

Planning and Zoning Commission Meeting

November 25, 2025 - 7 p.m.

New Haven Public Works Facility

205 Industrial Drive

New Haven, MO

Agenda

1. Call to Order
2. Roll Call
3. Approval of minutes, October 28th, 2025 meeting, page 1-2
4. Uses Permitted Upon Review and Approval
 - a. Applicant, Jacob Burkett, is requesting approval of a home occupation in R-1A zoning district to operate single man operation of a polishing business for a Tool & Die Company, pages 3-7
 - b. Applicant, Shane Camden, requesting approval of residential use in C-1 zoning district for the addition of two dwelling units with current commercial businesses, pages 8-13
5. Minor Subdivision
 - a. Applicant, John Muser, is requesting approval of a 2 lot to 2 lot minor subdivision of PT SE NW & PT SW NE LEG Tract and Lot 1 Offspring Ridge Subdivision to facilitate the purchase of 4+acres from Pohlmann and Yarbrough to the New Haven School District, pages 14-17
6. Discussion
 - a. Zoning and Development Patterns – Alleys and Structures, pages 18-26
7. Adjourn

Planning & Zoning Commission Meeting

October 28th, 2025

New Haven Public Works Facility

Meeting called to order by Phil McKernan at 7:01 pm

Roll Call of Members Present: Alan Bell, Charles Tritch, Ed Shivers, Phil McKernan, Rob Hausmann, & Todd Blanc.

Members Absent: Garry Burch, Mike Guittar & Felix Mesger

Staff Members Present: Sarah Skeen, Deborah Williams, & Nick Reed

Others Present: Steve Bertrand, Alderman & David Luecke, Mayor, Austin Madden

Motion to Approve Minutes from September 23, 2025: Charles Tritch, 2nd Ed Shivers

Uses Permitted Upon Review and Approval: Uses permitted upon review & approval application for Jacob Burkett. Application reviewed for approval of a home-based polishing business in an R1A zoning district, operating from a garage. Concerns were discussed about oil and solvent disposal and potential noise from the business. Applicant was not present to answer questions; commission expressed the need to clarify waste management and noise impact. Members noted most likely oil stays on materials or is wiped with a rag; no excessive runoff observed by neighbors. Clarified city procedures for this application such as business license requirement, city may inspect for code compliance if needed. Discussion on whether the garage is an accessory structure; consensus it qualifies as part of the main building due to attachment.

Motion made to table the application for the November 25th meeting so that the applicant can attend a meeting to answer questions and possibly provide photos. Todd Blanc, 2nd Ed Shivers, all in favor.

Discussion: Attendance Requirements and Board Membership Changes. Reviewed attendance records; concern raised about Mike Guittar's extended absence, no attendance since Sept 2024, no response to emails. Noted interest from Austin Madden in joining the commission. Discussed and agreed on a new attendance policy: after 3 unexcused absences in a row (without communication), a member will be reviewed for possible removal.

Motion to remove Mike Guittar from the commission and move forward with adding Austin Madden. Charles Tritch, 2nd Rob Hausmann, all in favor.

Old Business: Comprehensive plan and vision workshop review. Revisited the town's comprehensive plan and development goals; discussed the need for updates to reflect current trends (e.g., mixed-use, walkable neighborhoods, denser housing, & green spaces). Examples from Chesterfield's mixed-use development were cited as inspiration for future planning. Discussed benefits of denser housing: more efficient city resource use, preserved green space, potential to

attract new residents, and expanded school/city revenues. Noted importance of updating zoning codes to allow for mixed-use development along Highway 100 and avoid issues with nonconforming properties. Emphasized the need for a third-party consultant to help update the comprehensive plan.

Motion to request funds to update the comprehensive plan in the next city budget. Rob Hausmann, 2nd Todd Blanc, all in favor.

Miscellaneous: Highlighted the value of community feedback; a survey is live gathering input on shopping habits, desired businesses, and satisfaction with economic growth (noted strong desire for sit-down restaurants, manufacturing, and retail stores).

Progress made toward updating and posting city applications online; efforts to improve website usage are ongoing. Members assigned homework to review comprehensive goals and identify which are still relevant or need updating. Next meeting will fall during Thanksgiving week; members asked to communicate any planned absences.

Motion to Adjourn: Charles Tritch, 2nd Alan Bell. Meeting adjourned at 7:52pm.

Respectfully Submitted,

A handwritten signature in dark ink, appearing to read "Deborah Williams", with a stylized, flowing script.

Deborah Williams

Due 10-10-25

205 Industrial Drive.

P&Z Committee

7pm Sept. 23rd — Cancelled
WS

PLANNING & ZONING

101 Front Street

New Haven, MO 63068

573-500-2604

City of New Haven

Uses Permitted Upon Review and Approval Application

Please print or type

APPLICATION INFORMATION

Applicant Name and Address: Superior Polishing and Detail LLC ^{Jacob Burkett}

Applicant Phone: 1-800-101-1011 Applicant Email Address:

Applicant Signature: Jacob Burkett Date: 10-9-25

PROPERTY INFORMATION:

Location of Property: 201 Douglas St New Haven MO 63068

Legal Description: Home R 1A

Present Zoning Classification: Residential Acreage: 0.32

Current Use of Property: Home - Run business in garage

Proposed Use:

You must submit the following:

- a. A completed application form
- b. A site plan drawn to scale showing the following:
 - i. The legal description of the property.
 - ii. The exterior property line of the property included in the application.
 - iii. The location, size, and use of all existing and/or proposed structures.
 - iv. The location of all easements, rights-of way, and setbacks.
 - v. The location of existing and/or proposed parking spaces and drive entrances.
 - vi. The location of existing and/or proposed screening fences and signage.
 - vii. The location of existing sanitary and storm sewers, water mains, culverts, and other underground structures.
 - viii. Any other information which would be helpful to the Planning and Zoning Commission in consideration of this application.

