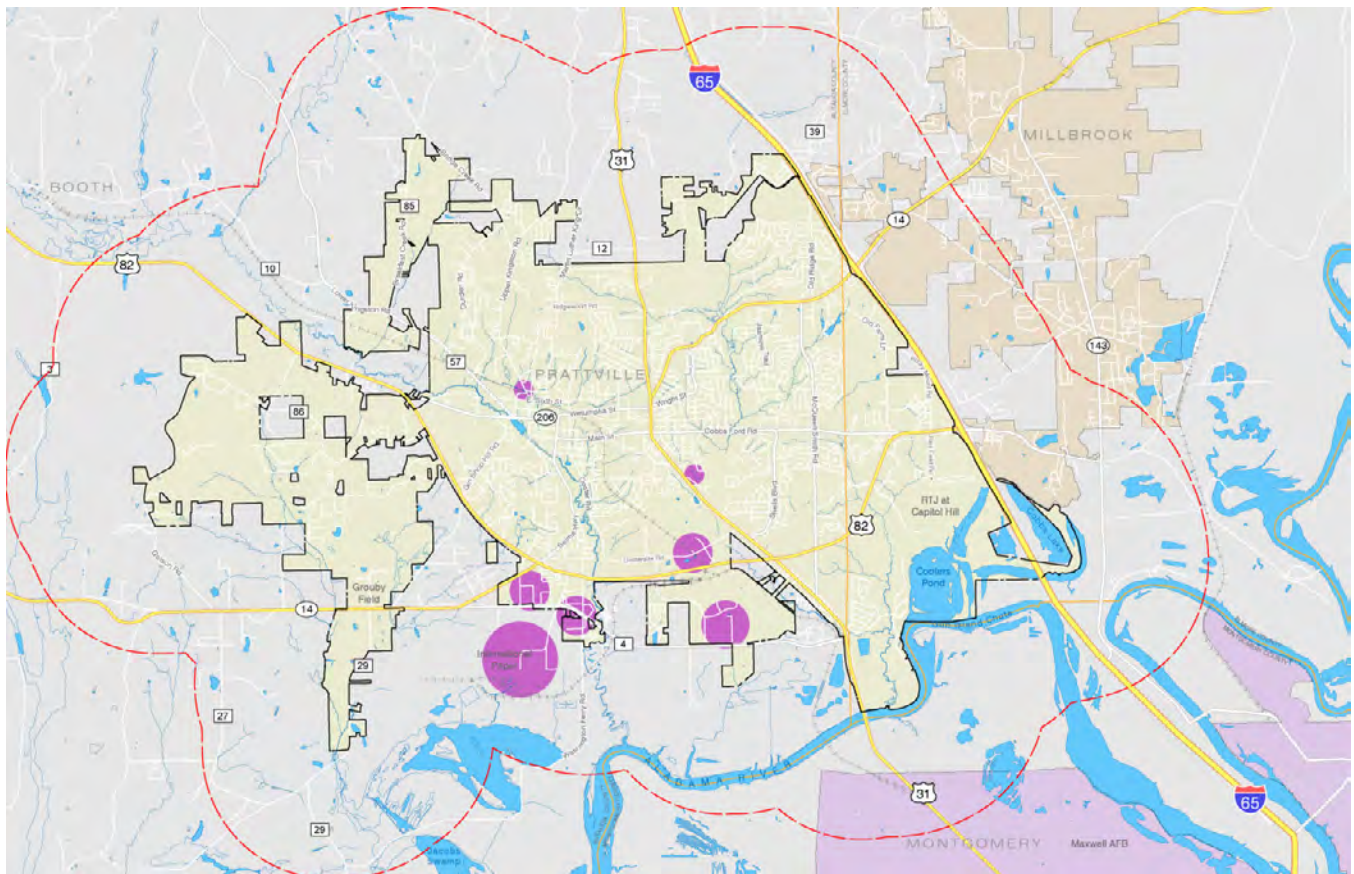
While Prattville was a burgeoning industrial city in the 1800s, there was only modest industrial growth for most of the next century, with the notable exception of the Union Camp paper mill in south Prattville in 1967 (purchased by International Paper in the 1990s). However, in

recent decades industries have located in the West and South Industrial Parks, both south of the US Highway 82 Bypass. Existing tenants include Medline distribution center and Pearson Industries, a rope manufacturer. Construction of an 850,000 sf facility for James Hardie, a building materials manufacturer, is underway.

While the parks are not located with immediate access to the interstate, the construction of the bypass has greatly improved interstate access to the parks. A cluster of industries located further east along the bypass take advantage of available rail access there. The recent construction of a bridge over the railroad serving International Paper, improving access between the bypass and the South Industrial Park, is expected to accelerate growth in the park.

The Prattville Area Chamber of Commerce assists the community in attracting new industries to the area.

Figure 7 Industrial Development



Housing Development

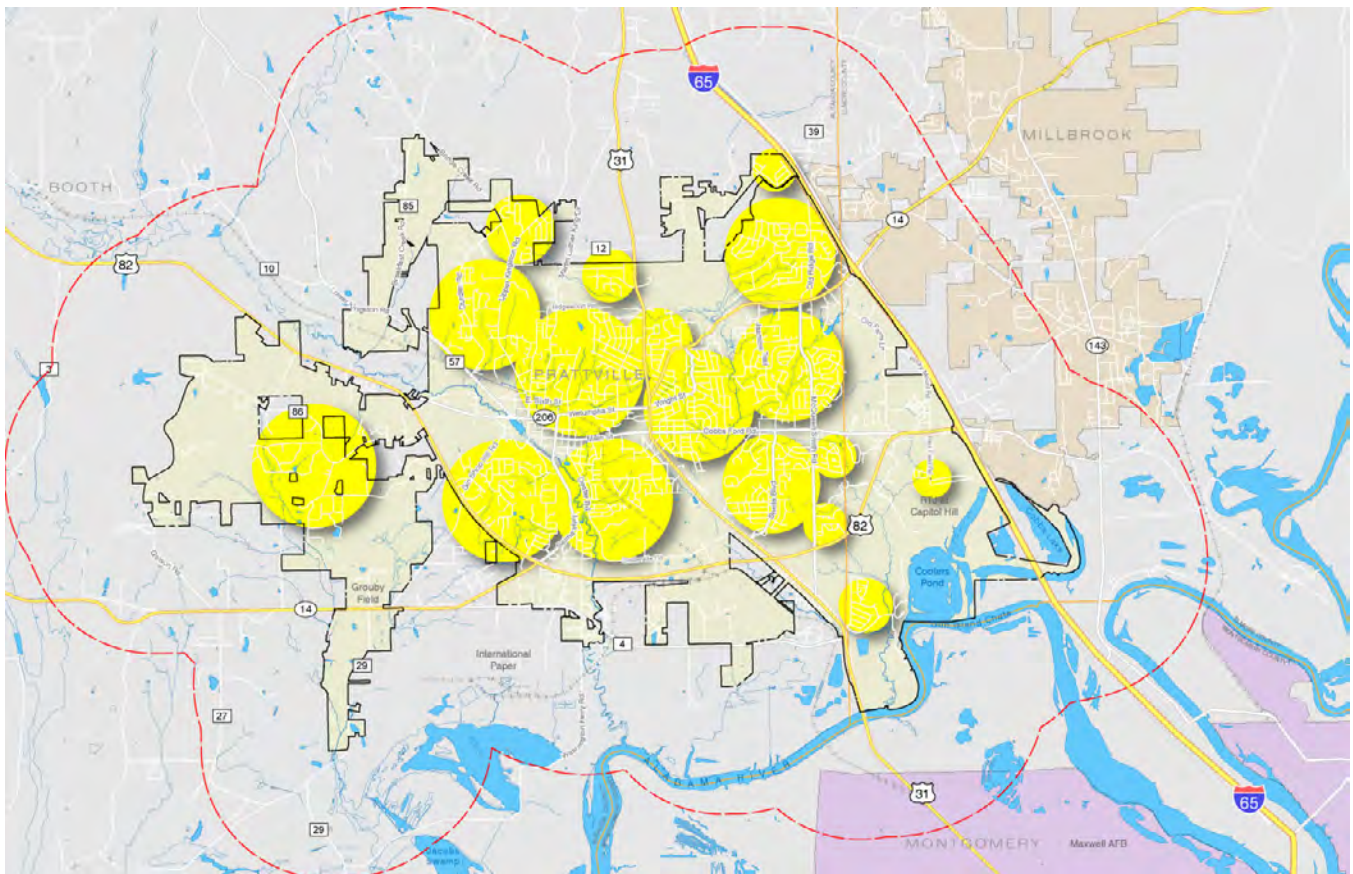


Infill housing development adjacent to Downtown Prattville

According to data collected by City-Data.com, single-family home construction took off in the early 2000s and peaked in 2006 with over 300 new homes before the national recession curbed housing construction throughout most of the country. Housing construction slowed to just over 100 new homes per year in the next several years but has continued at a steady but lighter pace. In 2019 the City approved 242 single-family housing permits.

Prattville's housing stock is overwhelmingly single-family detached, with a small percentage of multifamily and attached single-family housing development. However, there has been increasing pressure to develop more multifamily housing. Most recent multifamily housing has developed along McQueen Smith Road north of Cobbs Ford Road. There are also several manufactured home communities in Prattville, including subdivisions along Doster Road and manufactured home parks in south Prattville.

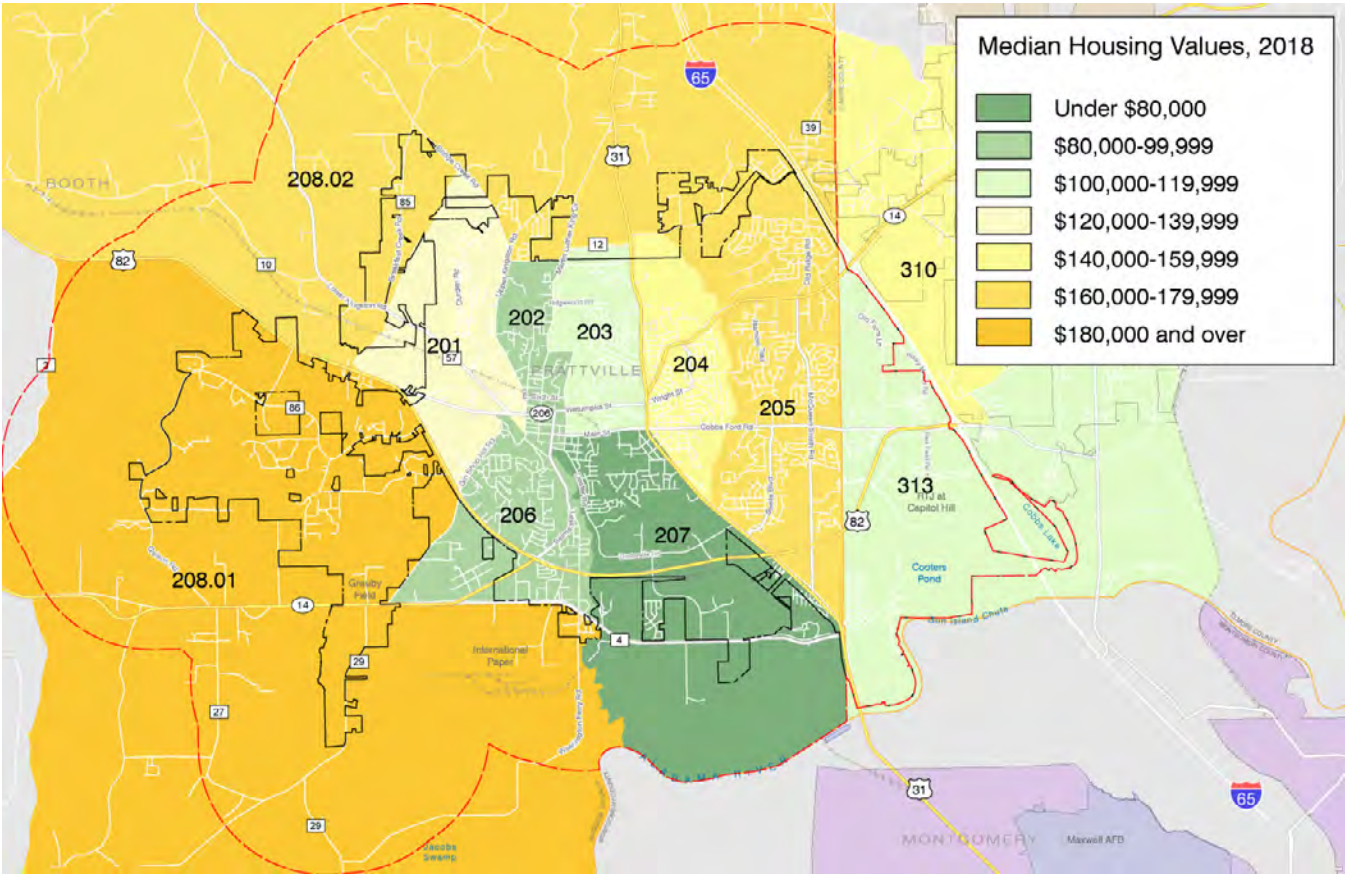
Figure 8 Residential Development



Based on US Census estimates, median values of owner-occupied homes varied in 2018 from just under \$80,000 to over \$300,000. The highest median values occur in Census Tract 208.01 in the mostly rural south-western portion of Prattville where single-family properties contain multiple acres. The lowest median housing values were in Census Tract 207 in south Prattville east of Autauga Creek, which includes most of the manufactured housing areas in the city. Newer neighborhoods in east Prattville (Census Tract 205) reflected relatively high values with a median of about \$180,000.



