

Alley Information Sheet

Pangaea Land Consultants

July 29, 2012

The following are notes on alleys to address the various concerns to weigh when identifying the specific cross-sections and conditions for each application:

Jurisdiction – The governing jurisdiction usually has standards which may vary widely, as seen below. Some alleys are designated for either one-way or two-way travel, though the minimum pavement widths often do not reflect this distinction. Because their low traffic volume, very narrow alleys may allow two-way travel. The assumption is that if cars pass in opposite directions, one pulls to the side to let the other pass. The jurisdictional examples summarized below are included as attachments.

1. City of Dallas – A city with a long history of alleys as the norm in residential developments.
10-foot concrete alley in a 15-foot right-of-way
2. City of San Marcos – Per the Municipal Code (vs. the Smart Code)
20-feet of pavement in a 20-foot right-of-way (two-way alley)
15 feet of pavement in a 16-foot right-of-way (one-way alley)
3. City of Austin – Mueller Redevelopment
15 feet of pavement in a 20-foot right-of-way (appears to be one-way only)
4. City of New Braunfels – Town Creek development is a local new urbanist community
22 feet of pavement in an unspecified right-of-way width – assumed to also be 22 feet
5. City of San Marcos – Per Smart Code
12 feet of pavement in a 24-foot right-of-way width for two-way traffic in the T3 and T4 Zones
24 feet of pavement in a 24-foot right-of-way width for two-way traffic in the T5 Zone
6. City of Kyle – Per the Municipal Code
20 feet of pavement in a 27-foot right-of-way

Recommendation – 20 feet of pavement in a 24-foot right-of-way. This exceeds the City of San Marcos standard for a two-way alley (same pavement width; four-foot increase in right-of-way width).

Utilities – Standards of convention vary by jurisdictions and local construction and developer practices. Generally, water, wastewater, and storm drain are located within the public/private street to the front of residential units, while the “dry utilities” (electric, gas, telephone, and CATV) are located within the alley. Above-ground appurtenances for these utilities should be located outside of the right-of-way to avoid conflicts with vehicles.

Recommendation – Locate the water, wastewater, and storm drain utilities in the front street; locate electric, gas, telephone, and CATV in the rear alley.

Access Requirements – The width of alleys and the geometry of turns are generally governed by the types of vehicles requiring access through the alley and the size of those vehicles owned or operated by the local jurisdiction or service. Trash collection usually occurs along alleys because the receptacles used for either hand or automated collections are stored in the fronting garages. This is the case for Dallas. Some jurisdictions may require fire truck access on alleys, though the argument may be made that alleys

should not be designed for these vehicles. Fires may be fought from the front of homes, as in any conventional neighborhood and the alleys merely give fire fighters an additional advantage to fight fires from the rear of homes on foot.

Recommendation – The proposed width should be adequate for trash collection vehicles to traverse the alley, though this needs to be confirmed with the entity providing that service. Fire truck access should be assumed to not be a requirement. This, too, should be confirmed with the local jurisdiction.

Setbacks – There are two main issues with setbacks from the alley right-of-way to the face of the garage. The first is the amount of clear space from the face-of-garage to the face-of-garage across the alley to allow vehicles to maneuver in and out of garages and for refuse collection trucks to traverse the alley. The second is whether cars may be parked outside of garages adjacent to the alley; either between the right-of-way and the garage door in a driveway of adequate length, or on parking pads adjacent to enclosed garages. The concern over this setback is that it needs to be either deep enough for cars to park behind garages, or shallow enough to prevent residents from parking sideways behind garage doors and potentially obstructing the alley. To maximize the usable space of rear yards, it is assumed that guest/auxiliary parking will be provided along the curb of the fronting street and not off the alley.

Recommendation – Two alternatives will be allowed that may be selected based on builder preferences.

First, is a 3-foot minimum setback from the alley right-of-way to the garage door. This equates to driveways that are five feet deep from edge of alley paving to the garage face. This is shallow enough to discourage parking behind garage doors and wide enough from face-of-garage to face-of-garage for vehicles to maneuver. Depending on lot width, three-car garages may be allowed. Also, one or more uncovered parking pads adjacent to a garage may be allowed.

Second, is an 18-foot minimum setback from the alley right-of-way to the garage door. This equates to driveways that are 20 feet deep from edge of alley paving to face of garage. This is deep enough to allow parking behind garage doors for most vehicles and maintain adequate width from face-of-garage to face-of-garage for vehicles to maneuver. Depending on lot width, three-car garages may be allowed. Additional uncovered parking pads should not be allowed.