Please note: The City reserves the right to require additional information if necessary for evaluation of the permit application.

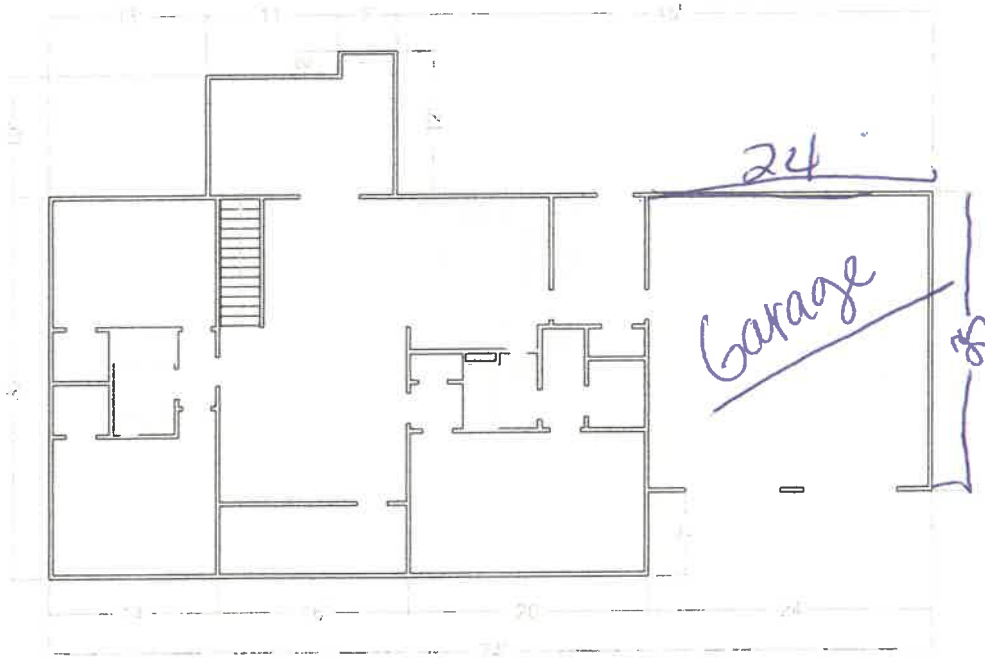
We use our personal garage to run a single member LLC Polishing and Deburr business for local Tool & Die Companies. We use our personal truck to haul jobs to and from companies.

- The job is completed with polishing Stones and Stoning oil (equivalent to Mineral oil).
- This is a in home business that requires no signs or additional parking.

FLOORPLAN SKETCH

Client: Warren Bauche
Property Address: 201 Douglas St
City: New Haven

File No.: S190131
Case No.:
State: MO Zip: 63068



Business is ran out of
garage.

SUBJECT AERIAL MAP

Property Address: 201 Douglas St	File No.: S190131
City: New Haven	Case No.:
State: MO	Zip: 63068