Figure 9 Median Housing Values by Census Tract



Major Institutions

Prattville's major institutions include the Prattville Baptist Hospital, Autauga County government, Autauga County Schools and the Prattville city government. There are a number of churches in Prattville, including several large churches in Downtown Prattville.

Though located in nearby Montgomery, Maxwell Air Force Base is an important part of Prattville as many

residents work or have worked on the air base. While there are a number of colleges and universities in neighboring Montgomery, there have been no colleges or universities in Prattville, until in 2018, when Central Alabama Community College opened a satellite campus in a shopping center at the intersection of Fairview Avenue and Old Farm Lane.



Built in 1952 Prattville Baptist Hospital is located at the corner of North Memorial Drive and Wetumpka Street



Autauga County Courthouse, built in 1906, is located on Court Street just a few blocks north of Downtown Prattville

Historic Areas

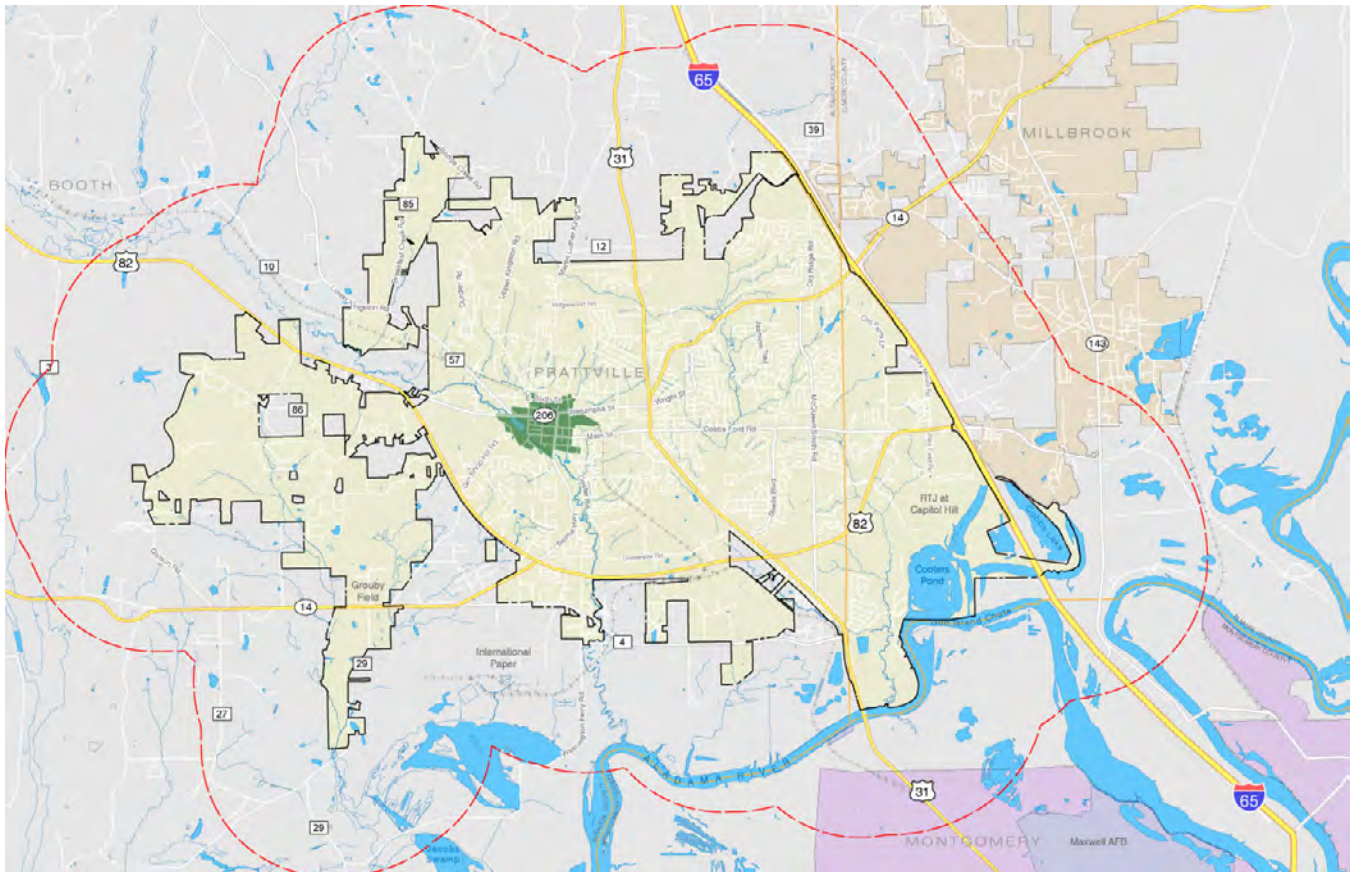
Much of the downtown area, including adjoining residential areas, are within the Daniel Pratt Historic District, which was listed on the National Register of Historic Places in 1984. Prattville's Historic Preservation Commission was created in 2008 to promote historically sensitive investment in the district. While the district is locally designated by the City of Prattville and a design review process is in effect, a Certified Local Government program has not been established, which could provide additional technical resources to the Preservation Commission from the Alabama Historical Commission (AHC). The Preservation Commission plans to update the design guidelines established in 2008.

The downtown commercial district is made up of historic storefronts mostly along West Main Street between Court Street and Chestnut Street. The streetscape was improved in the early 2000s with brick pavers, curb extensions, street trees, planting beds and decorative lighting. Since then the downtown business area has

made a significant comeback; and features a number of successful restaurants and other businesses today. To accommodate increased demand for parking, several early homes on the south side of Tichnor Avenue were demolished to create parking lots for the businesses fronting Main Street. Despite this and the angled parking on Main Street, there is still a concern there is not adequate parking for the bustling downtown. Parking needs for the downtown area will be studied during the planning process.

The Daniel Pratt gin complex, which served as the economic foundation of the town's early development, remains largely in place, although Pratt's original home, some mill housing and other individual structures have been lost over time, including, sadly the loss in 2002 of the Gurney Cotton Factory building to fire. A private investor intends to adapt five remaining structures in the complex into housing.

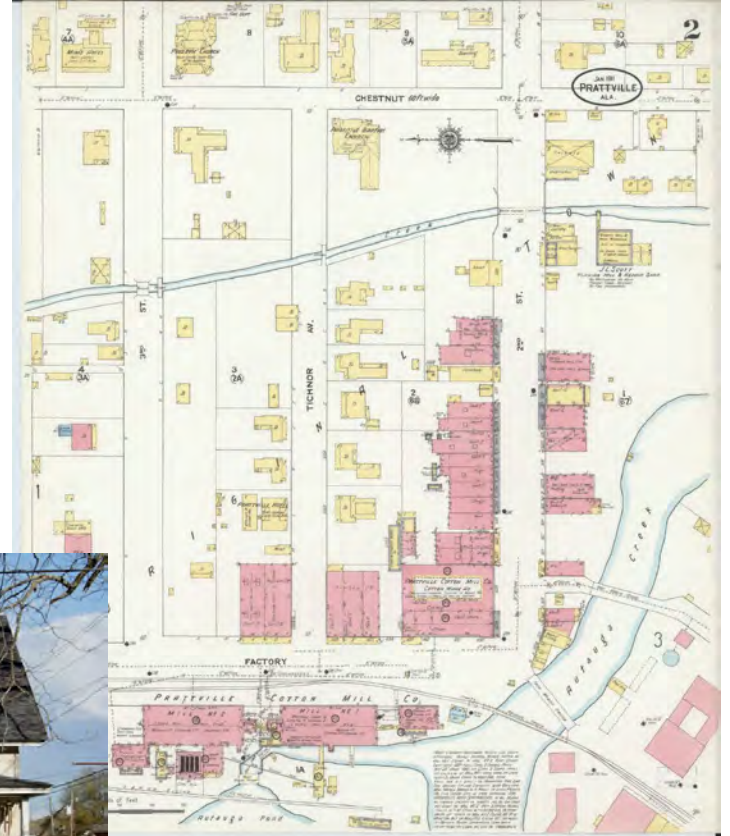
Figure 10 Daniel Pratt Historic District



Further east from Prattville's original settlement, the Prattmont community that developed in the first part of the 20th Century represents another important period in the city's history. As the community's business activity continued eastward, the business areas along Memorial Drive, particularly south of Main Street have declined. Today, the City and business owners have initiated discussions on how they might work together to revive the area.

Lower Left: Historic Downtown Prattville

Lower Right: 1911 Sanborn Map of Downtown Prattville



Law office in historic home on Chestnut Street

TRANSPORTATION

Prattville has a well-developed street network featuring several major transportation corridors, including Interstate 65, US Highway 31, US Highway 82, Fairview Avenue and Selma Highway. Major local roads include Main Street/Cobbs Ford Road, Old Farm Lane, McQueen Smith Road, Sheila Boulevard, Doster Road, East Sixth Street, Upper Kingston Road, Martin Luther King Drive and others.

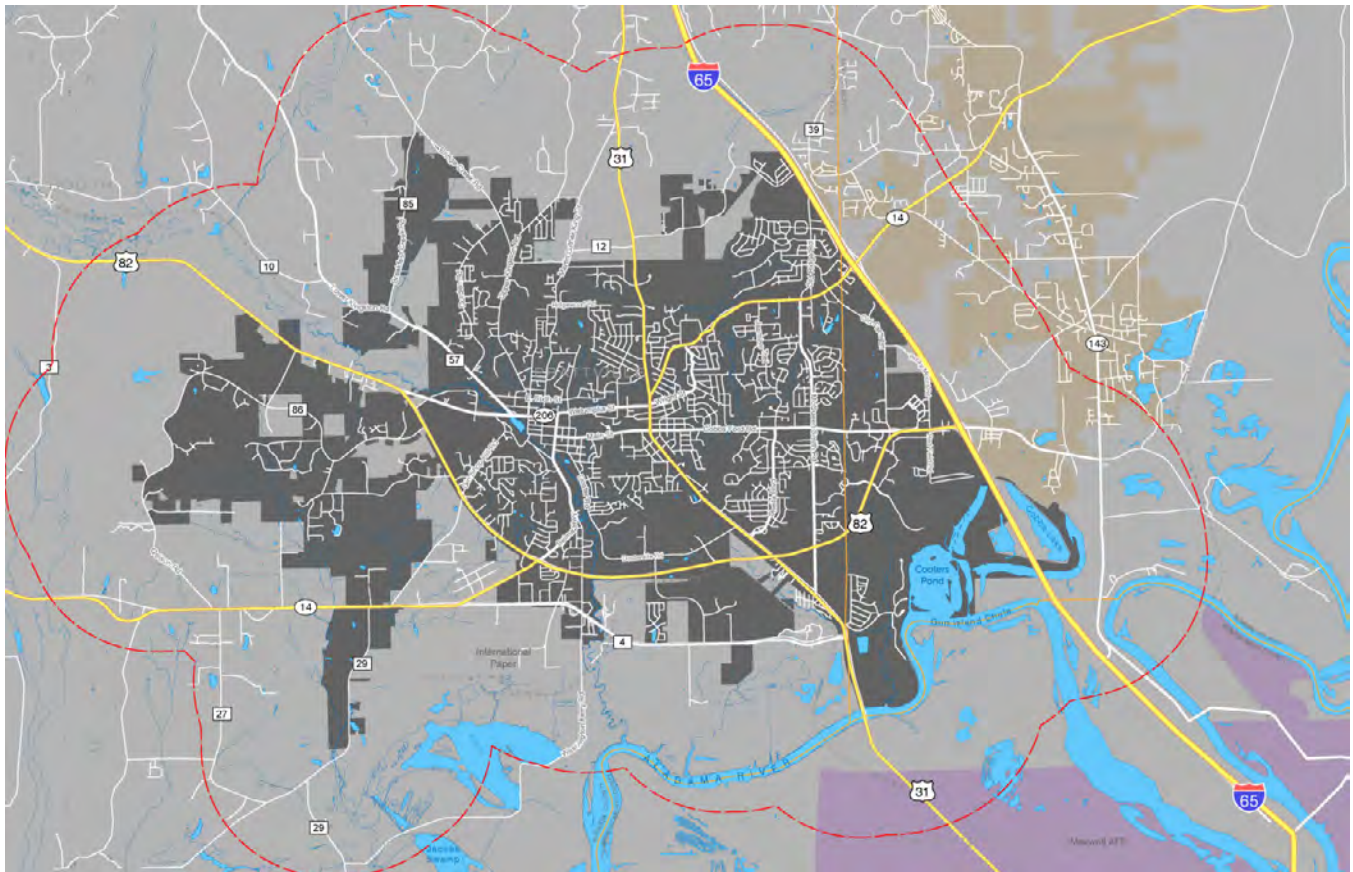
As the city has grown, the emerging street system has maintained a relatively high level of connectivity despite limitations posed by terrain, streams and railroads. A well interconnected street network provides route choices to drivers, rather than forcing most trips on to a limited number of major roads.