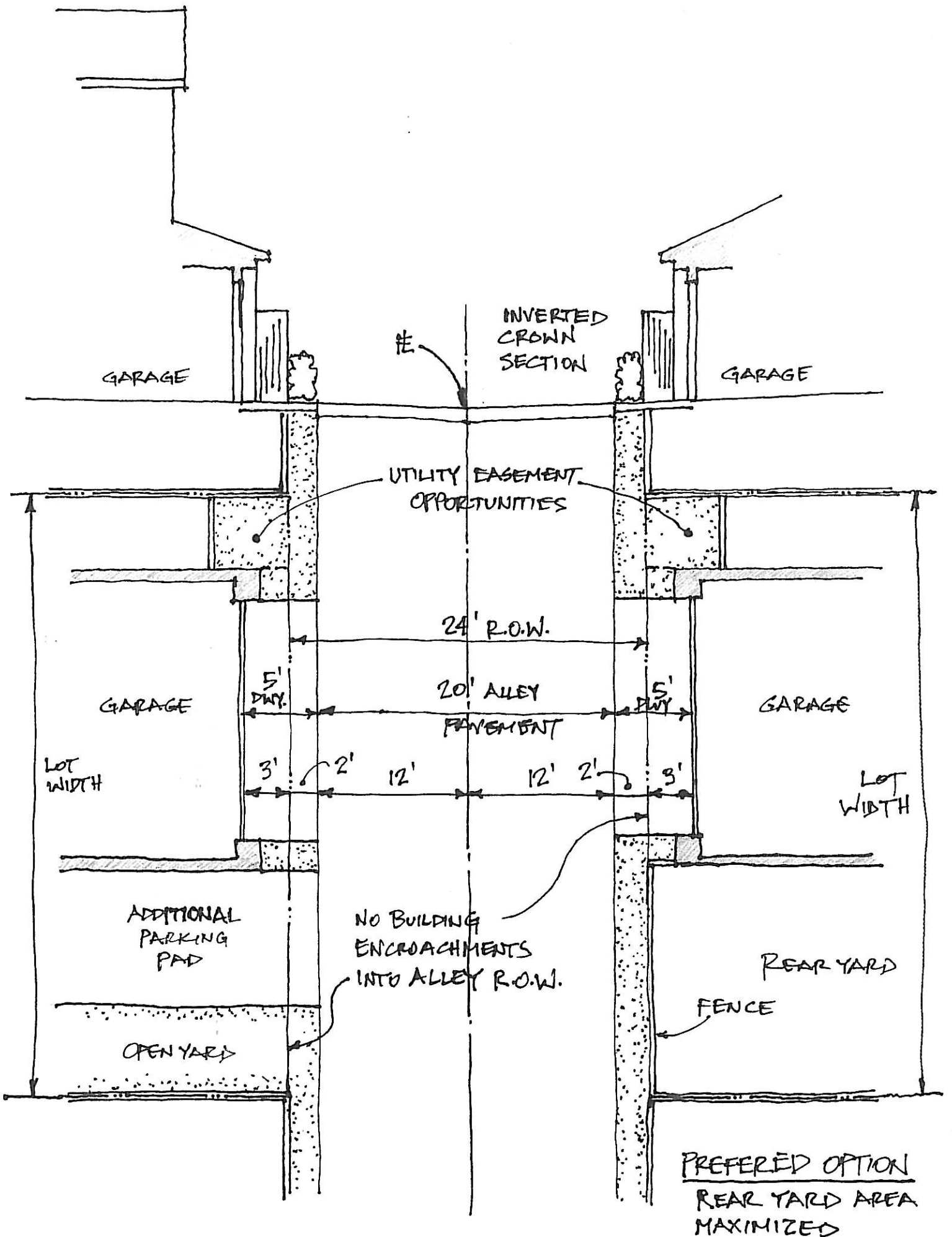
Fencing – In some jurisdictions, such as Dallas, fences are often 10 feet tall along narrow alleys. This creates a tunnel effect along the alley and should be avoided. However, privacy should be provided for the rear yards of homes flanking the alley. Fencing may be provided along the right-of-way of the alley, with the exception of easements required for utilities.

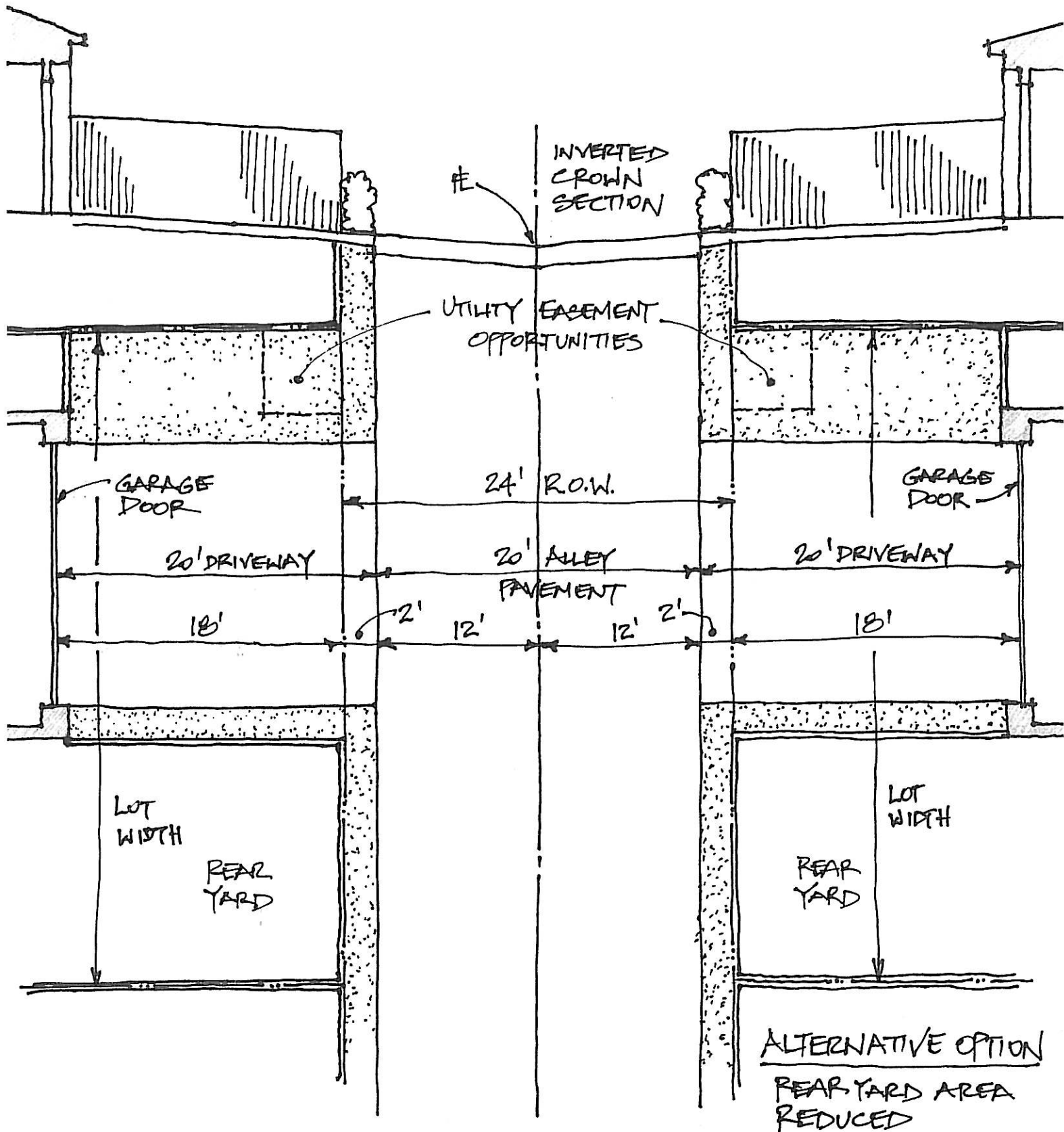
Recommendation – The maximum height of fences along the alleys shall be six feet, aligned along the alley right-of-way or utility easements.