Franklin County GIS

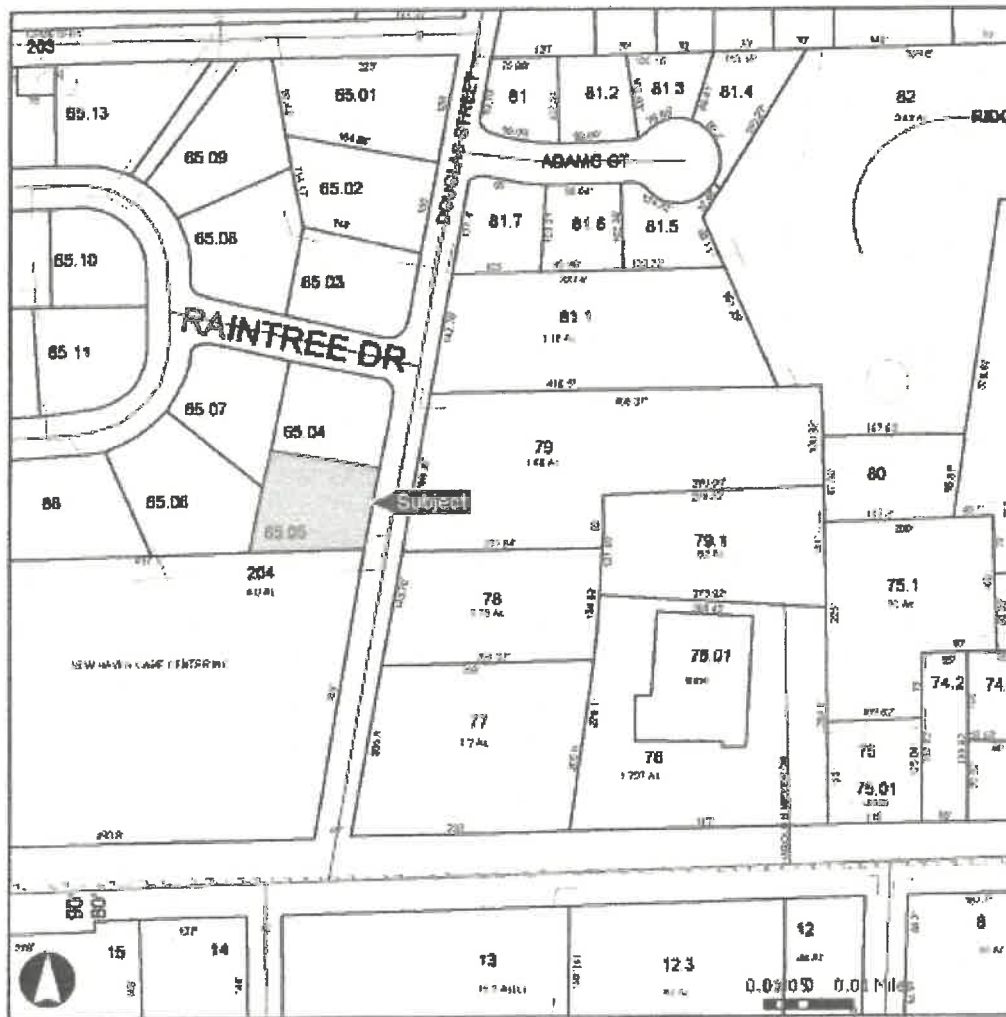


* Parking is in our driveway, only our personal truck is used

PLAT MAP

Client: [REDACTED] File No.: S190131
 Property Address: 201 Douglas St Case No.:
 City: New Haven State: MO Zip: 63068

Franklin County GIS



CITY OF NEW HAVEN

WWW.NEWHAVENMO.ORG
101 FRONT STREET
PO BOX 236
NEW HAVEN, MO 63068



PHONE 573-500-2530

INFO@NEWHAVENMO.ORG

FAX 573-237-4696

Uses Permitted Upon Review and Approval Application

Please print or type

Applicant Information:

Name: Share Camden Date: Nov 20 25

Address: 204 Front STREET

City: NEW HAVEN State: MO Zip Code: 63068

Phone: Email:

Property Information for Use:

Property Address: 1100 Miller Street NEW HAVEN MO 63068

Property Tax ID # 04-7-36.0-2-099-048.000

Total Acreage: 0 Present Zoning Classification: C1 Legal Description: PT NEW NW N OF RRS OF FRONT STREET

Present Use: Commercial Proposed Use: MIXED USE

You must submit the following:

1. A completed application form
2. A site plan drawn to scale showing the following:
 - a. The legal description of the property
 - b. The exterior property line
 - c. The location, size, and use of all existing and/or proposed structures
 - d. The location of all easements, right of way, and setbacks
 - e. The location of existing and/or proposed parking spaces and drive entrances
 - f. The location of existing and/or proposed screening fences and signage
 - g. The location of existing sanitary and storm sewers, water mains, culverts, and other underground structures
 - h. Any other information which would be helpful to the Planning and Zoning Commission in consideration of this application

Please note: The City reserves the right to require additional information if necessary for evaluation of the permit application

Please Sign and Date:

Applicant(s) Signature: [Signature] Date: Nov 20 25



CITY OF NEW HAVEN

P.O. BOX 236

NEW HAVEN, MISSOURI 63068

PHONE: 573-237-2349 • FAX: 573-237-4696

EMAIL: info@newhavenmo.org

PERMIT NUMBER

2155

DATE TYPED

DATE ISSUED

APPLICATION IS HEREBY MADE FOR A PERMIT TO ERECT, USE, ALTER, DEMOLISH, EXTEND OR MOVE STRUCTURE DESCRIBED

zoning	lot	subdivision
-1		

BUILDING ADDRESS (HOUSE NO., STREET, RD.)

00 Miller Street

OWNER AND ADDRESS

Shane Camden

OCCUPANT

Shane Camden

CONTRACTOR NAME AND ADDRESS

Shane Camden

ARCHITECT OR ENGINEER NAME AND ADDRESS

ELEC.	WATER	WELL	SEWER	SEPTIC	DISPOSAL
X	X		X		

EXISTING USE OF STRUCTURE

Residential

INTENDED USE OF STRUCTURE

Residential

CONST. DESCRIPTION

BUILDING	LENGTH	WIDTH	HEIGHT	STORIES

DESCRIPTION OF WORK

Construct New Partitions
Install Egress windows
Construct New Bathroom
Construct New Kitchen
New Plumbing in Kitchen & Bath
Remove wall board and inspect electrical
New Insulation
New Wall board
New Electrical outlets per code

GROUP	CONSTRUCTION TYPE
R	5B

BASEMENT	SIZE	HEATING
FOOTING		FORCED AIR ☐
FOUNDATION		BASEBOARD ☐
	SIZE	CABLE ☐
1ST FLR. JOISTS	O.C.	TYPE OF FUEL
2ND FLR. JOISTS		ELECT. ☐
CEILING JOISTS		GAS ☐
RAFTERS		FUEL OIL ☐
FOUNDATION STUDS		
STUD WALLS		FIREPLACE ☐
		BRICK FLUE ☐
EXTERIOR WALLS	INTERIOR WALLS	PIPE FLUE ☐
FRAME ☐	PLASTER ☐	
BRICK VENEER ☐	DRYWALL ☐	AIR COND. ☐
STONE VENEER ☐	VENEER ☐	ELECT. ☐
		GAS ☐
NO. OF BATHROOMS		
NO. OF BEDROOMS		
ROOF MATERIAL		
CONSTRUCTION COST \$	10,000	