Neighborhoods

In Prattville, most residential developments connect to one another by way of local streets except where streams and other obstacles make street connections more difficult. Most have multiple access points to surrounding streets, while a few have cul-de-sac street layouts. Very few residential areas have grid patterns for the street layouts, though there are a few grid sections near the Main Street corridor.

Though neighborhood streets are largely interconnected, much of Prattville's commercial development over the last forty years has occurred along Cobbs Ford Road and a few other major arterials. Because these corridors are essential for traveling across the city and beyond, accommodating traffic for businesses along the roadway is a competing need. This has resulted in greater congestion, uneven traffic flow and greater potential for accidents at higher speeds.

Figure 11 Street Network



Accessibility

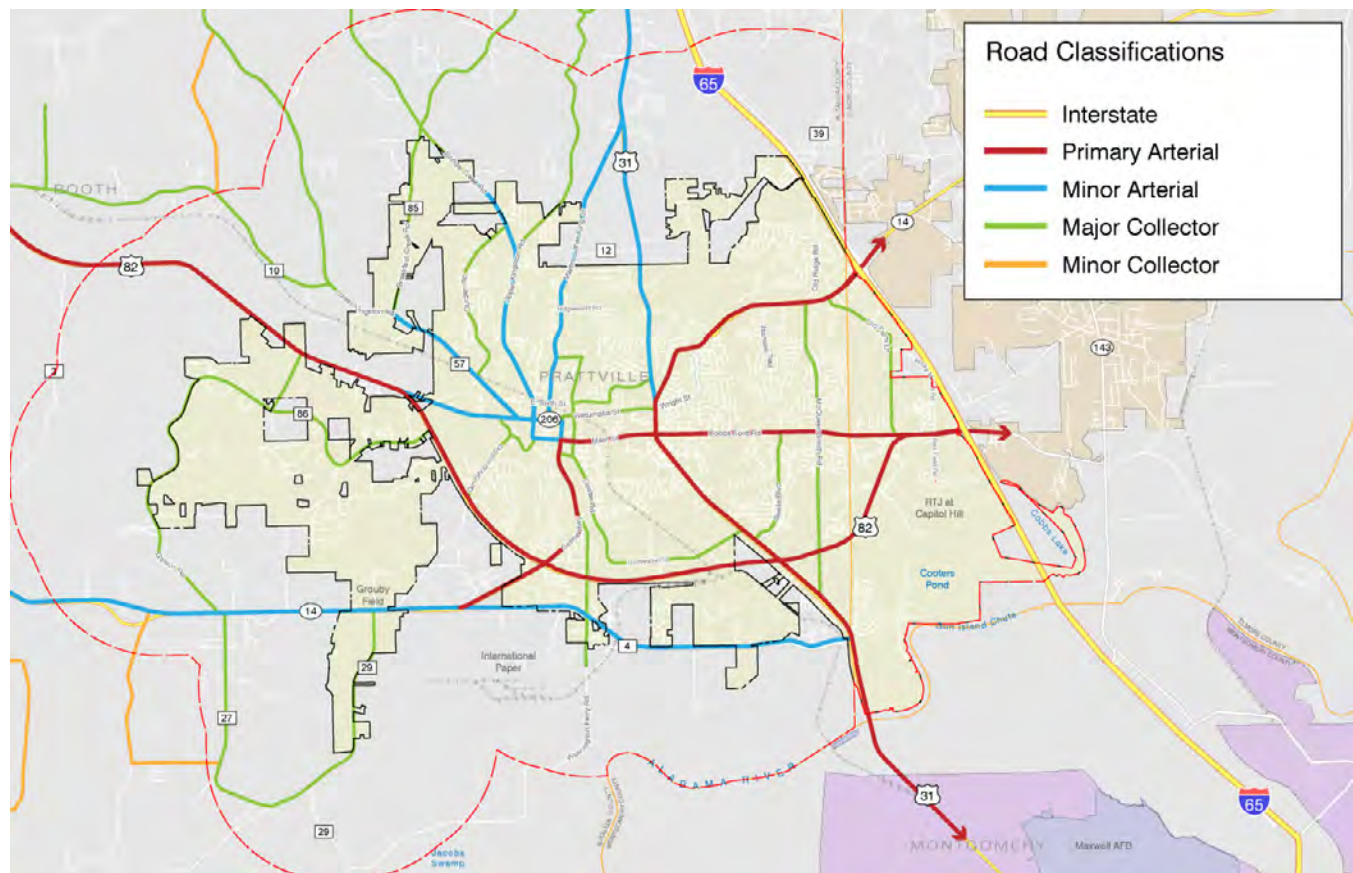
Regional vehicular access to Prattville is provided by I-65 and two federal highways, US-31 and US-82. I-65 and US-31 provide north/south access from Prattville to Birmingham and Montgomery. US-82 extends westward and connects Prattville to I-20/59 in Tuscaloosa, and it also extends eastward toward Eufaula and then into Georgia. Additional regional access is provided by SR-14 which extends in an east/west direction, connecting Prattville with Wetumpka and Selma. Access to I-65 is provided by three interchanges: one at US-82/Cobbs Ford Road (Exit 179), one at Fairview Avenue (Exit 181), and one at US-31 (Exit 186). Overall, Prattville has a well-connected system of arterial and collector streets. North of Main Street, however, there are few east/west routes which makes travel in those directions challenging.

Roadway Characteristics

Roadways within the study boundary exhibit the following characteristics:

- I-65 is a six-lane, divided, north-south roadway that is classified as an interstate. It has a posted speed limit of 70 miles per hour. In 2018, the AADT for the portion of the interstate adjacent to Prattville was approximately 62,600 vehicles.
- US-31 (SR-3), north of 6th Street, is a two-lane, undivided, north-south roadway. South of 6th Street, US-31 expands to become a four-lane, divided roadway. US-31 is lined by various land uses, including commercial, residential, wooded, and agricultural. US-31 is classified as a minor arterial north of Wetumpka Street. South of Wetumpka Street, US-31 is classified as a primary arterial. It has a posted speed limit of 45 miles per hour. In 2018, the Average Annual Daily Traffic (AADT) for this roadway ranged from approximately 10,900 to 24,700 vehicles.

Figure 12 Road Classifications



- US-82 (SR-6) is an east-west roadway containing segments of two-lane, undivided and four-lane, divided roadway. US-82 is classified as a primary arterial. US-82 is lined by various land uses, including commercial, residential, wooded, and agricultural. It has a posted speed limit of 55 miles per hour to the west of the US-82 junction with Cobbs Ford Road. A posted speed limit of 45 miles per hour is present to the east of that junction. In 2018, the AADT for this roadway ranged from approximately 6,400 to 17,400 vehicles for the segment west of the US-82 junction with Cobbs Ford Road. East of this junction, the AADT increased to approximately 35,100 vehicles.
- SR-14 is co-located along I-65 (between Exits 179 and 181), Cobbs Ford Road, US-82, and Selma Highway. These roadways are interstate and primary arterial functional classes, respectively. SR-14 is lined by various land uses, including commercial, residential, wooded, and agricultural. Posted speed limits along SR-14 include posted speed limits of 55 miles per hour to the west of the US-82 junction with Cobbs Ford Road, 45 miles per hour to the east of that junction, and posted speed limits ranging from 45 to 55 miles per hour along the Selma Highway segment. In 2018, the AADT for this roadway ranged from approximately 7,600 to 35,100 vehicles.
- Fairview Avenue is a northeast-southwest roadway that is classified as a primary arterial. It has segments consisting of a two-lane, undivided roadway and a five-lane roadway which includes a two-way left turn lane. Fairview Avenue is lined by various land uses, including commercial, residential, and wooded areas. It has a posted speed limit ranging from 40 to 45 miles per hour. In 2018, the AADT for this roadway ranged from approximately 13,900 to 32,200 vehicles.
- Cobbs Ford Road is a five-lane, undivided, east-west roadway that is classified as a primary arterial. Cobbs Ford Road is surrounded by commercial land uses. It has a posted speed limit of 45 miles per hour. In 2018, the AADT for this roadway ranged from approximately 25,700 to 35,100 vehicles.
- East Main Street is an east-west roadway with segments classified as a primary arterial and a minor arterial. East Main Street includes two-lane, three-lane, four-lane, and five-lane undivided segments, along with a four-lane divided segment. East Main Street is lined by commercial and residential land uses. It has a posted speed limit ranging from 15 miles per hour in the downtown area, increasing to 45 miles per hour as it proceeds to the east. In 2018, the AADT for this roadway ranged from approximately 14,200 to 20,700 vehicles.
- Martin Luther King Jr. Drive (North Chestnut Street) is a two-lane, undivided, north-south roadway that is classified as a minor arterial. The roadway is lined by various land uses, including residential, wooded, and agricultural. It has posted speed limits ranging from 35 to 40 miles per hour. In 2018, the AADT for this roadway ranged from approximately 2,400 to 3,400 vehicles.
- Upper Kingston Road is a two-lane, undivided, north-south roadway, with segments classified as a minor arterial and a major collector. The roadway is lined by various land uses, including residential, wooded, and agricultural. It typically has a posted speed limit of 35 miles per hour. In 2018, the AADT for this roadway ranged from approximately 2,200 to 3,700 vehicles.

Congestion Status

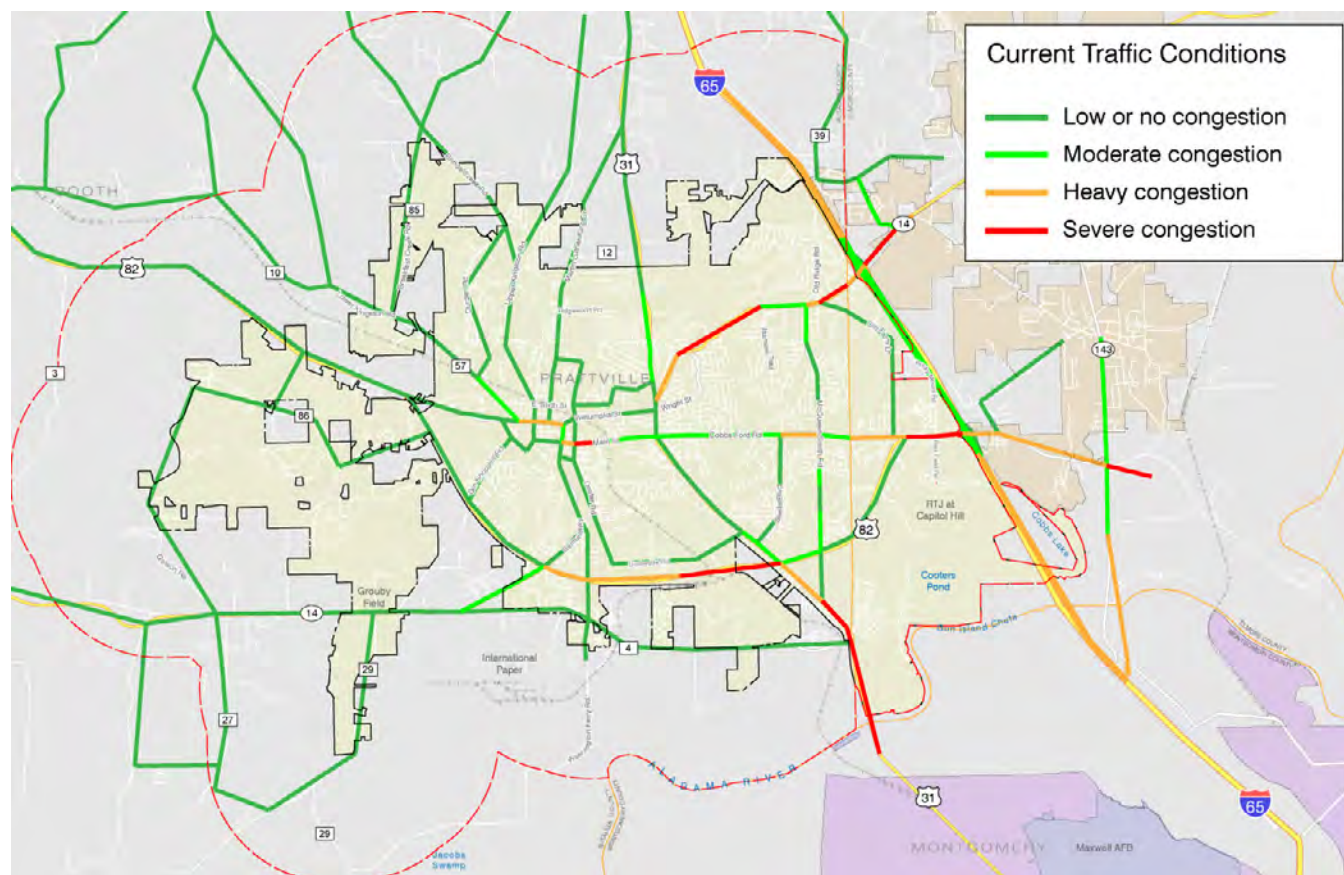
The Montgomery MPO regional travel demand model was used to identify congested roadways in Prattville. The travel demand model volume/capacity ratio was used to illustrate existing areas that are currently experiencing congestion. It should be noted that the Montgomery MPO travel demand model's current base year is 2010. Additional analysis was conducted on historical traffic counts between the years 2010 and 2018 to account for recent growth, and the travel demand model volumes were factored accordingly to more accurately reflect existing conditions.