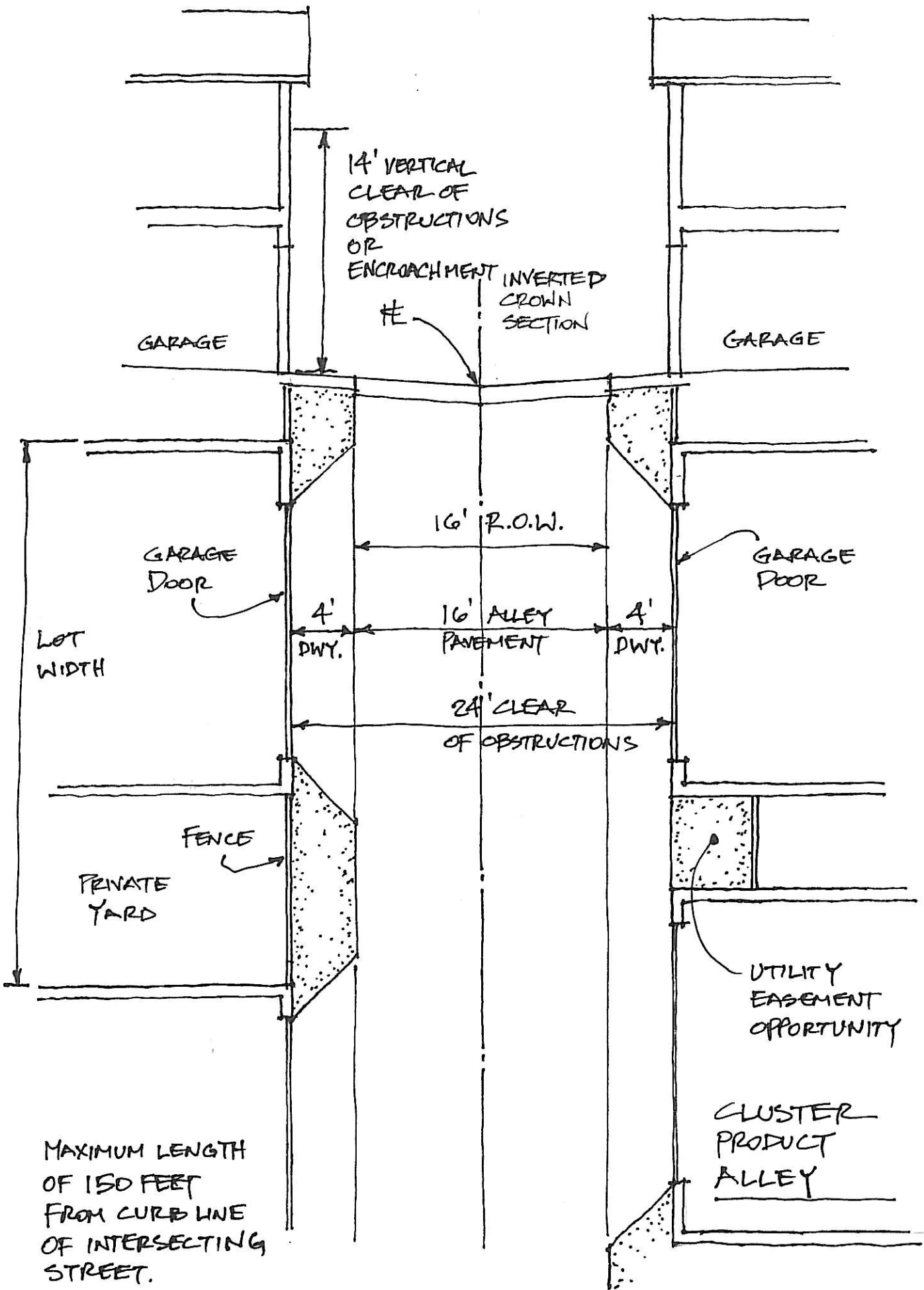
Cross-section – An inverted crown, or v-section, is often specified by the local jurisdiction for the alley cross-section. This allows drainage to be conveyed down the center of the alley to an intersecting street where it is then conveyed in the surface or sub-surface storm drain system. This works well for relatively flat sites (in the transverse direction to the alley) where back-to-back tiers of lots have roughly the same grade.