OFFICE USE ONLY

☐ TEMPORARY	☐ PERMANENT
☐ S. F. D.	☐ GARAGE
☐ TWO FAMILY	☐ ALTERATION
☐ MULTI-FAMILY	☐ ADDITION
☐ COMMERCIAL	☐ SWIMMING POOL
☐ INDUSTRIAL	☐ RETAINING WALL
☐ INSTITUTIONAL	☐ SIGNS

REVIEW

BUILDING	X	\$ 148.00
ELECTRICAL	✓	
PLUMBING	✓	
MECHANICAL		
SIGN		
TOTAL		
PAYMENT:	100% # 1217	

PERMIT EXPIRES 12 MONTHS FROM ISSUE

I HAVE CAREFULLY EXAMINED AND READ THE CONTENTS OF THIS APPLICATION AND KNOW THAT THE INFORMATION CONTAINED HEREON IS CORRECT, AND THAT IN DOING THE WORK DESCRIBED HEREON THAT ALL PROVISIONS OF THE ORDINANCES OF NEW HAVEN, MO. AND THE APPLICABLE LAWS OF THE STATE OF MISSOURI WILL BE COMPLIED WITH. I FURTHER ACCEPT THE CONDITIONS AS REQUIRED TO OBTAIN THIS PERMIT.

SIGNED

1/23/25

PERMIT ISSUED BY

WHITE - APPLICANT; PINK - COLLECTOR; GOLD - OFFICE

1100 Miller Street, New Haven, MO 63068

Applicant – Shane Camden – Paddlestop Brewery, LLC

Residential use of Commercial Building in C-1 Zoning District

Utility Key

Pink – Stormwater

Blue – Water

Green – Sewer

Yellow - Gas



Chapter 405. Zoning Regulations

Article V. Use Regulations By Zoning District

Section 405.190. Zoning District "C-1" General Commercial.

[Ord. No. 918 §2, 5-1-2008; Ord. No. 1030 §1, 3-12-2012; Ord. No. 1051 §2, 3-11-2013; Ord. No. 1127 §1, 9-14-2015; Ord. No. 1286, 7-8-2019; Ord. No. 1428, 3-13-2023; Ord. No. 1486, 5-12-2025]

A. *Permitted Uses.* All buildings and land within a "C-1" zoning district shall be limited to the following uses:

1. All non-residential uses permitted in the "R-3" Multi-Family District.
2. Ambulance service offices or garages.
3. Amusement enterprises.
4. Banks and savings and loan companies.
5. Barbershops and beauty shops.
6. Car wash establishments.
7. Dance halls.
8. Dental laboratories.
9. Department stores.
10. Drug stores.
11. Feed and seed stores.
12. Fuel outlets.
13. Furniture repair and upholstery shops.
14. Golf courses — miniature and practice range.
15. Grocery stores and supermarkets.
16. Guest house. A residential dwelling, either owner-occupied or non-owner occupied, that exists as of the effective date of this Section and which is used as temporary lodging for hire by travelers, tourists and other overnight guests. The length of stay shall not exceed ten (10) days in any thirty (30) day period. A guest house shall be considered a commercial activity and shall be subject to all ordinances and regulations governing commercial activity in the City.
Exception: A guest house that is located within fifty (50) feet, exclusive of public rights-of-way, of a residentially zoned property shall be subject to review and approval by the Planning and Zoning Commission.
17. Heating, air conditioning and plumbing shops.

18. Interior decorating and furniture sales.
19. Ice plants.
20. Laboratories.
21. Laundry and dry cleaning establishments employing not more than five (5) persons.
22. Liquor stores.
23. (Reserved)
24. Music, radio or television shops.
25. Offices and clinics.
26. Paint stores.
27. Printing.
28. Restaurants (other than drive-through).
29. Retail and wholesale shops.
30. (Reserved)
31. Medical marijuana dispensary facility.
32. Microbusiness dispensary facility.

Any other use which is determined by the Planning Commission to be of the same general character as the above mentioned.

Uses Permitted Upon Review And Approval By The Planning And Zoning Commission.

1. Automobile sales.
2. Boat sales.
3. Cabinet shops.
4. Farm implements sales and services.
5. Funeral homes and mortuaries.
6. Home occupations.
7. Mobile homes sales.
8. Nurseries and garden supplies.

9. Residential uses.

10. Restaurants (drive-through).
11. Storage buildings.

Special Use Permit Required.

1. Bus terminals.
2. Communication tower.
3. Fireworks stands.
4. Hospitals.
5. Lumberyards.
6. Motels and hotels.
7. Payday and title loan businesses.
8. Service stations or gas stations including repair garages.
9. Theaters.

33. Museums.

- B. *Coverage.* Main and accessory buildings shall not cover more than thirty percent (30%) of the site.
- C. *Water Supply And Sewage System.* Each lot within a "C-1" zoning district shall be served by a public water supply and a public sewer system.
- D. *Parking Regulations.* Off-street parking and loading space shall be provided in accordance with the requirements set forth in Article X of this Chapter.
- E. *Dimensional Requirements.* Minimum width, depth and minimum lot size shall be provided in accordance with the requirements set forth in Article VI of this Chapter.

Section 405.210. Zoning District "C-3" Central Business District.