Some congestion is present during the peak periods near Prattville High School and Prattville Junior High School on Upper Kingston Road and Martin Luther King Jr. Drive, respectively. This increased congestion is generally seen during the school drop-off and pick-up times due to an increase in traffic and delay from student drop-off and pick-up, school bus entry and exit, and student and faculty commuters. A traffic study being produced in conjunction with this Plan analyzes selected intersections and locations within the Prattville area, studying the current and projected traffic conditions at these locations. The results of this study are located in the Appendix.

As shown in Figure 13, roadway segments exhibiting heavy to severe congestion based on analysis of the 2018 factored model volumes include:

- 4th Street, between Lower Kingston Road and South Washington Street
- East Main Street, between South Washington Street and New Moon Drive
- Fairview Avenue, between US-31 and Jasmine Trail
- Fairview Avenue/SR-14, on the eastbound and westbound approaches to the I-65 interchange
- Cobbs Ford Road, on the eastbound and westbound approaches to the I-65 interchange
- East Main Street, between Sheila Boulevard and McQueen Smith Boulevard
- McQueen Smith Road, northbound approach to East Main Street
- US-82, between Selma Highway and US-31
- US-31, south of US-82
- I-65, north of Fairview Avenue
- I-65, south of Cobbs Ford Road

Figure 13 Congestion Status



Updates since the Previous Plan

Since the previous transportation plan, several transportation improvement projects have been implemented. These include:

- Addition of protected left turn phases for both McQueen Smith Road approaches at its intersection with the US-82 Bypass
- Installation of left turn lanes along both US-82 Bypass approaches at Ginn Shop Hill Road, along the westbound US-82 Bypass approach at Indian Hills Road, and along both US-82 Bypass approaches at Northington Road
- Widening of the US-82 Bypass to a four-lane, divided section between Selma Highway and Malone Court
- Addition of a second northbound through lane on the McQueen Smith Road approach to East Main Street
- Completion of the widening of Old Farm Lane to a four-lane, divided section with bike lanes and sidewalks between Cobbs Ford Road and Fairview Avenue

- Extension of Old Farm Lane north of Fairview Avenue with installation of a roundabout at North Old Ridge Road.
- Installation of an Automated Traffic Signal Performance Measures (ATSPM) system on Cobbs Ford Road which implemented an advanced detection system and also gives the City the ability to collect traffic count data at intersections.
- Construction of an industrial access road from US-82 to CR-4 East

Current Transportation Projects

- An ongoing construction project to add turn lanes at the intersection of US-82 and US-31
- Realignment, widening, and bridge construction of US-82 at its crossing of Pine Creek, just west of US-31
- US-82 widening between US-31 and SR-14 is planned for construction under the Rebuild Alabama Act; this project will complete the four lane expansion of the US-82 bypass in Prattville.

Opening of the South Industrial Park bridge



Transit

Transit service in Prattville is provided by Autauga County Rural Transportation. This is a “first come, first serve” paratransit service that provides transportation to the Montgomery Cancer Center and doctors in the Montgomery area for Autauga County residents only. A 24-hour advance notice is required. Fares range from \$3-\$6 with discounts available for seniors, disabled, and riders under the ages of 16. There is currently no fixed-route transit service in Prattville.

Pedestrian Facilities

Sidewalks are present downtown and in adjacent historic neighborhoods. For many periods of the city’s growth—beyond the downtown area, sidewalks were not included along streets. Most neighborhoods that developed prior to about the 1980s do not have sidewalks. As subsequent residential growth extended east of Pine Creek, neighborhoods began to once again include sidewalks, typically on one side of the street or both sides of a subdivision’s collector street. Sidewalks are not present on major roads such as East Main Street, Cobbs Ford Road, Memorial Drive and McQueen Smith Road.

Sidewalks are present near some, but not all, of the local schools. No sidewalks are present along Upper Kingston Road near Prattville High School or near Autauga County Alternative school. A sidewalk is present along the northbound approach to Prattville Junior High

School, located on Martin Luther King Jr. Drive. There is no buffer between the roadway and the sidewalk, however, which decreases the safety of sidewalk usage. Sidewalks are also present on the northern and western sides of Daniel Pratt Elementary School, connecting the school to many neighborhoods in the area. Sidewalks are present along Old Farm Lane approaching Prattville Christian Academy.

The City constructed a walking path along Autauga Creek near downtown in 2006. The path was extended eastward to Chestnut Street in 2014; and the City plans to continue extending the path along the creek.

The City has begun the process to improve existing sidewalks around Prattville to meet Americans with Disabilities Act (ADA) standards by installing curb ramps at intersections.

Bicycle Facilities

There are no designated on-street bike lanes or off-street bicycle paths in Prattville, though there appears to be increasing interest for these. The City has marked sharrows—travel lanes intended to be shared by motorists and bicyclists—on Old Farm Lane in east Prattville. Prattville’s street design standards require new local streets to be 27 feet wide curb to curb. This width would accommodate marking of sharrows depending on whether on-street parking occurs along streets.

Natural surface trail along Autauga Creek



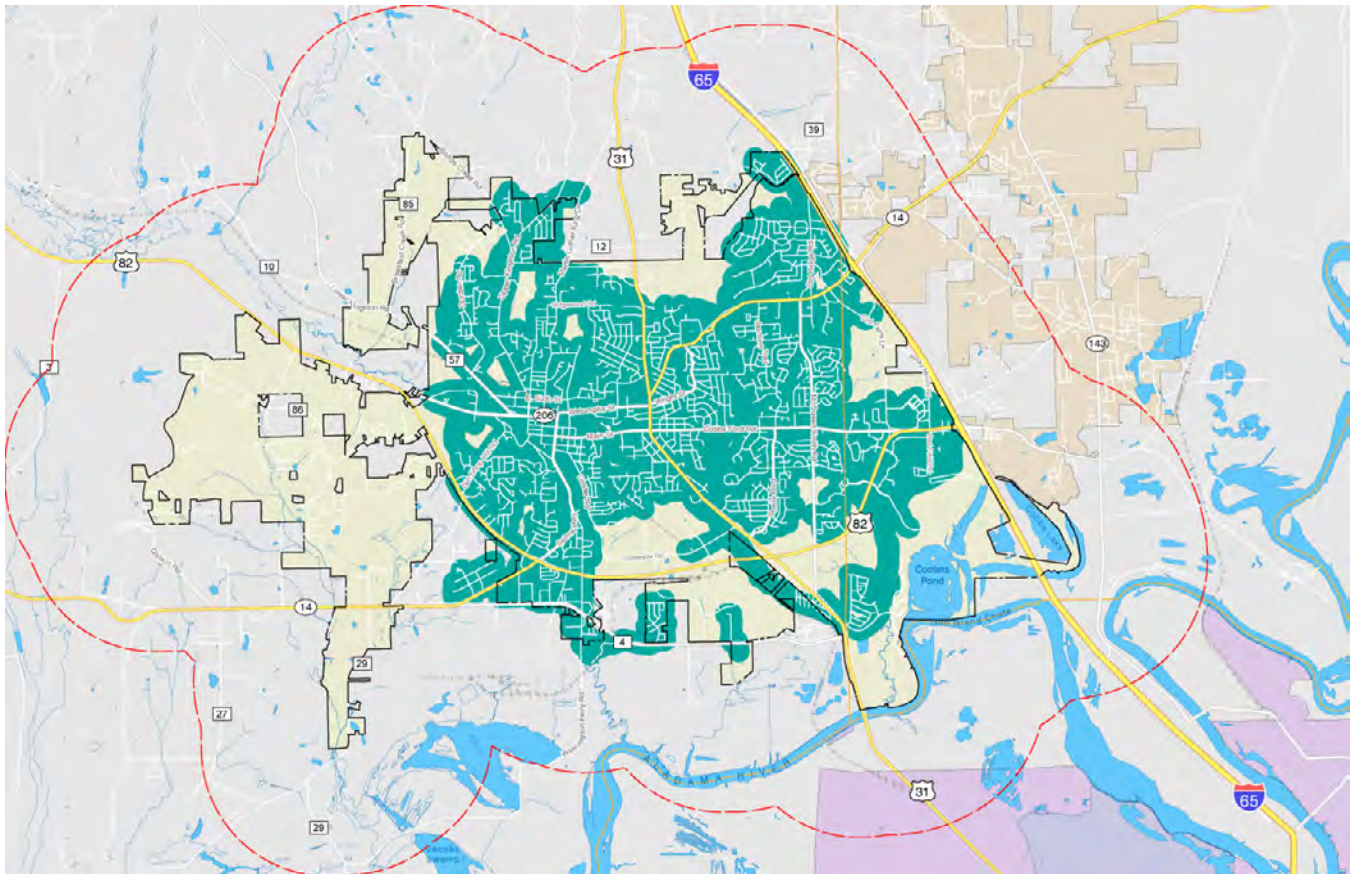
UTILITIES AND INFRASTRUCTURE

Sanitary Sewer

The City of Prattville Public Works Department operates the city's wastewater (sanitary sewer) system. Sanitary sewer service is widely available throughout the city and a few small areas just beyond the city limits. Unsewered areas are primarily those that have either not developed yet or that developed at a density below that which requires sanitary sewer service. As development of commercial and residential areas continue in the Old Farm Lane and Old Ridge Road areas, for example, unsewered areas will be tied to the city's sanitary sewer system.

The City is replacing older sanitary sewer lines, such as in the downtown area, and upgrading undersized main sewer lines. Parts of the sanitary sewer system in areas developed over the last 30-40 years are generally considered to be in good condition. The City recently upgraded the Pine Creek Wastewater Treatment Plant, using green infrastructure and new technologies to enhance treatment and increase design flow from 3.0 to 5.7 mgd. The Public Works Department's Wastewater Division intends to upgrade the Fay Branch interceptor line to add capacity and to modernize the Autauga Creek wastewater treatment plant.

Figure 14 Sewer Coverage Area





New headworks added as part of the Pine Creek Wastewater Treatment Plant upgrades

Stormwater Management

The Public Works Department oversees management of stormwater drainage, a relatively new responsibility for the department. Due to the city's topography and as development has increased, the velocity of runoff as it flows downstream along areas creeks is causing erosion along the waterways. The department is preparing an overall plan to address these issues, including re-routing some storm sewer lines, and to respond to tighter rules on stormwater management issued by the Environmental Protection Agency.

Water System

Prattville Waterworks operates the local water system. The water system extends north to Exit 186, roughly three miles north of the city, and south to the Alabama River, and from I-65 on the east to Bear Creek Swamp in the west. The system has a storage capacity of 11 mil-

lion gallons per day (GPD) and purchases four million GPD from Five Star in Wetumpka. Water usage varies from about 4.5 million GPD to just under nine million GPD during peak periods. The water supply comes from wells generally on the west side of the community. Geologic conditions on the north and east sides limit potential for tapping ground sources in these areas.

The waterworks continues to upgrade aged and undersized lines in older developed areas. Because the water from Five Star must travel up to 20 miles, increasing the potential for transmission problems, the waterworks plans to move large transmission mains to be able to move water from the west to east side to enable the system. This will allow the system in the future to become independent of Five Star. The waterworks also foresees the need to increase storage capacity to serve industries on the south side of Prattville as industrial development grows.

CITY OF PRATTVILLE FACILITIES

The City of Prattville owns about 1,300 acres of land, which includes Prattville-Grouby Field (227 acres), West Industrial Park (40 acres) and South Industrial Park (490 acres). 208 acres are used for parks, recreation and cultural facilities (this does not include city parks and recreation facilities at Cooters Pond, which are on US Army Corps of Engineers property). In addition to these functions, city properties include the City Hall and City Hall annex, a public works facility, three fire stations, a public safety center, a fire training facility, a 16-acre cemetery and two wastewater treatment plants. In addition, the city has acquired considerable flood prone land throughout Prattville.