An alternative is an alley with a cross-slope that drains from a high side with no gutter to a low side with a wedge or ribbon gutter to convey storm water along the low side of the alley to an intersecting street. This provides an opportunity to take up some grade between back-to-back tiers of lots that have divergent grades.

Recommendation – Subject to approval by the local jurisdiction, allow alleys to have either an inverted crown section or a cross-slope section, depending on grading conditions.

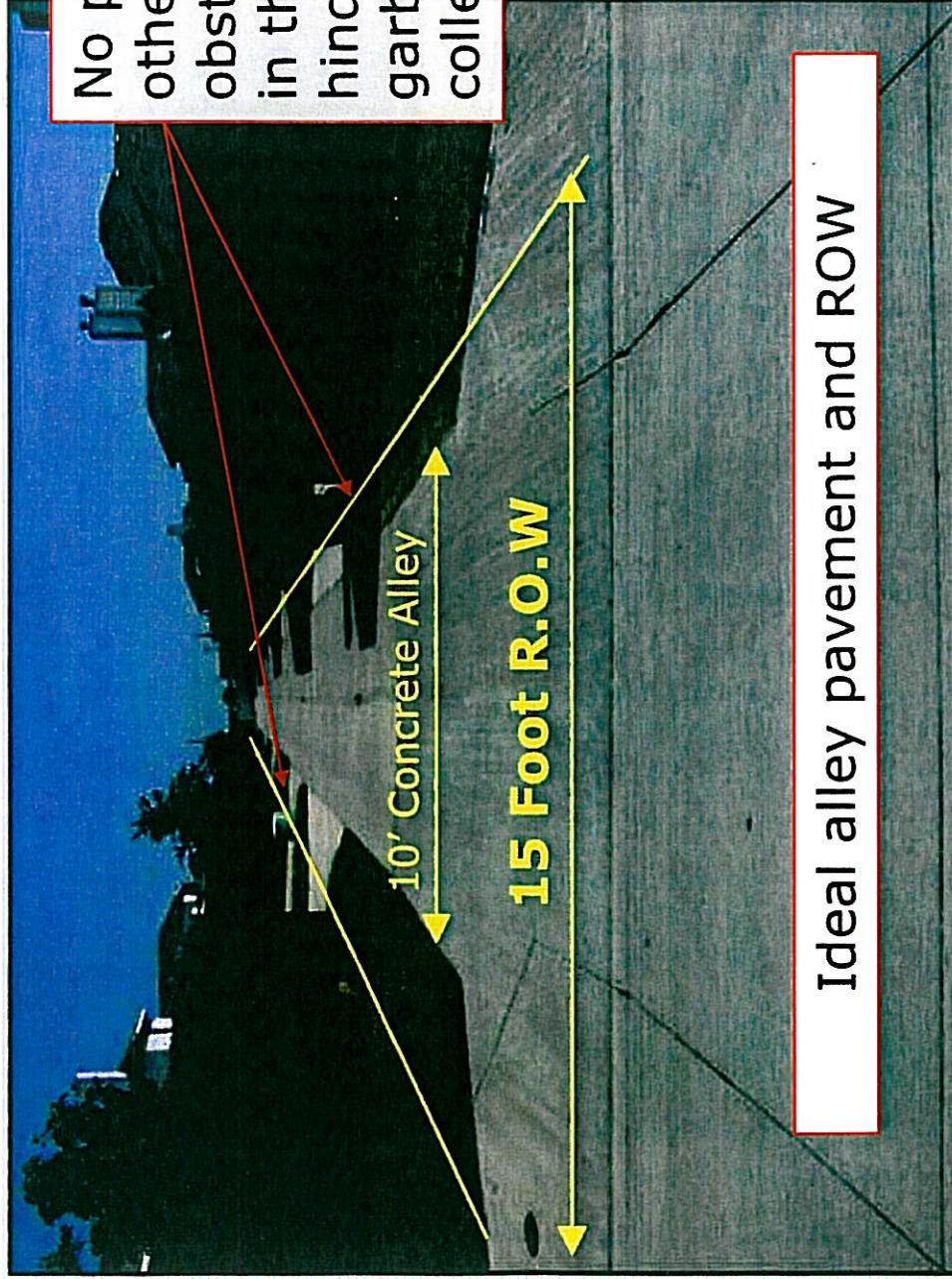






1 DALLAS

Challenges



No plants or other obstructions in the ROW hindering garbage collection

15 Foot R.O.W

10' Concrete Alley

Ideal alley pavement and ROW

- NARROW CROSS-SECTION TYPICALLY FOR ONE-WAY TRAFFIC.
- TYPICAL FOR DALLAS IS TO INCREASE SETBACK TO GARAGE DOOR TO ALLOW ENOUGH DEPTH FOR 10 PARKING IN DRIVEWAY.

