

From: [Debbie Manns](#)
To: [Robert Rivera](#)
Subject: FW: Alleys are Assets!
Date: Tuesday, June 09, 2020 1:34:50 PM

FYI

From: Frank Starkey [mailto:starkey.f@gmail.com]
Sent: Tuesday, June 9, 2020 12:34 PM
To: Judy Meyers <MeyersJ@cityofnewportrichey.org>; Debbie Manns <MannsD@CityofNewPortRichey.org>; Rob Marlowe <MarloweR@CityofNewPortRichey.org>; Jeff Starkey <greatflorida@msn.com>; Chopper Davis <d.chopper@verizon.net>; Peter A. Altman <AltmanPA@CityofNewPortRichey.org>; Matt Murphy <matt@goteamfarrell.com>
Subject: Alleys are Assets!

Dear Councilmembers:

I've read the Alleyway report by Genesis/Halff and have some specific comments to it for your consideration in today's work session.

Alleys are a major asset for the City, which have substantial benefit to the tax base, individual households, and the overall quality of life. However, their value is being held back by the current suburban-style Land Development Code, which squanders the potential created by alleys. The LDC needs to be improved to unlock the value of alleys both for residents and for the City's financial stability. Alleys are a big comparative advantage the core of NPR holds over surrounding areas.

General:

1. Votes for vacation or improvement should be weighted by lot frontage on the alley, since owners with wider lots would be disadvantaged in per-owner votes and disproportionately impacted by the decision.

Vacation:

1. The minimum required for vacating alleys should be 2/3 or even 75%, as there is demonstrable longterm financial impact to dissenting property owners and to the City. Vacating Alleys is like amputating a limb and should be considered only in dire circumstances.
 1. Vacation Petitions, like improvement petitions, should also include a Scope Review to assess the impact to the City in terms of:
 1. drainage
 2. access to utilities
 3. loss of potential future revenues from improvements that will be precluded by the loss of the alley
 4. impact to adjacent lots: drainage, loss of access to existing structures, ability to add outbuildings, etc.
 5. Costs to remedy these should be borne by the affected residents rather than the city as a whole.

2. For blocks containing parcels accessed only by the alley, vacation should be prohibited from consideration, and repaving should be at no cost to those parcels.

Improvements:

1. The City should obtain financing for alleyway paving projects for longer than 10 years.
 1. Given the long-term benefit of the improvements (even beyond the lifespan of the asphalt) a 20- or 30-year bond is justified.
 2. Pasco's PVAS Program uses long-term municipal bonds, I believe.
2. City or CRA funds should be used to help pay for improvements, as the City's coffers stand to benefit as a result of them.
3. Grand Trees alone should not be a reason to deem an improvement infeasible (or to favor a vacation). Trees, while important, are not permanent features but an alleyway's benefits impact generations (and new trees can be planted.)

Following below is more detail on how alleys benefit the City (and property owners), should you care to read it.

Thank you for your consideration. Please call me if you have any questions.

Frank Starkey

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How Alleys are assets:

- Alleys improve the visual quality and walkability of streets by providing a place for unsightly items like utilities, trash bins/piles, sheds, driveways and garages*, etc.
 - Homes on attractive walkable streets have higher resale value, hence **improving the tax base**
- Alleys allow parking for excess vehicles
 - vehicle enthusiasts can build large garages without impacting the street appearance. Large garages **improve assessed values**
 - residents' commercial vehicles can be parked out of sight.
- Alleys make more of the lot usable for residential purposes because rear setbacks are less than street setbacks; more space for pools and outbuildings, etc., **increasing taxable values.**
- Alleys allow for Accessory Dwelling Units without impacting the street appearance
 - ADUs on alleys enhance security through natural surveillance;
 - ADUs provide residents with:
 - affordable living options,
 - household wealth building,
 - better ability to age in place

- ADUs benefit the City with
 - *increased taxable property value*
 - additional customers to local businesses *increasing sales taxes*
 - *More efficient use of existing infrastructure*
 - *more utility revenue with minimal or no added investment*
 - Space and routes to handle stormwater runoff

How the Land Development Code should be revised to unlock the value of Alleyways:

- Allow and encourage ADUs on all lots served by alleys
- Encourage and incentivize driveways on alleys instead of streets
 - require rear garages on alley-served lots
 - provide incentives (regulatory and/or financial) to relocate driveways to alleys
 - require duplexes, etc. to relocate parking to alleys in lieu of paving street-fronting spaces
- Reduce or eliminate minimum lot size for alley-served lots

Back in November of last year we had discussed the "Alleyway Management Plan" as a environmental committee and came to a consensus, after it was presented to us by the city for that purpose. It was not until I had extra time on my hands due to cancelled meetings and personal isolation, I decided to ride each and all of the alley's for a visual inspection. I decided that a visual inspection was necessary to test the information given to us by the city ,which included a map of the location and numbers of the alley's. Without a visual inspection of each alley I felt that no accurate assessment could be reached, and since we were never afforded the opportunity to have such a assessment we could not be sure of a true recommendation ,only a opinion on the materials handed to us by the city. I conducted this survey and found inconsistencies with the map's accuracy as well as the categories the alleys were placed in. I turned in my report to the Chair of the Environmental Committee with no remarks or suggestions, or recommendations, only observations on the physical condition of the alleys in hopes it would be helpful for any future references on the subject of a alley management plan.

Respectfully,
John P. Kane