City Hall

City governmental offices are located in the City Hall building and City Hall annex, both on Main Street in Downtown Prattville.

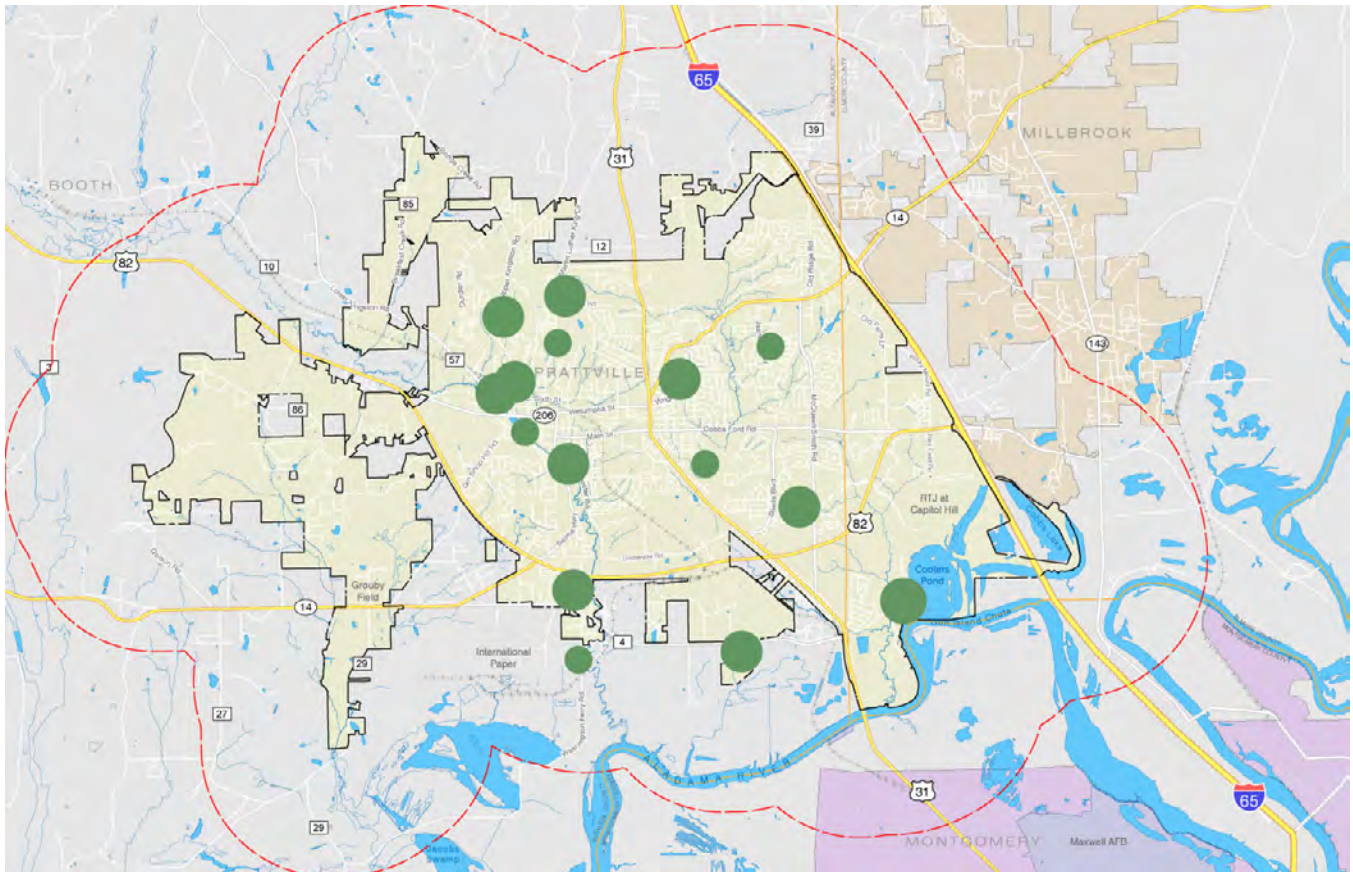
Parks, Recreation and Cultural Arts

Prattville's parks, recreation and cultural facilities include fifteen parks, the Pratt Pool, the Stanley-Jensen Stadium, the Gillespie Senior Center, Doster Community Center, Upper Kingston Community Center, the Prattuga Museum and Way-off Broadway Theater/ Cultural Arts Building. Due to considerable growth in sports programs, the department took over management of many of these from parent-run associations. The city prepared a parks and recreation master plan in 2015, which identified priority actions and investments for the department over a six year period.

Parks

Parks are reasonably distributed throughout the city, except that there are relatively few parks in east Prattville where considerable residential growth has occurred and will continue for the foreseeable future. The city's sports complexes (excluding the football stadium) are located on the far north and south ends of the community. Cooters Pond Park, a regional park featuring a dog park, boat launches and other passive recreational elements is located along the Alabama River in southeast

Figure 15 City Parks



Prattville. In support of the work done by the Autauga Creek Improvement Committee, who has worked to develop a 13-mile canoeing trail along the creek, the City developed and maintains a park space at the south end along Reuben Road.

An Olympic-sized community pool is part of Pratt Park, which also includes a splash pad, pond and playground. Several parks, recreation and cultural arts facilities are located next to the park, including the Doster Community Center and Gillespie Senior Center.

The City is in the process of adding a softball complex and is planning hiking and biking trails, both adjacent to Mac Gray Park. The department also sees a need for

additional soccer fields. The City also acquired flood prone land on the west side of US 31 near Pine Creek and the Candlestick Park manufactured home community that is being considered for hiking and biking use.

Recreation and Cultural Facilities

All of Prattville's cultural and recreational facilities, with the exception of the Upper Kingston Community Center, are located in Downtown Prattville. According to the department participation in programs has outgrown the city's available recreation and cultural facilities; and there is a need for a larger event venue, such as a civic center.



An Olympic-sized community pool is part of Pratt Park, which also includes a splash pad, pond and playground. Several parks, recreation and cultural arts facilities are located next to the park, including the Doster Community Center and Gillespie Senior Center.



Doster Memorial Community Center

PUBLIC SAFETY

Fire Department

The Prattville Fire Department maintains an Insurance Service Office (ISO) rating of “1,” the best possible score offered under the ISO system, which evaluates fire departments based on staffing, training, equipment, response time and related criteria. The department’s exceptional level of service and strong ISO rating help keep property insurance costs low. The department’s facilities currently include three fire stations, a training facility and administrative offices in the Public Safety Building. Existing stations are located: downtown, in the Prattmont area and on McQueen Smith Road near Wal-Mart. A fourth fire station will be soon be constructed on the far east side of the city to help ensure adequate response times as the area continues to develop.

Police Department

The police department is housed in the Public Safety Building near downtown and has an unmanned substation in the Prattville Town Center shopping development on the city’s east side. A manned substation will be incorporated into the soon-to-be-built Fire Station #4. The department has approximately 90 officers and estimates additional officers will need to be added as the city continues to grow. According to the police department, property crimes (theft, burglary) is the most prevalent issue the department deals with.

The overall crime rate in Prattville has trended down significantly, having dropping from 309 in 2005 to 232 in 2018 (US average is 274).



The City adaptively reused the former Continental Eagle Building for city police and fire department administrative functions, the City’s information technology offices and Autauga County EMA

PRATTVILLE AREA SCHOOLS

Prattville is one of the few cities in Alabama of its size that has not established a city school system. Prattville children attend Autauga County or Elmore County Schools. There are eight Autauga County Schools and four Elmore County Schools serving Prattville students. Roughly three-quarters of the students in Autauga County Schools in Prattville are from Prattville. Only about 350 students from Prattville attend school in the Elmore County system.

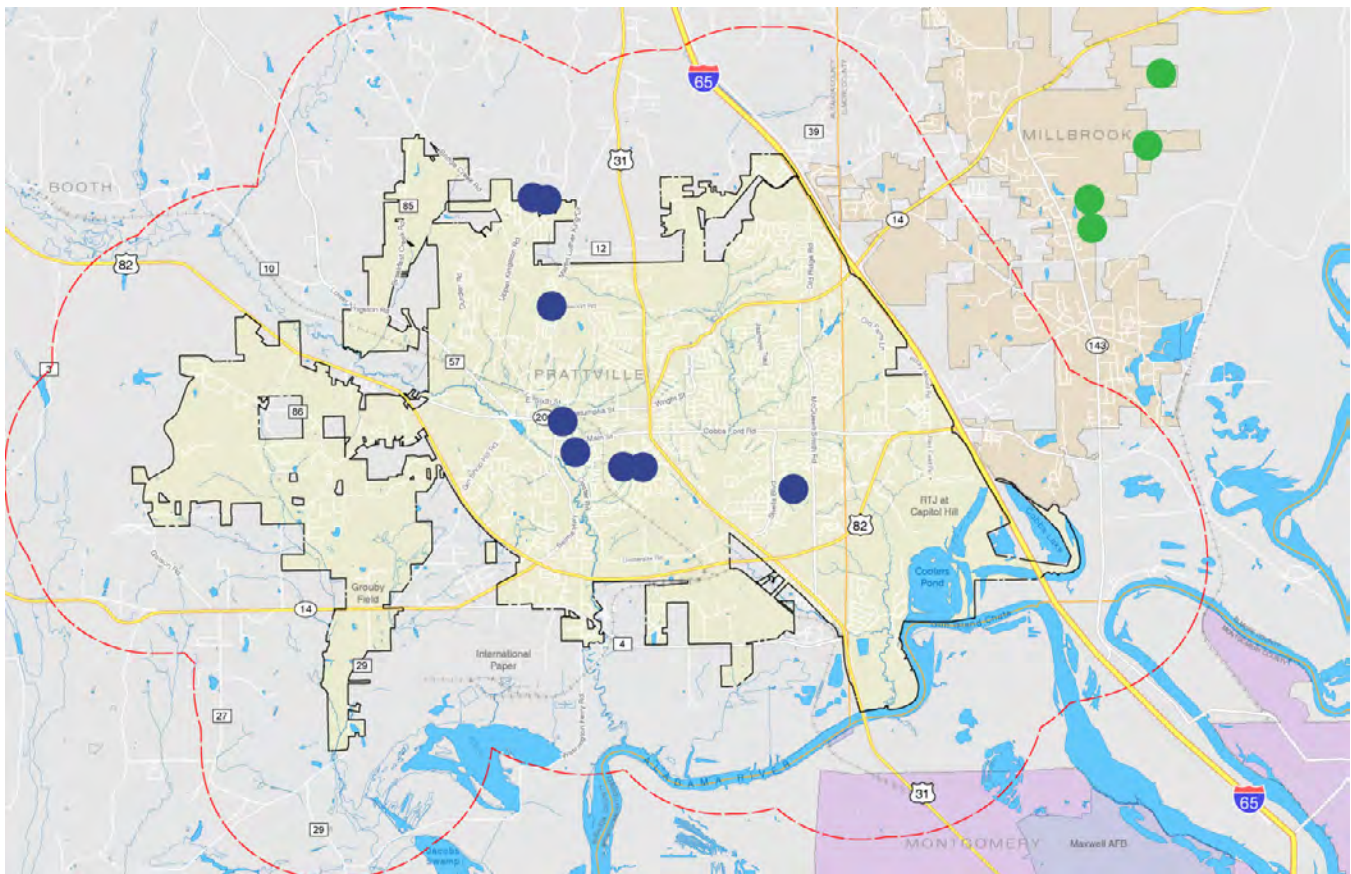
Elmore County Schools serving Prattville

- Coosada Elementary (grades pK-2)
- Airport Road Intermediate School (grades 3-4)
- Millbrook Middle School (grades 5-8)
- Stanhope Elmore High School (grades 9-12)

Autauga County Schools in Prattville

- Prattville Kindergarten
- Prattville Primary School (grades 1-2)
- Prattville Elementary School (grades 3-4)
- Danial Pratt Elementary School (grades 1-6)
- Prattville Intermediate School (grades 5-6)
- Prattville Junior High School (grades 7-8)
- Prattville High School (grades 9-12)
- Autauga County Technology Center

Figure 16 Autauga County Schools (blue) and Elmore County Schools (green)