- GEOMETRY OF ALLEYS DICTATED BY GARBAGE TRUCKS

- San Marcos, Texas - Code of Ordinance
- SAN MARCOS CITY CODE
- SUPPLEMENT HISTORY TABLE
- PART I - CHARTER
 - ARTICLE I. - FORM OF GOVERNMENT
 - ARTICLE II. - POWERS OF THE CITY
 - ARTICLE III. - THE CITY COUNCIL
 - ARTICLE IV. - ADMINISTRATIVE SERVICES
 - ARTICLE V. - NOMINATIONS AND ELECTIONS
 - ARTICLE VI. - INITIATIVE, REFERENDUM AND PETITION
 - ARTICLE VII. - MUNICIPAL PLANNING AND ZONING
 - ARTICLE VIII. - FINANCIAL PROCEEDINGS
 - ARTICLE IX. - BORROWING FOR CAPITAL IMPROVEMENTS
 - ARTICLE X. - TAX ADMINISTRATION
 - ARTICLE XI. - FRANCHISES AND PERMITS
 - ARTICLE XII. - GENERAL PROVISIONS
- CHARTER COMPARATIVE TABLE
- PART II - CITY CODE
 - Subpart A - GENERAL ORDINANCES
 - Chapter 1 - GENERAL PROVISIONS
 - Chapter 2 - ADMINISTRATION
 - Chapters 3—5 - RESERVED
 - CHAPTER 6 - ANIMALS
 - Chapters 7—9 - RESERVED
 - Chapter 10 - AVIATION
 - Chapters 11—13 - RESERVED
 - Chapter 14 - BUILDINGS AND BUILDINGS DEPARTMENT
 - Chapters 15—17 - RESERVED
 - Chapter 18 - BUSINESSES
 - Chapter 19 - SPECIAL EVENTS
 - Chapters 20, 21 - RESERVED
 - Chapter 22 - CEMETERIES
 - Chapters 23—25 - RESERVED
 - Chapter 26 - CIVIL EMERGENCIES
 - Chapters 27—29 - RESERVED
 - Chapter 30 - EMERGENCY SERVICES
 - Chapters 31—33 - RESERVED
 - Chapter 34 - ENVIRONMENT
 - Chapters 35—37 - RESERVED
 - Chapter 38 - FIRE PREVENTION AND FIRE DEPARTMENT
 - Chapters 39—45 - RESERVED
 - Chapter 46 - HUMAN RELATIONS
 - Chapters 47—53 - RESERVED
 - Chapter 54 - MISCELLANEOUS ORDINANCES
 - Chapter 55 - MUNICIPAL COURT
 - Chapters 56, 57 - RESERVED
 - Chapter 58 - PUBLIC FACILITIES, PARKS AND RECREATION
 - Chapters 59—61 - RESERVED

San Marcos, Texas, Code of Ordinances >> Subpart B - LAND DEVELOPMENT CODE >> Chapter 7 - PUBLIC FACILITIES STANDARDS >> ARTICLE 4: - ROADS, SIDEWALKS AND ALLEYS >> DIVISION 2: - ALLEYS, DRIVEWAYS AND SIDEWALKS >>

DIVISION 2: - ALLEYS, DRIVEWAYS AND SIDEWALKS

- [Section 7.4.2.1 - General Requirements for Alleys](#)
- [Section 7.4.2.2 - General Design Standards for Alleys](#)
- [Section 7.4.2.3 - General Requirements for Sidewalks](#)
- [Section 7.4.2.4 - General Requirements for Driveways](#)
- [Section 7.4.2.5 - Driveway Site Layout and Construction Standards](#)

Section 7.4.2.1 - General Requirements for Alleys

- (a) *Alleys in Nonresidential Districts.* Service alleys in nonresidential districts, if provided or constructed by the developer, shall be a minimum right-of-way width of 20 feet and a pavement width of 20 feet.
- (b) *Alleys in Residential Districts.* In residential districts, alleys shall be parallel, or approximately parallel, to the frontage of the street. Two-way alleys in residential districts shall provide a minimum of 20 feet of right-of-way and 20 feet of pavement. One-way alleys shall provide a minimum of 16 feet of right-of-way and 15 feet of pavement.

(Ord. No. 2006-45, § 63, 9-19-06)

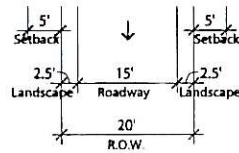
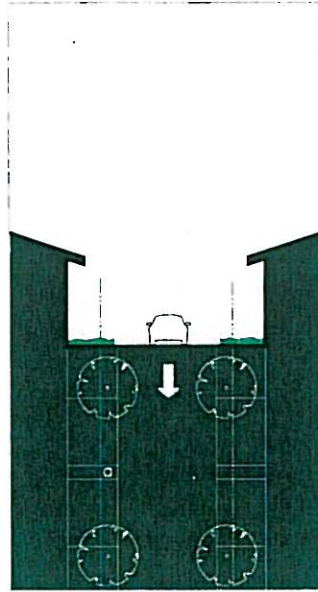
Section 7.4.2.2 - General Design Standards for Alleys

- (a) Alleys shall be paved in accordance with the City of San Marcos's TCSS and construction standards that are in effect at the time the preliminary plat application is officially submitted and deemed a complete application.
- (b) Where the deflection of alley alignment occurs, the design of the paving and property line shall be as established by the TCSS.
- (c) Dead-end or "hammerhead" alleys shall not be allowed. Alleys must have adequate turnouts and street entrances such that vehicular traffic flow is continuous and efficient. Where a temporary dead-end alley situation is unavoidable, a temporary turnaround bulb or turnout onto a street, either of which will need a temporary easement for street or alley purposes, shall be provided as determined by the City Engineer.
- (d) Alleys may not exceed a maximum length of 1,600 feet, as measured along the centerline of the alley and between intersections with other alleys or entrances onto streets (at the right-of-way line of the street at the alley entrance). Any request for a variance of alley length shall be considered based on the following:
 - (1) Alternative designs which would reduce alley length;
 - (2) The effect of overlength alleys upon access, congestion, delivery of municipal services, and upon convenience to residents of the subdivision in accessing rear driveways and in driving around to the front of their homes; and
 - (3) Means of mitigation, including but not limited to additional mid-block alley turnouts, limitation on the number of lots to be served along a single alley segment, temporary points of access, and additional fire protection measures.