[Ord. No. 918 §2, 5-1-2008]

- A. *Permitted Uses.* All buildings and land within a "C-3" zoning district shall be limited to the following uses:
 - 1. All uses permitted within the "C-1" General Commercial District.
 - 2. *Residential uses.* Structures used for dwelling purposes shall be restricted to the upper stories of those buildings in which the ground floor is occupied or was designed to be occupied by one (1) or more of the permitted commercial uses.

Uses Permitted Upon Review And Approval By The Planning And Zoning Commission.

- 1. Ambulance service establishments.
- 2. Automobile sales.
- 3. Boat sales.
- 4. Drive-through restaurant or theaters.
- 5. Farm implements, sales and services.
- 6. Golf courses, miniature and practice range.
- 7. Hospitals.
- 8. Ice plants.
- 9. Lumberyards.
- 10. Mobile home sales.
- 11. Motels.
- 12. Payday and title loan businesses.

Special Use Permit Required.

- 1. Communication tower.

- B. *Water Supply And Sewage System.* Each lot within a "C-3" zoning district shall be served by a public water supply and a public sewer system.
- C. *Parking Regulations.* Off-street parking and loading space shall be provided in accordance with the requirements set forth in Article X of this Chapter.
- D. *Dimensional Requirements.* Minimum width, depth and minimum lot size shall be provided in accordance with the requirements set forth in Article VI of this Chapter.



City of New Haven, Missouri
SUBDIVISION APPLICATION

Date 11/14/25

Fee Receipt No. 5831

Applicant Name JOHN MUSER

Address 103 ELM STREET

City, State, Zip Code WASHINGTON, MO 63090

Phone No. _____ **Cell** 636-667-6408

E-mail JMUSER@BFAENG.COM

Property Owner Name NEW HAVEN SCHOOL DISTRICT & FLORENCE POHLMANN

Address 2899 BOEUF LUTHERAN ROAD

City, State, Zip Code NEW HAVEN, MO 63068

Phone _____ **Cell** _____

Engineer Name or Firm BFA, INC.

Address 103 ELM STREET

City, State, Zip Code WASHINGTON, MO 63090

Phone 636-239-4751 **Cell** _____

Proposed Name of Subdivision OFFSPRING RIDGE SUBDIVISION PLAT 2

Applicant's Signature John Muser

New Haven School
District LEG Tract
PT SE NW & PT SW
NE

10.10
acres

New Haven City
Limits

Florence Pohlmann
& Jacinda Yarbough
Lot 1
Offspring Ridge
Subdivision

10.86
acres

CURRENT BOUNDARIES

BOEUF LUTHERAN RD

New Haven School
District Lot 1
Offspring
Subdivision Plat 2

Florence Pohlmann
& Jacinda Yarbough
Lot 2
Offspring Ridge
Subdivision Plat 2

14.33
acres

6.62
acres

New Haven City
Limits
*annexation
recommended at a later
date

PROPOSED BOUNDARIES

PSQ (/publicsquare)



AFFORDABILITY (/PUBLICSQUARE/CATEGORY/AFFORDABILITY)

Busting the myth that alleys cost more

A careful apples-to-apples analysis shows that the classic urban pattern can actually cost less - but it mostly depends on the shape of the lots.

MICHAEL MEHAFFY (/node/5994), LAURENCE QAMAR (/node/7408) NOV. 14, 2025



(<http://www.facebook.com/sharer/sharer.php?u=https%3A//www.cnu.org/node/10913&title=Busting%20the%20myth%20that%20alleys%20cost%20more>)



(<http://twitter.com/intent/tweet?status=Busting%20the%20myth%20that%20alleys%20cost%20more%2Bhttps%3A//www.cnu.org/node/10913>)



(<http://www.linkedin.com/shareArticle?mini=1&url=https%3A//www.cnu.org/node/10913&title=Busting%20the%20myth%20that%20alleys%20cost%20more&source=https%3A//>



(mailto:?
subject=Check%20out%20Busting%20the%20myth%20that%20alleys%20cost%20more&body=https%3A//www.cnu.orgpublicsquare/20:
myth-alleys-cost-more)

One of the frequent complaints we hear from homebuilders – at least those who aren't familiar with successful new urbanist development models – is that they “can't afford alleys”, and that “alleys just double the number of streets”.

Indeed, perhaps the most commonly cited reason that national homebuilders give for dismissing New Urbanist planning is the perceived costs of alleyways in much of our planning. But as our analysis shows, this is a misconception. A more accurate understanding of the differential costs of alleys could be the key to convincing more of those homebuilders to the financial (and other) benefits of walkable communities served by mid-block alleys.

Of course, the cost barriers for alternatives to “business as usual development” are always issues to be taken seriously. However, based on our own experience, these common complaints just don’t hold water. After hearing this one too many times from local single-family builders on a number of our projects through the years, we decided to conduct a careful apples-to-apples analysis, working with the help of our colleague Paul Crabtree of Crabtree Group civil engineers. (Note that this analysis focuses on single-family homes, not multi-family.)

Some builders have other objections to alleys beyond cost, including the claims that “buyers don’t like them” and also that alleys increase crime, both of which are also disproven by the evidence – but we’ll come back to those issues later. First, we’ll look at the economics, since that’s usually the biggest hurdle.