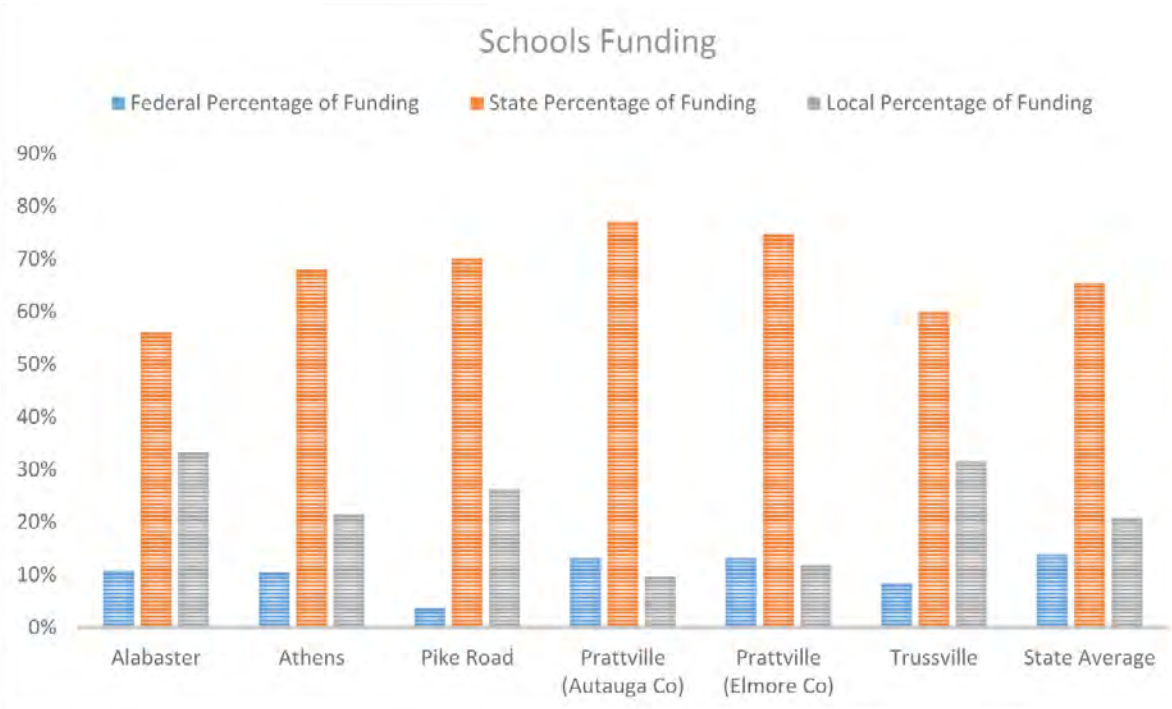
According to Alabama State Department of Education (ALSDE) annual report cards, the two school systems are comparable in academic achievement (mid- to upper- 80s). Having risen out of proration, Autauga County Schools made notable progress in terms of student achievement with the state score increasing from 80 to 88. With level enrollment from year to year, the system is not experiencing overcrowding and does not project a need for new school construction within the system. The Elmore County School system is experiencing more growth, partly as a result of population shifts in the Montgomery metro area. The system is targeting capital funding at the Coosada, Millbrook and Airport Road schools to accommodate increasing enrollment.

In addition to the Autauga and Elmore County schools serving Prattville, there are also two private schools: Autauga Academy and Prattville Christian Academy. Autauga Academy is a PK-12 school with just under 300 students located in far west Prattville on Golson Road. Prattville Christian Academy is a PK-12 school with about 670 students located in east Prattville on Old Farm Road. Ivy Classical Academy is a proposed charter school now seeking approval to open in Prattville.

School Funding

Property and sales tax revenue are the main sources of local school funding. Because property tax rates in Alabama are relatively low, sales tax revenues often make up the bulk of local school funds. With much of the city’s sales tax revenue generated in shopping centers located in the Elmore County portion of Prattville, Autauga County Schools do not benefit from it. Instead, those revenues go to Elmore County Schools where only a small number of Prattville students attend.

According to the ALSDE local funding per pupil among Autauga County Schools is \$668, compared to \$981 in Elmore County. The chart below illustrates the levels of federal, state and local funds per student for the two school systems serving Prattville in comparison to three peer cities in Alabama—Alabaster, Athens and Trussville—and the Town of Pike Road, a relatively new, but rapidly growing, suburb of Montgomery.



SOCIOECONOMIC CONDITIONS

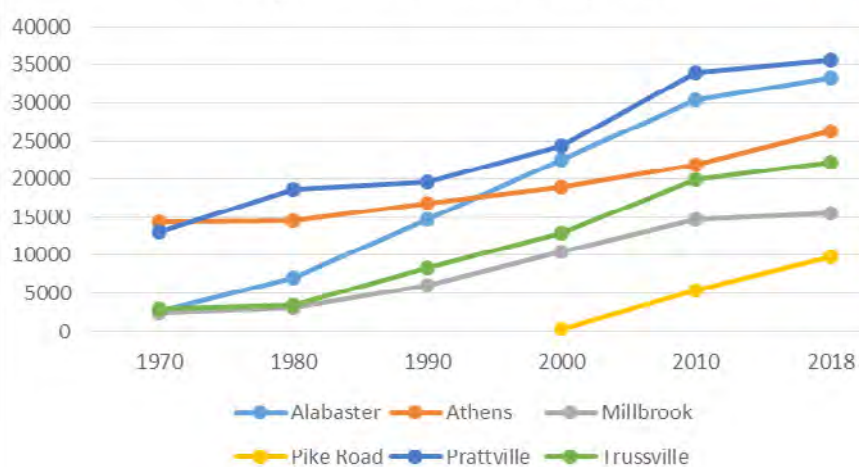
For the following analysis, socioeconomic indicators for Prattville were compared to two other Montgomery suburbs—Millbrook and Pike Road, three peer cities in other parts of the state and the State of Alabama overall. Millbrook was selected because of its proximity to Prattville and similar location within the metro area. Pike Road is a relatively new suburb of Montgomery, but it is growing quickly in part due to it becoming a community of choice for those leaving the larger city. Alabaster, Athens and Trussville were chosen for the comparison because of their comparable size, interstate access and relationship to the large cities and employment centers in their respective metro areas.

Population Growth

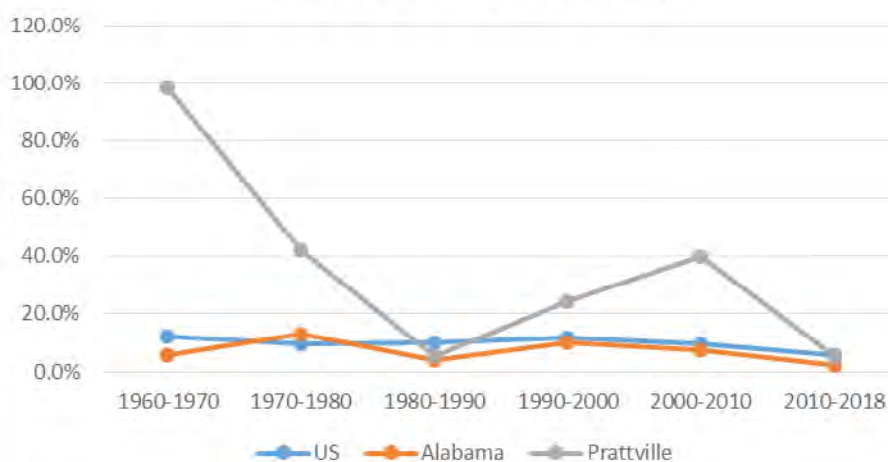
Prattville has continued to grow steadily over the last fifty years. The 1960s and 1970s were a time of tremendous growth, nearly tripling the size of the city. While the 1980s were a period of slow growth in the state and throughout the river region, Prattville began to accelerate again in the 1990s. By 2018 Prattville had nearly doubled its 1980 size. Athens was larger than Prattville in 1970 but has grown at a much slower pace. Millbrook, Alabaster and Trussville started the 1970s at similar sizes—considerably smaller than Prattville; and while they have all grown substantially, only Alabaster has come close to catching up to Prattville. Millbrook saw the greatest population gain between 1990 and 2010, but its growth rate had slowed by 2018. Pike Road incorporated just before the 2000 US Census but has grown rapidly over the last twenty years, largely due to aggressive annexation.

Prattville's annual percentage growth has been considerably higher than average growth rates of the US and the state at different times over the last several decades. As can be seen in the chart above, Prattville's growth rate dropped considerably from 1970 to 1990 but rebounded over the next two decades until the national recession in 2008. More recently, housing development has picked back up in Prattville and so its population is likewise increasing.

Population Growth 1970-2018

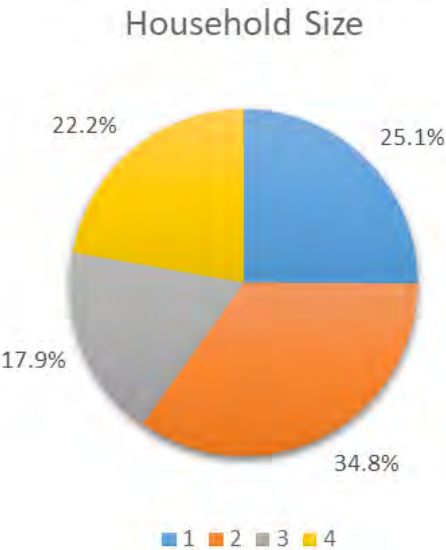


Rate of Growth (1960-2018)



Household Size

Prattville has a slightly higher percentage of smaller households (1- and 2-persons, total 59.9%) in 2018 compared to several peer communities but is generally consistent with national trends. While just over 60% of Millbrook households are 1- and 2-persons, Millbrook has a higher percentage of 4-or-more person households than Prattville. Athens had the smallest household sizes, while Pike Road had the largest. This reflects a higher percentage of empty nesters, retirees and widowers in Athens compared to the larger percentage of Pike Road family households with children present.

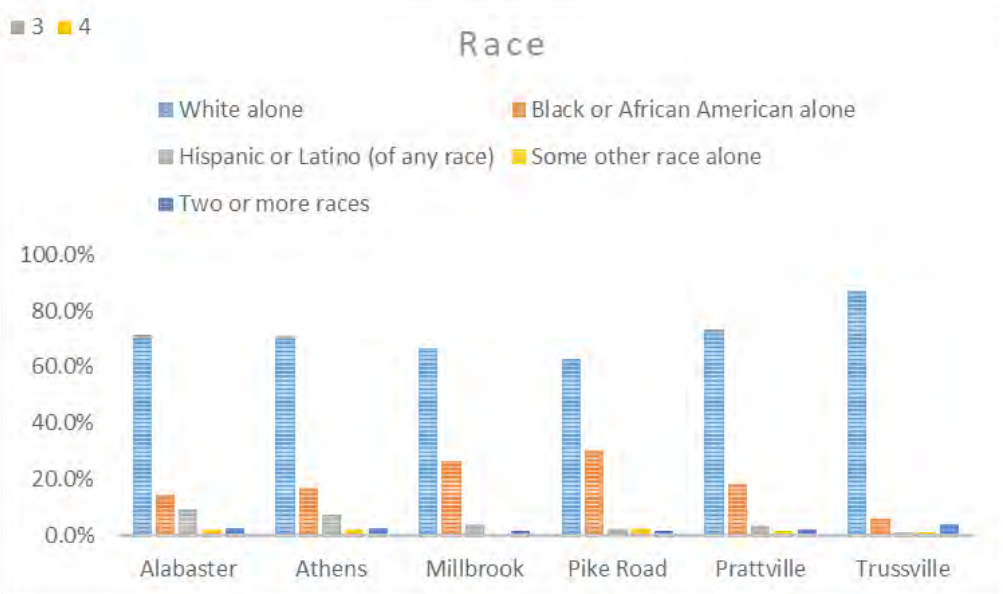


Median Age

Prattville's median age has increased over the years as has occurred in the state and the nation. According to the American Community Survey, Prattville's median age had increased to just 36.9, while most peer communities experienced slightly greater aging, with the exception of Millbrook, with a 2018 median age of 34.5. Fluctuations in median age indicate whether a community is retaining and growing families with children, retaining and attracting young workers or losing families and young workers.

Racial Diversity

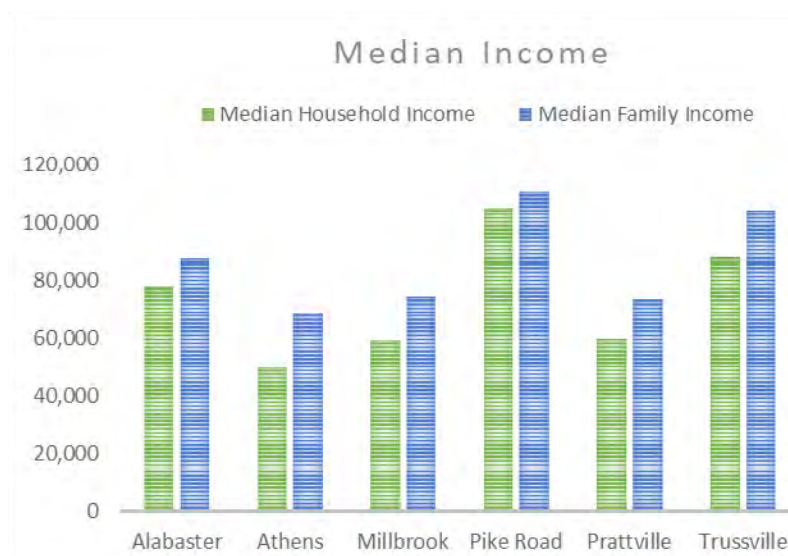
Like the peer communities evaluated, Prattville has a high proportion of White residents (73.4%). Trussville has the highest percentage of White residents at 87.4%. Just under one in five Prattville residents are Black or African American, compared to one in 16 in Trussville and one in three in Pike Road. While the Hispanic and Latino population has increased in different parts of Alabama, there are still relatively few Hispanic or Latino residents in Prattville (3.7%). Of the peer communities, Alabaster had the highest proportion of Hispanic or Latino residents (9.5%).