• TWO-WAY ALLEY PER DEVELOPMENT CODE IS 20' PAVED / 20' R.O.W
 VS. SMART CODE
 12' PAVED / 24' R.O.W. (T3 & T4)
 OR 24' PAVED / 24' R.O.W. (T5)

• ONE WAY ALLEY NOTED AS
 15' PAVED / 16' R.O.W.

③ CITY OF AUSTIN
MUELLER REDEVELOPMENT



NEIGHBORHOOD ALLEY (K)

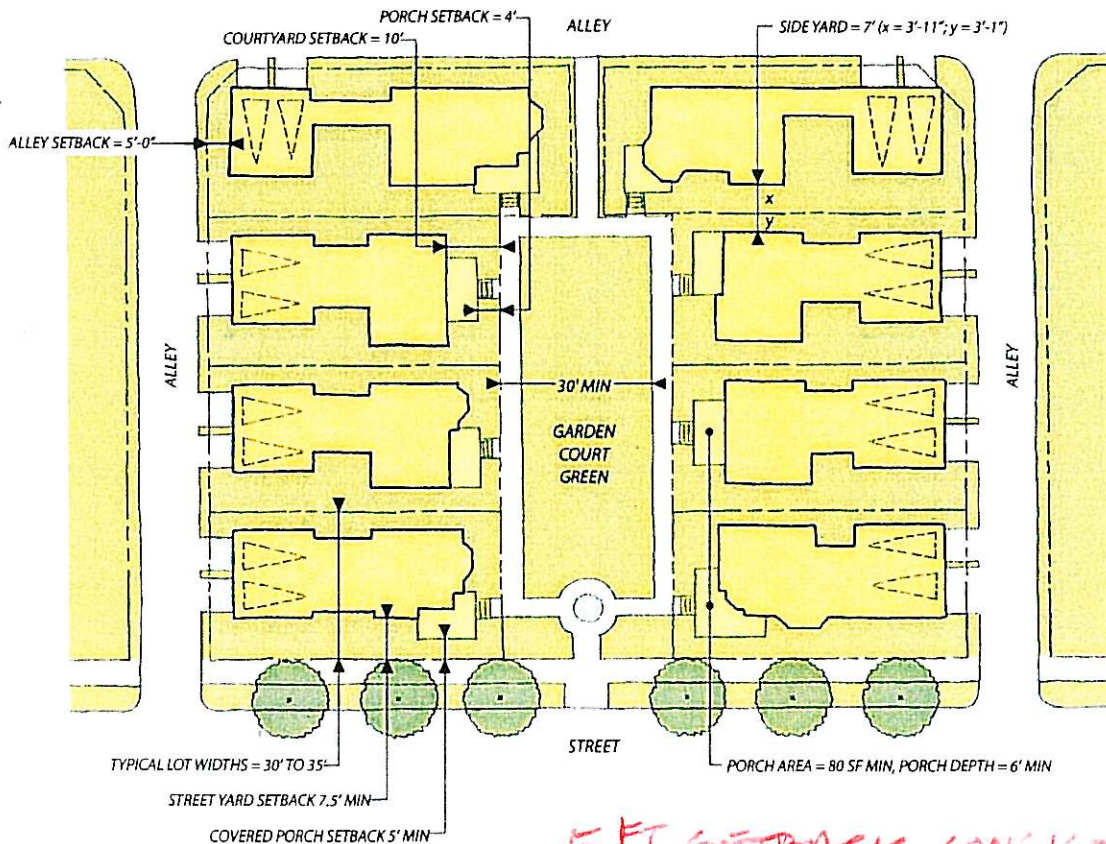
- GRAPHIC INDICATES 15-FT. WIDTH ALLOWS ONE-WAY TRAFFIC ONLY.
- THIS WIDTH COULD TYPICALLY ALLOW FOR TWO-WAY TRAFFIC, AS ONE CAR WOULD PULL OVER TO THE SIDE AND LET AN ON-COMING CAR PASS.
- DIMENSION OF 7.5' FROM EDGE OF ALLEY PAVEMENT TO FACE OF GARAGE MAY ENCOURAGE PEOPLE TO PARK SIDEWAYS IN FRONT OF THEIR GARAGE. THIS CAN USUALLY BE CONTROLLED BY ORDINANCE / CC&RS.

REVISED SETBACKS FOR GARDEN COURTS

The text and exhibit below replace the existing corresponding paragraphs and exhibit in Section 2.2 of Chapter 2 (pages 28-29).