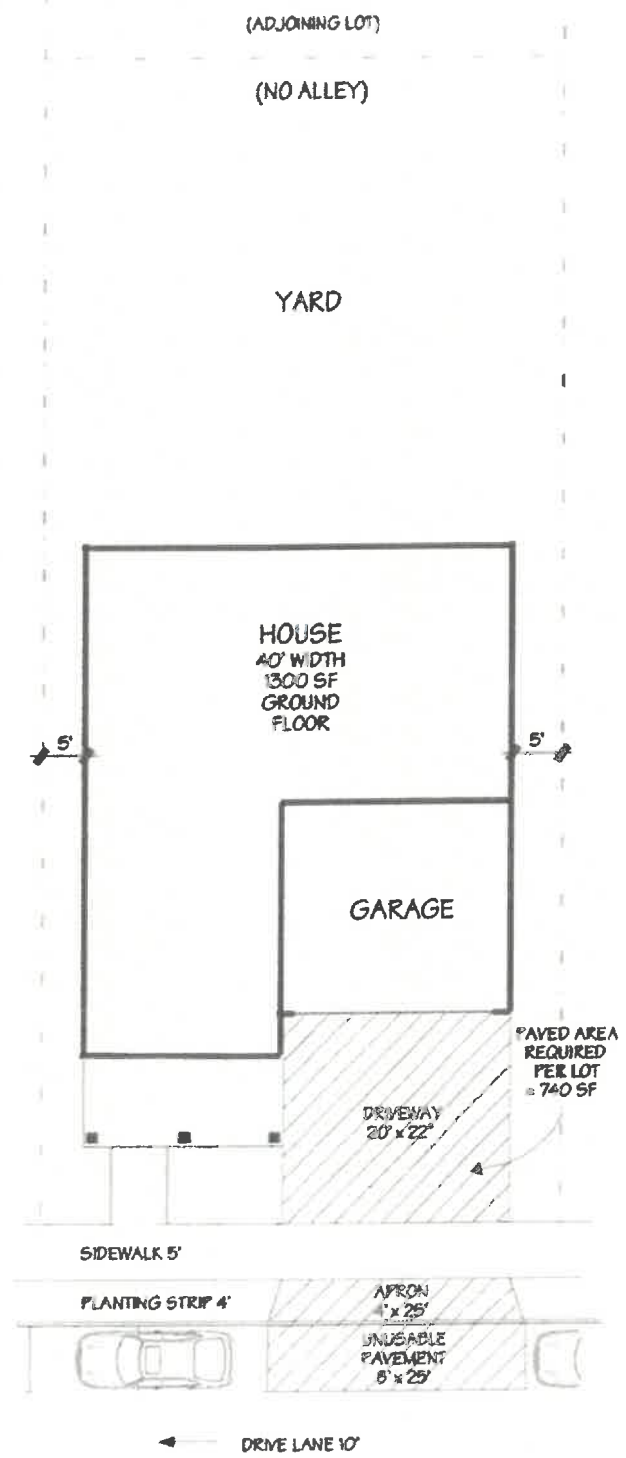
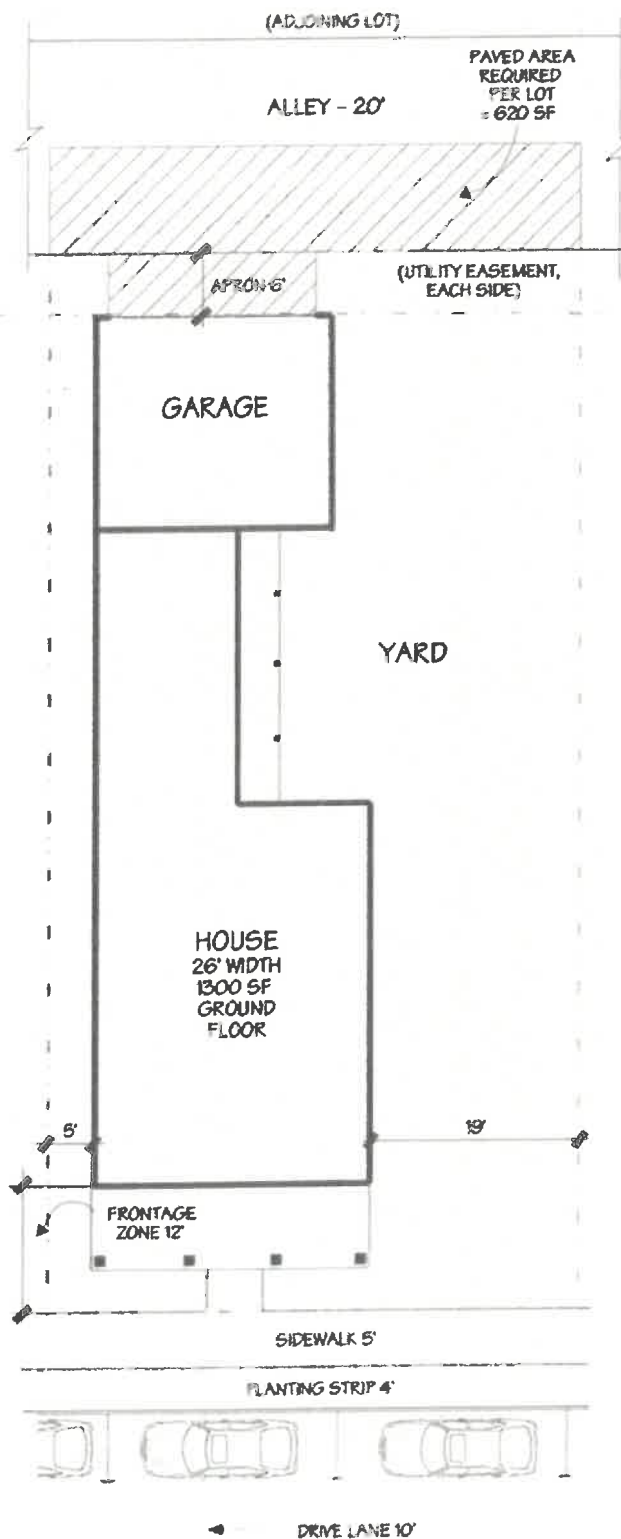
Our analysis (available at <https://www.michaelwmehaffy.com/alley-cost> (<https://www.michaelwmehaffy.com/alley-cost>)) concludes:

1. *Alley-loaded home developments need not cost more per lot than front-loaded ones*, and in fact can cost considerably less, depending on the choice of lot dimensions and other factors.
2. *It is notable that the cost of alley paving per lot is largely offset by the area and cost of driveways on comparable front-loaded homes.*
3. *Front-loaded homes on streets with on-street parking have a higher cost of street construction*, owing to the wasted pavement area in front of the driveways (since it can’t be used for parking or for travel, even though it must be constructed to the same standard as the rest of the street). This has the effect of essentially doubling the cost per stall for on-street parking with front-loaded lots.
4. *In the case of small lots (under 4,000 SF), the infrastructure cost per lot for the narrower lots on alleys is significantly less than that for front-loaded lots with wide frontages* – a lot shape that is generally required for homes with front-loaded garages – since the infrastructure cost is directly related to lot frontage length.

Let’s unpack the issues.

The amount and cost of paving an alley is similar to that for all the driveways in a comparably sized block. Consider two identically sized lots, 50 feet wide x 100 feet deep, each with single-family detached homes of 1,300 square feet each. (The analysis for attached homes would be similar, but we’ll focus on detached homes for this comparison.)

The paving area for the alley is 620 square feet, and for the driveway, it’s 740 square feet. The alley might well have a deeper thickness of concrete and sub-grade, raising the price – but you can see that the area is certainly similar.



0 4 8 12 16

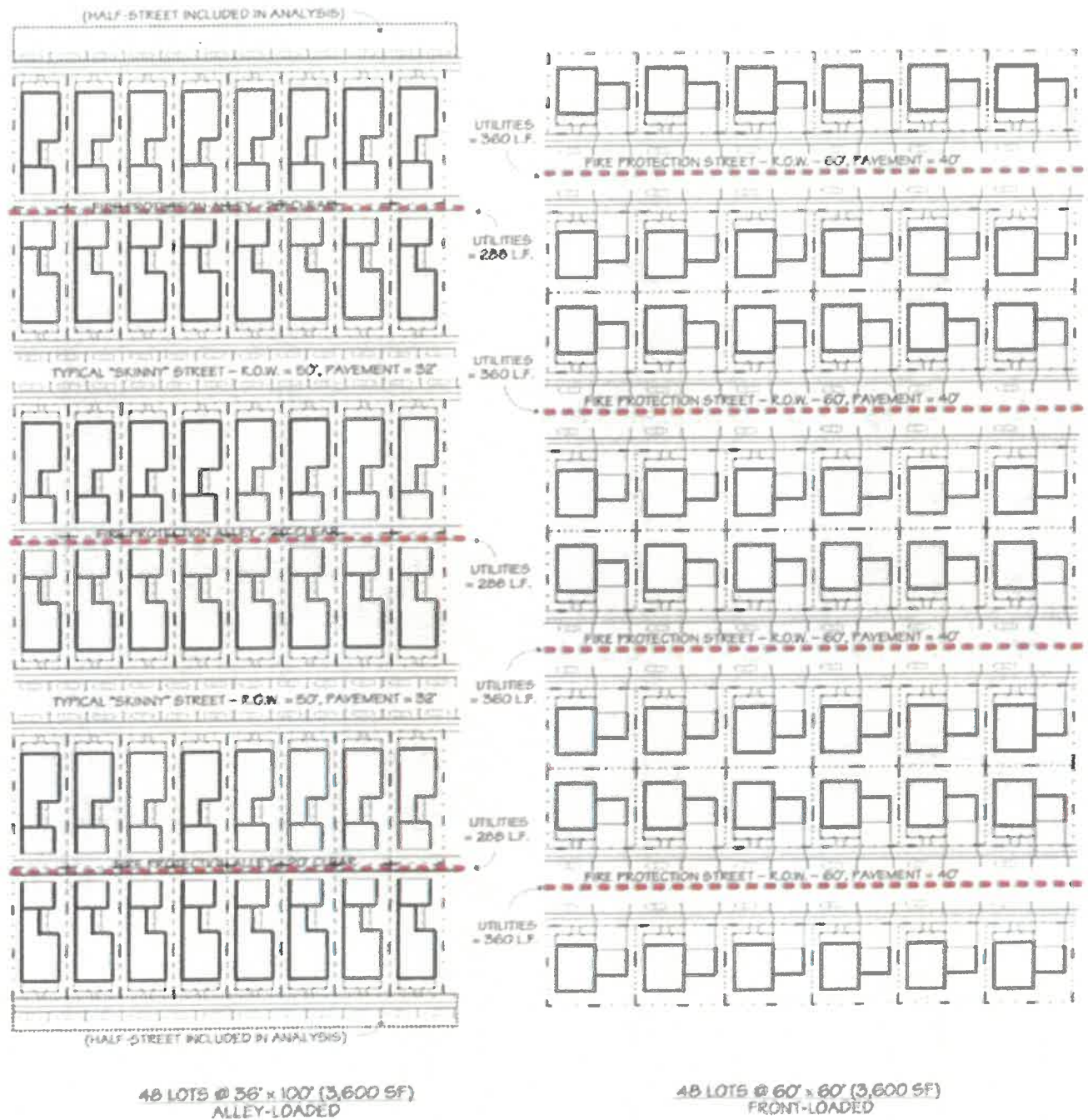
LEFT, a house on an alley, and RIGHT, a house with the garage in the front.