Economic Indicators

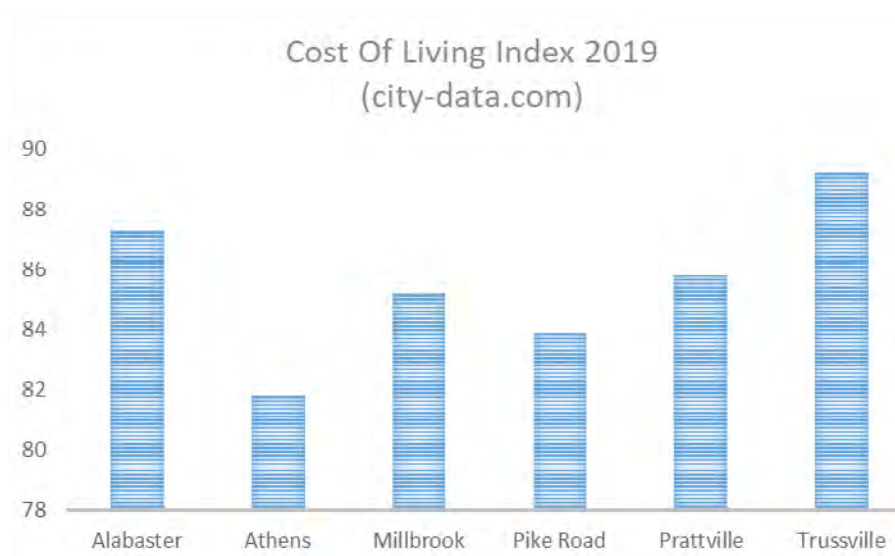
Income

The median household income in Prattville was estimated at \$59,822 and the median family income \$73,726 in 2018. As can be seen in the following chart, Pike Road has the highest household incomes among Prattville's peer communities with Trussville following close behind. While Millbrook's income levels were similar to Prattville's in 2018, Prattville's median income grew slower in the 2010s than that of Millbrook.



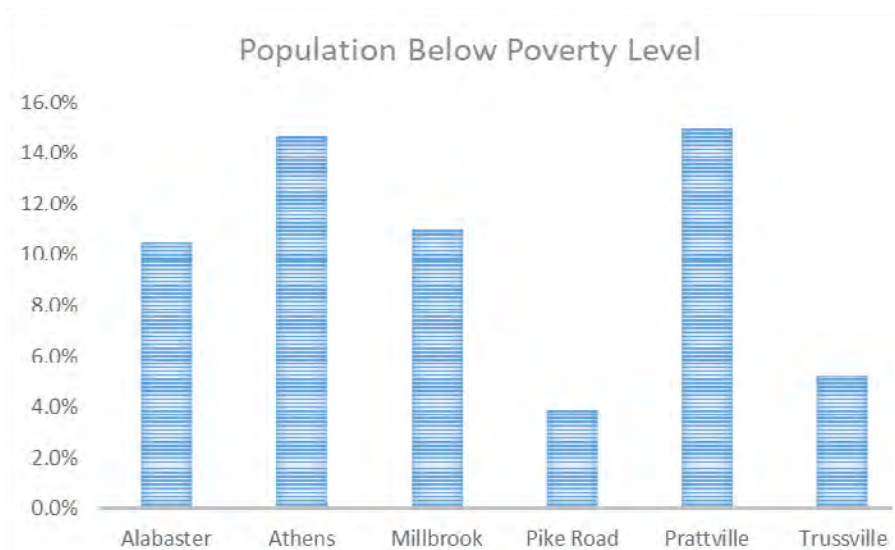
Cost of Living

Like most communities in Alabama, Prattville is an affordable place to live. In 2019, the cost of living index (COLI) for Prattville was estimated at 85.8—the COLI for the United States is 100. Trussville had the highest estimated COLI at 89.2 and Athens the lowest at 81.8.



Poverty Level

The percentage of the population below the poverty level in Prattville in 2018 was estimated at 15%, similar to that of Athens (14.7%) but below that of the state (16.8%). Pike Road had the lowest percentage of residents below poverty level at 3.9%.

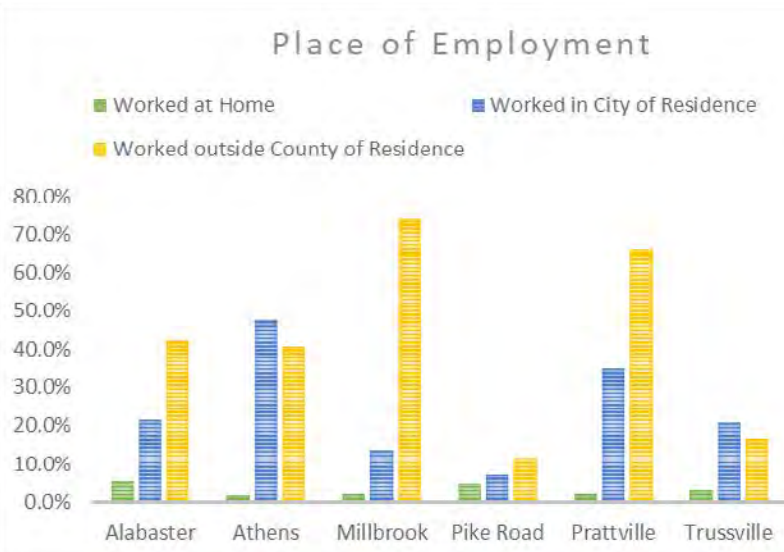
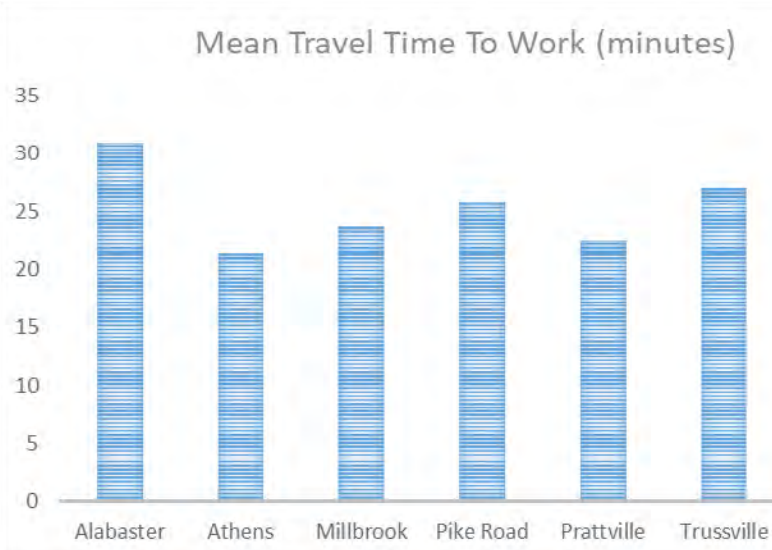


Employment Characteristics

Roughly 15,500 people in Prattville aged 16 and older were employed according to the 2018 ACS.

The largest percentage of those workers were employed in health care, education and social services (19.6%); manufacturing (11.8%); and public administration (11.7%). A large proportion of the population working in health care, education and social services is common in the state and is no different among Prattville’s peers. Along with Millbrook and Pike Road, Prattville has a higher proportion of works in public administration due to the cities’ proximity to the state capital. Both Prattville and Athens had slightly higher percentages of workers in the arts, entertainment and recreation sector, which includes accommodations and food services.

The average commute of Prattville workers is about 22.5 minutes, slightly shorter than peer communities, with the exception of Athens (21.4). Like Prattville, the communities selected for peer analysis are suburbs to larger cities with more abundant employment opportunities.

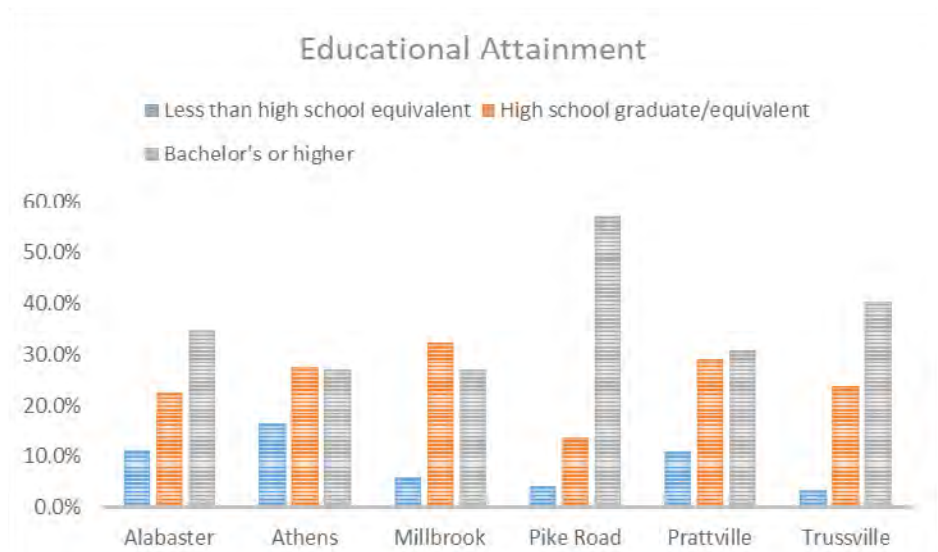
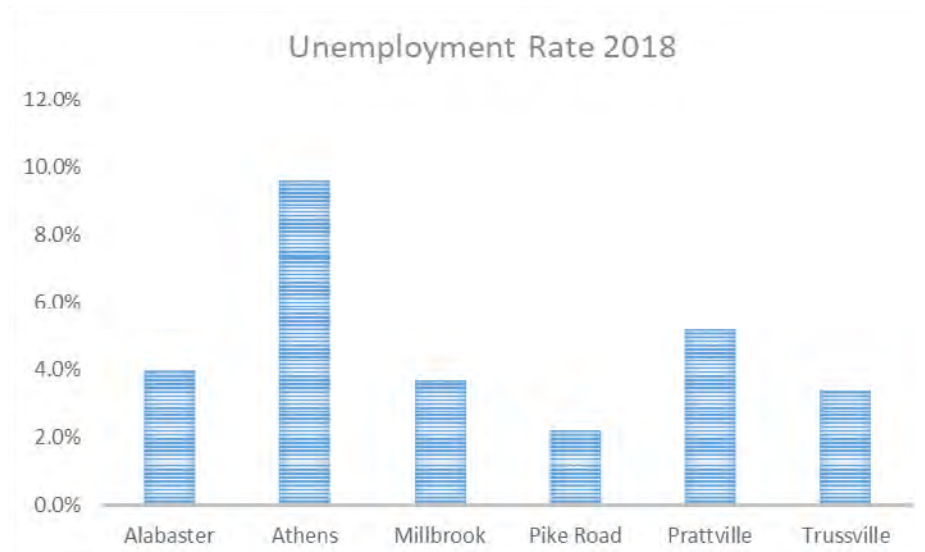


Unemployment Rate

The unemployment rate according to the 2018 American Community Survey for Prattville was estimated at 5.2%, only slightly higher than peer communities, other than Athens, which had the highest estimated unemployment rate of 9.6% in 2018. Pike Road had the lowest unemployment rate at 2.2%. According to the Alabama Department of Labor, Prattville's had dropped to around 3% by the beginning of 2020, as did the rate in all other cities.

Educational Attainment

Prattville residents 25 years and older have education levels consistent with that of the nation but less than that of some of its peer communities. Just under a third of Prattville residents have either a bachelor's or higher college degree. In contrast, 57% of Pike Road residents obtained college degrees. About 11% of Prattville residents 25 years and older did not complete high school, and 29.2% had obtained a high school diploma or equivalency but no further education.