Relationship to Street: The front and side wall of any garden court building complex along a street will be set back ~~10~~ **seven and a half** feet from the street-fronting property line. Porches may encroach up to **five feet two and a half** feet into this setback area. The design of the court should be open and welcoming to the street, with any fencing and landscaping no higher than 36 inches. The side elevation of a garden court home (including its attached garage) along a public street should be specially designed with the same level of architectural detail as a front elevation. (See Corner Lots above).

Front Yard Facing Green: Garden court buildings will be set back from the green by 10 feet; porches may encroach up to **five six** feet into this setback area.



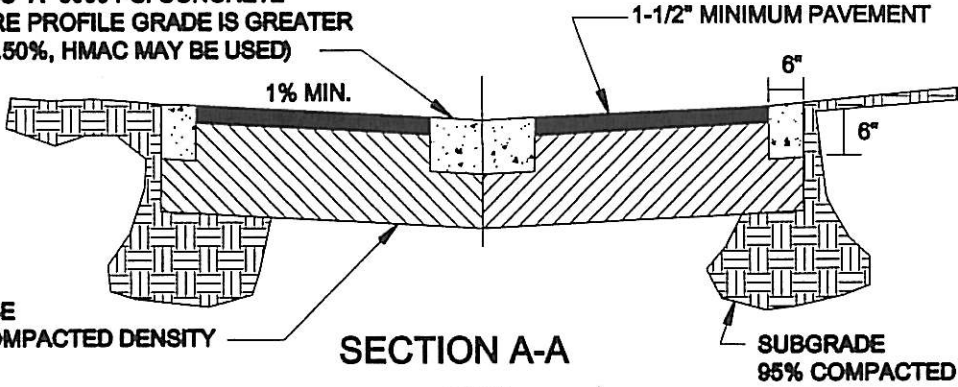
• 5 FT SETBACK CONSISTENT W/
NEIGHBORHOOD ALLEY SECTION

4

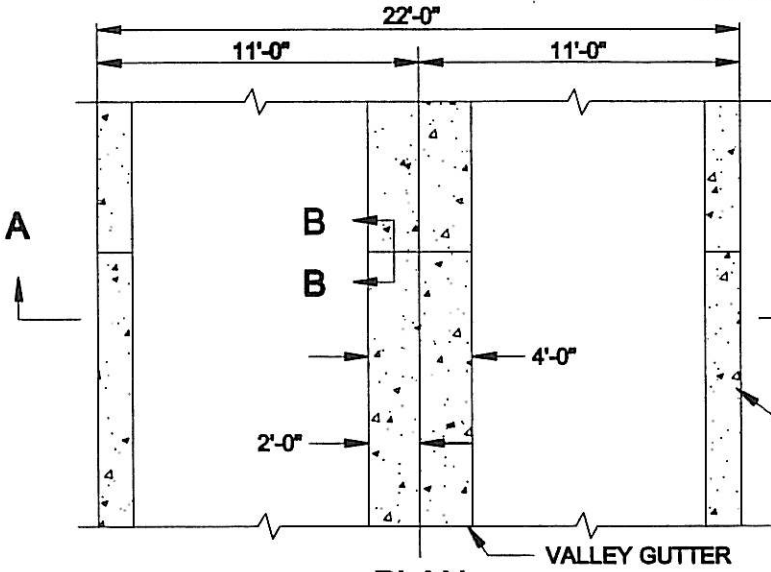
CITY OF NEW BRAUNFELS

ALLEY ZERO LOT LINE/TOWNHOUSE

6" CLASS "A" 3000 PSI CONCRETE
(WHERE PROFILE GRADE IS GREATER
THAN 0.50%, HMAC MAY BE USED)



SECTION A-A

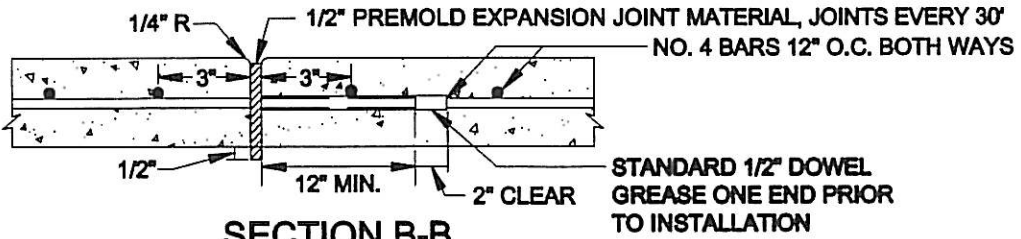


PLAN

• RIGHT-OF-WAY
WIDTH NOT
SPECIFIED

A • COMBINATION
OF CONCRETE
AND ASPHALT
USED


RIBBON CURB CLASS "A"
3000 PSI CONCRETE ONE
NO. 4 BAR



SECTION B-B

NOTES:

1. PROPOSALS FOR ALTERNATIVE ALLEY STRUCTURE WITH SUPPORTING ENGINEERING DOCUMENTATION MAY BE SUBMITTED TO THE CITY ENGINEER FOR CONSIDERATION AND APPROVAL.

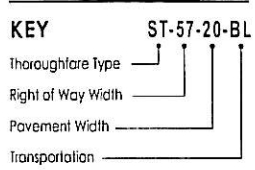
DATE APPROVED: 7/08	DWG. NO: ST-019	SCALE: N.T.S.		ENGINEERING DEPARTMENT
DRAWN BY: RAS	SHEET: 1 OF 1			
FILENAME: ST-011 Alley - Zero Lot Line/Townhouse				
P:\CURRENT NEW BRAUNFELS DETAILS\2008\				

ARTICLE 3. COMMUNITY PLANS

San Marcos, Texas

TABLE 3.3. THOROUGHFARE ASSEMBLIES

These Thoroughfares are assembled from the elements that appear in Tables 3.2 and incorporate the Public Frontages of Table 3.2. The key gives the Thoroughfare type followed by the right-of-way width, the pavement width, and in some instances by specialized transportation capability.