But there's another important diseconomy for the house on the right: the additional paved area includes a portion of the street itself, which is essentially wasted space and expense. In the lot on the left, that space can be used for on-street parking. But the builder or developer of the lot on the right still has to construct that wasted space to the full standard of the street.

Our analysis shows that, when all the development costs are calculated, the difference in cost between a front-loaded and rear-alley home is negligible – we got a value of 0.09% *more* expensive for the front-loaded house. This is for the same lot size and shape, 50 x 100 or 5,000 square feet.

What happens when the shape of the lot changes – when, for example, the lots are long and skinny versus short and square, as many front-loaded suburban lots are? The difference in cost becomes much more dramatic: the front-loaded lots becomes even more expensively. When we compared 36' wide x 100' deep lots (3,600 square feet) to 60' wide x 60' deep lots (also 3,600 square feet) the front-loaded lots were 69% more expensive.

What accounts for this dramatic difference? The illustration below reveals the issue. The frequency of streets with expensive infrastructure (red lines) is significantly higher in the front-loaded neighborhood – four lines versus three in the alley-loaded neighborhood – translating into significantly higher infrastructure cost per lot.



LEFT, 36' x 100' lots (3,600 SF) and RIGHT, 60' x 60' lots (also 3,600 SF). The red line indicates the infrastructure required to serve the lots.

There are ways of increasing the cost savings even more, including making skinnier streets – a common feature in alley-loaded neighborhoods, since fire protection is often accessed from the alleys.

An even more dramatic cost reduction can be done by removing the streets altogether and using greenways instead. These can include small lanes for cars, forming "shared space" zones or "woonerfs" (from the Dutch model). Or they can exclude cars altogether, and allow the alleys or lanes to serve all vehicular traffic (including fire and other emergency services). We have used this model, which we call a "laneway-greenway model", on several projects. Below is an example from a forthcoming project in Ashland, Oregon, the redevelopment of a former timber mill.



Many of the lots in this Ashland, Oregon plan are only served by alleys; instead of streets, they have greenways in the fronts, thus forming a "Block-of-Blocks" with highly marketable homes connected by mid-block passages.

But will buyers accept alley-loaded homes? Some builders are skeptical – yet the evidence is persuasive. Some typical data points:

- The sales in many New Urbanist developments where alleys are a defining design feature, alongside front porches, walkability, and a mix of uses, show consistent premiums: Kentlands (MD) ~15%, Southern Village (NC) ~10%, Laguna West (CA) ~4% over nearby comparable subdivisions with front-loaded homes.[1]
- A planning analysis from Montgomery County, MD, reports rear-loaded townhouses "command significantly higher prices" than front-loaded peers in their region.[2]
- A municipal housing market study (West Bloomfield, MI) documents buyer preference for developments with sidewalks and side- or rear-loaded garages, including alley access.[3]

A key issue is **whether the homes maintain private outdoor space** – either a back yard, or an adequately sized side yard. When homes on alleys lack this basic amenity, they are certainly at a competitive disadvantage compared to front-loaded homes with a back yard. But that's true with or without alleys.

A second related point is that **alleys need to be seen as part of a system**, including walkable streets uninterrupted by garages and driveways, street-friendly architecture with appealing porches or stoops, a mix of uses and destinations, and paths and goals that make walking and biking appealing.

One last point: the claim that alleys by themselves increase crime is not supported by the evidence. As Hillier and Sahbaz (2008)[4] and others have shown, “eyes on the street” – or on the alley – promote safety. Well-designed alleys, with windows facing them and active use by pedestrians, bikes and cars, need not be any more likely to see criminal activity than any other street, lane or walkway.

Our takeaways for best practice:

Preserve usable private yard space (rear or side) while keeping garages on the lane.

Treat the alley as a mews: good lighting, frequent doors/windows, landscaping, and clear operations for trash/recycling—this shifts perceptions from “service alley” to “shared court.”

Market the streetscape benefits (porches, trees, fewer curb cuts) that correlate with premiums in the comparable sales.

This analysis reminds us that, like all components of the cost of development, the cost of alleys depends on a number of complex factors. However, the analysis also shows that it’s possible to not only avoid extra cost with alleys, but to *save* cost compared to conventional front-loaded development. The win-win result can be a much more walkable, more attractive, and ultimately more successful neighborhood.



Houses facing the street with garages accessed from rear alleys sell more readily for their appealing sociable house fronts and private back yards. (Seabrook, WA)



Rear alleys in Seabrook, Washington provide a second “frontage” to more affordable carriage houses that can be rented separately for additional income.



Alleys provide all necessary emergency access as well as utility easements. (Seabrook, WA)

[1] Tu, C. C., & Eppli, M. J. (2001). An empirical examination of traditional neighborhood development. *Real Estate Economics*, 29(3), 485-501.

[2] Paul Mortensen (2016). Garage Location Makes a Huge Difference in Community Livability. Montgomery County Planning Department. Available at <https://montgomeryplanning.org/blog-design/2016/07/garage-location-makes...>
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