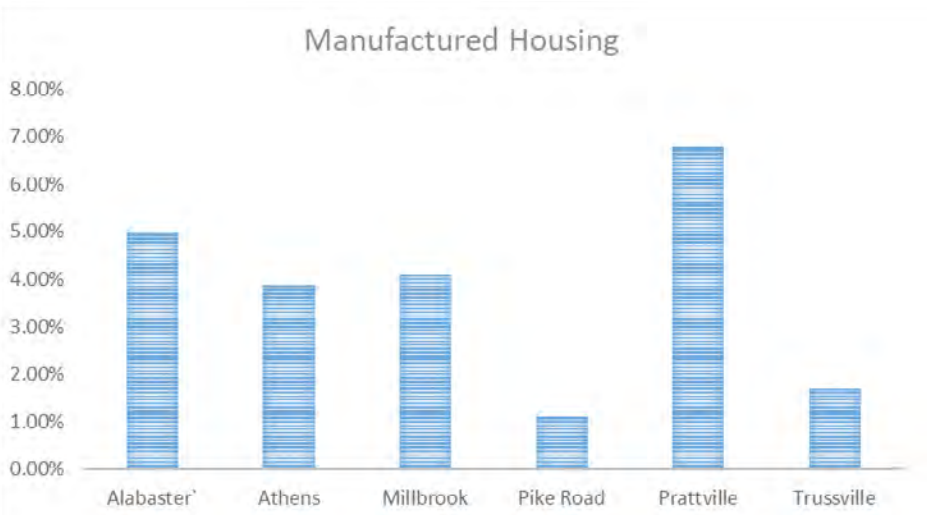
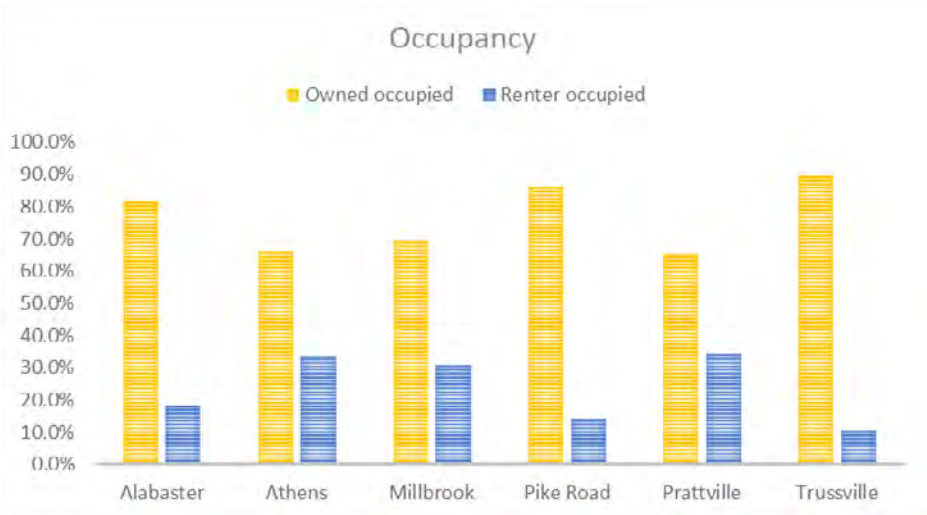


Housing Indicators

Renter and Owner Occupancy

Based on the 2018 American Community Survey, Prattville had a higher percentage of renter-occupied housing units (34.6%) than peer communities, followed by Athens (33.5%). Pike Road and Trussville had the least amount of rental housing, 13.8% and 10.6% respectively.

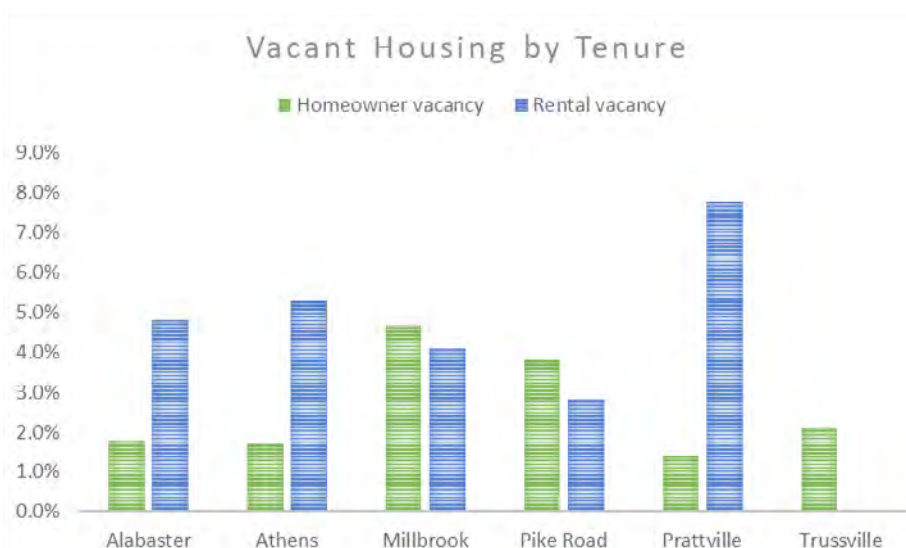
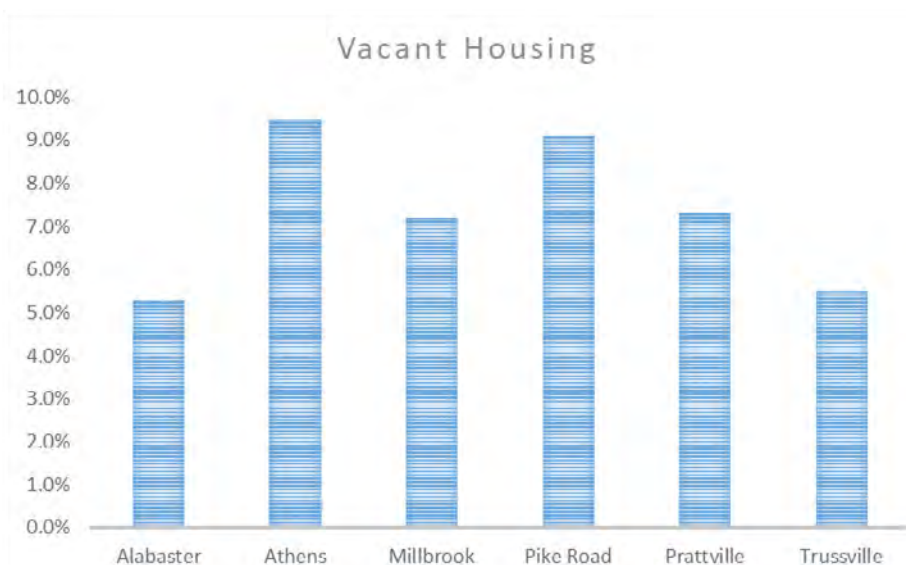
Prattville also has a higher percentage of manufactured housing than its peer communities.



Housing Occupancy

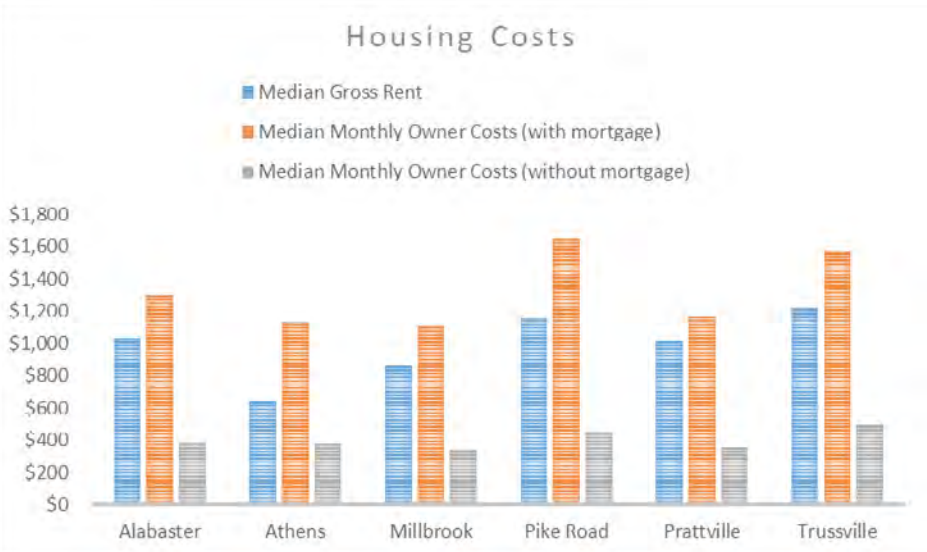
Prattville's overall housing vacancy rate (7.3%) in 2018 was estimated to be similar to that of peer communities, with Alabaster having the tightest market with only 5.3% of its stock vacant. Athens had the largest percentage of vacant housing at 9.5%. To put this in perspective, the vacancy rate statewide is over 18% and nationwide 12.3%.

More revealing is the low percentage of vacant owner-occupied housing (1.4%) and the high percentage of rental housing (7.8%) in Prattville compared to other communities. This indicates that either rental housing is in poor condition, too expensive or most likely a combination of these factors. Another variable in rental housing availability and demand for Prattville and nearby communities is the number of renters stationed at Maxwell Air Force Base, since they enter and leave the housing market more abruptly than other residents.



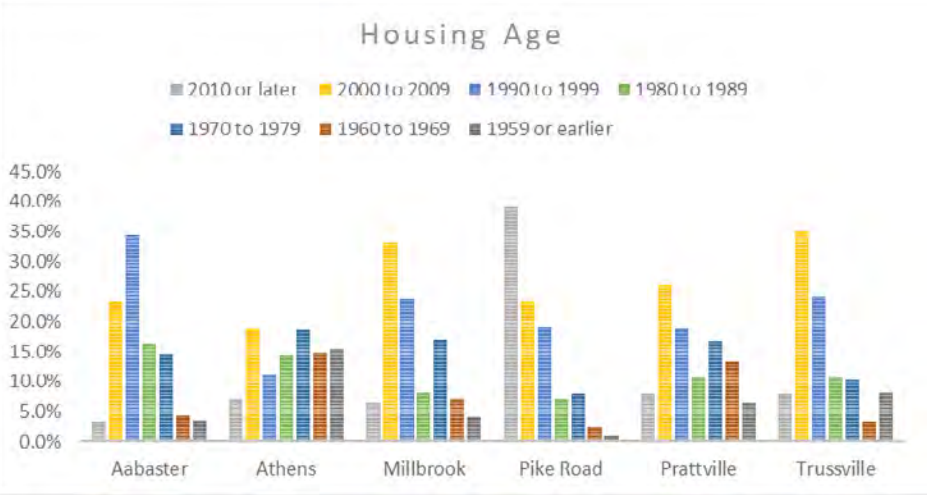
Housing Costs

Prattville’s housing costs are comparable to those in nearby Millbrook and Athens except that rental rates are much higher. Housing costs in Pike Road and in the two Birmingham suburbs are considerably higher than in Prattville. It is interesting to note how small a gap there is between monthly rental costs (\$1,013) compared to monthly owner costs for homes with a mortgage (\$1,167) in Prattville. As can be seen in peer communities, there tends to be a greater difference between monthly mortgage costs and monthly rental costs.



Housing Age

While Prattville has added a significant number of new homes in the last twenty years, the city is over 150 years old, and so the housing stock includes more older homes than in other communities, with the notable exception of Athens, which was founded twenty years before Prattville. As seen in the chart at right, Pike Road has seen the largest percentage of its housing stock built in the last ten years. The age of housing stock factors into Prattville’s modest housing prices.



DEVELOPMENT REGULATIONS

The City of Prattville administers a zoning ordinance, subdivision regulations, stormwater regulations and flood prevention ordinance. The following is only a cursory assessment of these regulations. Deeper analysis and recommendations will be provided in later phases of the process.

Zoning Ordinance

The zoning ordinance includes a total of 17 districts: five residential zones, three zones for manufactured housing, five commercial zones (including one office zone), one agricultural zone, two industrial zones and a planned unit development district.

Several uses that are often specially regulated are not addressed, such as bed and breakfast inns, adult entertainment, payday loan/check-cashing stores, mini-storage facilities, short-term rentals (Air BnB), etc.

The ordinance does not have screening requirements, such as for dumpsters and outdoor work or storage yards. Requirements for buffering between higher intensity and lower intensity uses are not clearly addressed.

The zoning ordinance includes sign regulations that are content-based and therefore in conflict with the US Supreme Court ruling in *Reed v. Town of Gilbert*, 2015.

Application fees are included in the ordinance requiring amendment to change fees over time.

Subdivision Regulations

The subdivision regulations apply within the city limits and up to three miles beyond the city limits.

Access management, such as separation between adjacent driveways and between driveways and street intersections, is not adequately addressed.

Standards do not adequately address street connectivity in new development, an important strategy supporting traffic management and emergency access.

Design standards establish minimum pavement widths based on roadway type but not lane assembly. Local street pavement widths are relatively high (29 ft face of curb to face of curb). The allowable length of cul-de-sacs is very generous (1,000 ft). Sidewalks are required on both sides of arterial and collector streets and on one side of all other streets. Curb and gutter is required on all streets except those with large lots. Whether different types of curb and gutter (valley or rollover curb, for example) may be permitted on certain roadway types or in different land use contexts is not addressed.

