

ALLEYS

GUIDELINES

General

- Alleys should provide access to parking, delivery and servicing of businesses.
- Alleys should never be one-way.
- Alley intersections on streets with prime frontages should be avoided, if possible.
- On end lots garages should be brought close to the alley to minimize the apparent width of the alley.
- Alleys should be discouraged to be used as fire emergency routes. All fire routes should be directed towards the street.
- Appropriate space in alleys should be allocated for transformers, trash enclosures (where necessary) and other "dry utilities."
- These dry utilities should be screened or enclosed.

Size

- Alley width from building face to building face should be at least 30 feet at ground level.
- Side yard setback at alley opening should be 5 feet on a 20 foot alley.
- Alley paving should never exceed 20 feet wide.
- Alleys are encouraged to have an alternate 12-foot asphalt pavement within the 20-foot right-of-way (R.O.W.).
- The maximum amount of alley parking is gained with "head-in" parking, perpendicular to alley. When parking vehicles, clear of the alley the R.O.W. should require a 17- to 20-foot driveway (i.e. distance between edge of alley and garage).
- Parallel parking along the alley requires a driveway width of 7.5 to 10 feet.
- Parking should be adjacent to garages to preserve narrow alley dimensions between the garages.
- Where alley parking is prohibited, garages should be set back a minimum of 4 feet from alley edge, to yield a minimum 24-foot turning distance between garage and opposite edge of pavement, or a 28- foot turning distance between garage face to garage face. (See Image 12)
- At alley intersections, a 15-foot triangle of clear visibility, above vegetation 24 inches in height, over pavement should be maintained. Turning for trucks can be accommodated through unpaved but stabilized surfaces at corners.
- No linear alley should be greater than 300 feet.
- When an alley does extend over 300 feet, it should be curved or jogged to prevent high traffic speeds.
- Balconies or overhangs at a minimum clearance height of 10' may extend to the R.O.W. line. (See Images 4, 5, 9)

Location

- Alley configurations should be used in large blocks, so that lots can front on all adjacent block fronts. Alley configurations include but are not limited to T, I, H and Z. (See Image 13)
- Alleys should always be located in the middle of blocks. It is desirable that the length of an alley is not visible from the public realm.
- Alley entrances:
 - o Are discouraged on streets facing public green spaces.
 - o Are encouraged to align with each other when across a street or should be separated by a minimum of 75 feet.
 - o Should be a minimum of 75 feet from an intersection measured from the R.O.W.

Character

- Where alleys intersect streets, the continuation of street elements (curb, sidewalk, material, and sidewalk grade) should be maintained. The street curb should be continued, as a flush curb or as a valley gutter, across the alley entry.
- Transition to alley pavement, when different from street pavement, should occur at the sidewalk. The grade and paving material of the sidewalk should carry across the alley entrance.
- Where alleys are not used as fire emergency routes, an emphasis on building over the entrance to the alley should occur.
- Carriage houses are encouraged on alleys to promote a safe environment and bring 'eyes' onto the alley.

ALLEYS

RETAIL



Image 1 - A retail alley made into a pedestrian shopping street.



Image 2 - Alley in a T5 to T6 retail zone.

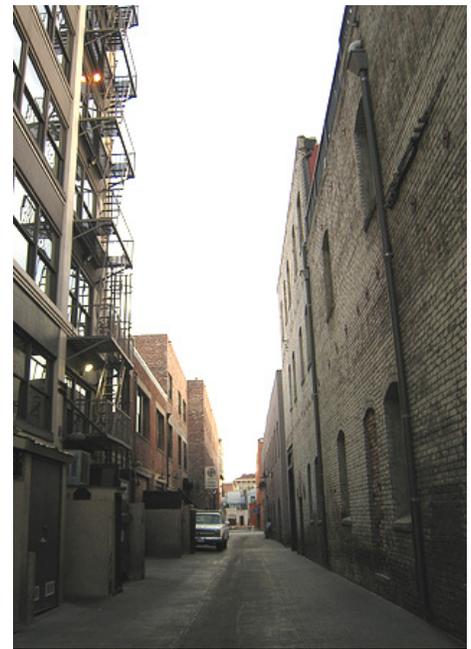


Image 3 - Alley with service entries and mechanical sheds.

ALLEYS

RESIDENTIAL



Image 4 - An alley with parking garage entrances and balconies.