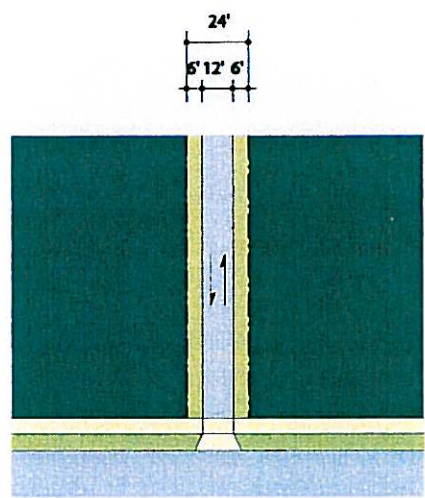


THOROUGHFARE TYPES

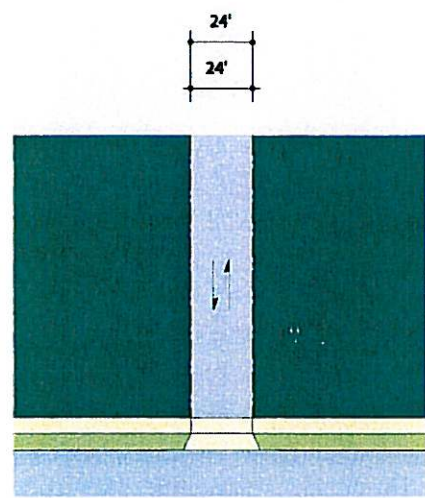
Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Transit Route:	TR
Sharrow:	SH

Private Frontages

Arcade/Gallery:	AVG
Forecourt:	FC
Door yard, Light Court:	DV/LC
Porch & Fence:	PF
Sloop:	ST
Shopfront Awning:	SFAW



RL-24-12



RA-24-24

Thoroughfare Type	Rear Lane	Rear Alley
Transect Zone Assignment	T3, T4	T5
Right-of-Way Width	24 feet	24 feet
Pavement Width	12 feet	24 feet
Movement	Yield Movement	Slow Movement
Operating Speed	10 MPH	10 MPH
Pedestrian Crossing Time	3.5 seconds	7 seconds
Traffic Lanes	n/a	n/a
Parking Lanes	None	None
Curb Radius	Taper	Taper
Public Frontage Type	None	None
Walkway Type	None	None
Planter Type	None	None
Curb Type	Inverted Crown	Inverted Crown
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.
Transportation Provision	None	None

Thoroughfare Type	Rear Lane
Transect Zone Assignment	T3, T4
Right-of-Way Width	24 feet
Pavement Width	12 feet
Movement	Yield Movement
Operating Speed	10 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	n/a
Parking Lanes	None
Curb Radius	Taper
Public Frontage Type	None
Walkway Type	None
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	None

Thoroughfare Type	Rear Alley
Transect Zone Assignment	T5
Right-of-Way Width	24 feet
Pavement Width	24 feet
Movement	Slow Movement
Operating Speed	10 MPH
Pedestrian Crossing Time	7 seconds
Traffic Lanes	n/a
Parking Lanes	None
Curb Radius	Taper
Public Frontage Type	None
Walkway Type	None
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	None

- BOTH ALLEYS ARE TWO-WAY
- BOTH ALLEY CONFIGURATIONS HAVE A 24-FT. RIGHT-OF-WAY.
- THE SETBACK FOR NEW DEVELOPMENT SPECIFIES 3 FT. FOR OUTBUILDINGS (GARAGES), OR 15-FT. FROM THE CL OF THE ALLEY. THIS ACHIEVES A DISTANCE OF 30 FT. FROM FACE OF GARAGE TO FACE OF GARAGE

Sec. 41-144. - Alleys.

(a)

Generally. Alleys need not be provided unless they are recommended by the planning and zoning commission and approved by the council. Where alleys are provided the pavement width shall be not less than 20 feet, and in no case shall the right-of-way width of such an alley be less than 27 feet.

(b)

Alleys and easement intersections. Where alleys or utility easements intersect, or turn at right angles, a diagonal of not less than ten feet from the normal intersection of the property or easement line shall be required. The diagonal length of intersections of alleys and/or utility easements at other angles must be approved by the city.

(c)

Dead-end alleys. Dead-end alleys shall not be permitted except if future development provides for the extension of the alleys, in which case temporary turnarounds will be provided.

(Ord. No. 296, art. V, § 11, 10-1-1996; Ord. No. 439, art. V, § 11, 11-24-2003)

- 20 FT. PAVEMENT ALLOWS FOR TWO-WAY TRAFFIC
- 27 FT. MIN. R.O.W. IS HIGH. GARAGE SETBACKS OF PERHAPS 4 FT. MINIMUM WILL PLACE GARAGES 35 FT. APART FROM FACE-OF GARAGE TO FACE-OF GARAGE.
- CROSS-SECTION NOT SPECIFIED; V-SECTION TO DRAIN DOWN THE CENTER, OR CROSS-SLOPE TO DRAIN TO ONE SIDE FOR RUN-OFF TO BE CONVEYED IN A RIBBON GUTTER.