Image 5 - Projecting bay windows create a safer place by providing more "eyes" on the alley.



Image 6 - Parking within the alley is away from the vehicular path.



Image 7 - Parking within the alley is away from the vehicular path.



Image 8 - The backs of housing transformed into a mews.

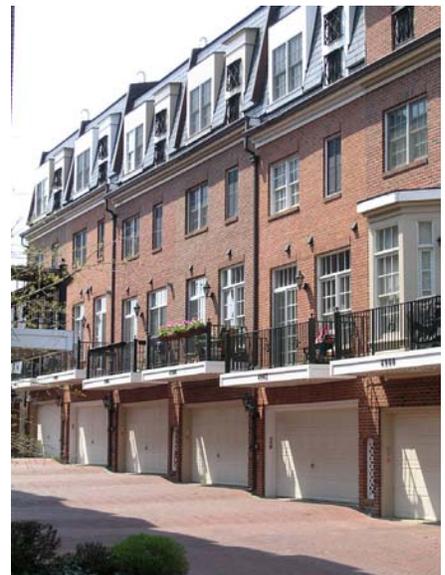


Image 9 - The backs of housing with continuous garages and balconies

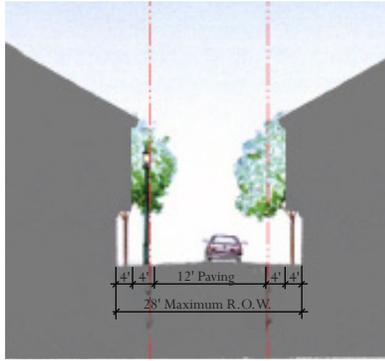


Image 10 - Residential alley with parking only in the garages and balcony overhangs..



Image 11 - Residential alley with a driveway and rear balcony.

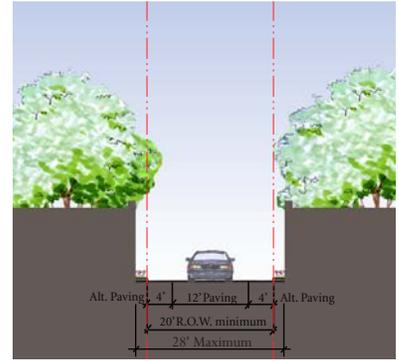


Image 12 - Retail Alley with little setback.

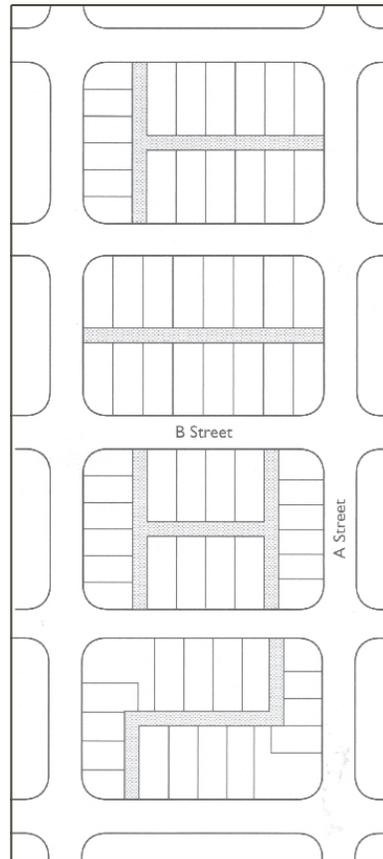
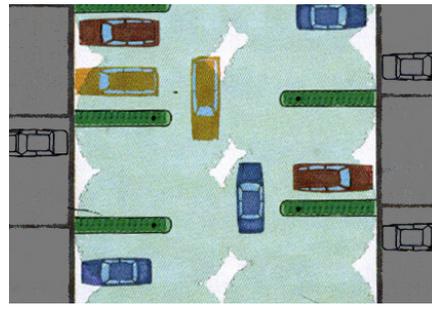
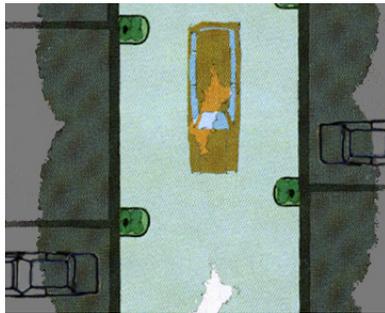


Image 13 - Alley organization showing T, I, H and Z layouts