

ALLEYWAY REVITALIZATION

AS A KEY TO
COMMUNITY
DEVELOPMENT
IN THE CITY OF WINDSOR



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ALLEYWAY REVITALIZATION AS A KEY TO COMMUNITY DEVELOPMENT

Since 2010, United Way/Centraide Windsor-Essex County has been initiating and supporting neighbourhood engagement and revitalization programs across the City of Windsor. These programs are targeted to some of the neighbourhoods with the greatest needs in our community. United Way recognizes that to truly improve neighbourhoods, it requires lifting up residents and empowering them to lead and partner in revitalization efforts. This approach can help battle stigma and create prosperity through local social or economic opportunities.

The questions and concerns about alleys raised by the residents of the four United Way Neighbourhood Renewal initiatives - Ford City Neighbourhood Renewal, The Initiative: Glengarry to Marentette, The Downtown Windsor Community Collaborative Neighbourhood Renewal, and Our West End - were the catalyst for this report.

According to Statistics Canada, the City of Windsor can be divided into 376 Census Dissemination Areas (DAs). A total of 194 DAs are home to public alley infrastructure, spread across 9 Wards (only Ward 7 has no open public alleyways) with an estimate of over 90% of the alleyways situated in city core (Wards 2 through 5). These 194 DAs share another common element, a significantly higher rate of persons living in low income. The average low income rate in these areas is 32%. In contrast, the 182 DAs without alleyways feature an average low income rate of 18.25%. Although both of these rates are unfortunately high, the correlation between the presence of alleyways and neighbourhoods with families living in lower income is strong in the City of Windsor.

Alleyways are not a cause of these low income rates but the alley network that stretches across the City of Windsor represents an underutilized community asset that could encourage revitalization in our city, and has the potential to help create neighbourhood prosperity. By removing garbage and properly maintaining these spaces we can reduce stigmatization, improve safety by ensuring *crime prevention through environmental design* (CPTED) principles are followed, and build a connective network to make our entire community healthier and more livable. The possibility of turning these assets into productive infrastructure has the potential to result in multiple environmental, economic, and social benefits across the City of Windsor.



United Way drafted this report, as a part of its broader community revitalization and poverty reduction approaches, to support these neighbourhood renewal efforts with the goal of 1) providing information on the state of existing alleyways, and 2) examining work that has been done in other communities to turn alleyways into positive, productive spaces. From this analysis, we call on the City of Windsor to implement an "Alleyway Revitalization Strategy" to prioritize, revitalize, and activate these spaces to the benefit of residents and taxpayers.



CURRENT STATE OF ALLEYWAYS IN WINDSOR

The network of alleyways is a series of “back-of-house” paths through the City of Windsor that have been home to bike races, a spot to park the car, games of road hockey or soccer, and short cuts to school, the park or a friend’s house for decades. Unfortunately, the current state and perception of many of these alleys has diminished; residents say the lack of lighting contributes to feeling unsafe in alley spaces. This feeds into feelings of neglect resulting in alleyways becoming home to dumped garbage and bulk items, discarded needles and other drug paraphernalia rather than productive and active alley uses. This in turn has led to negative perceptions of alleyways and parts of the City of Windsor, as evident from the reporting of alley-related issues and challenges in local media and reader editorial commentary.ⁱ

In 2013, it was reported by Windsor Star that the City of Windsor was looking to divest from the approximate 150 kilometers of alleyways (both paved and unpaved) crisscrossing core neighbourhoods.ⁱⁱ The vast majority of these alleyways grid the urban core neighbourhoods in City Wards 2 through 5, which also in many cases correspond to areas of the city with higher rates of residents living in low income.ⁱⁱⁱ In the 2018 City of Windsor budget, it was stated that the City still maintained 80 kilometres of paved alleyways but outlined significant deficiencies in their conditions and projected how these infrastructure deficits would grow in the coming years. With the vast majority of these alleyways no longer being used for garbage pickup, closing

alleyways is certainly a viable option moving forward, following community consultation.^{iv}

Part of the challenge of managing our alleyways is related to how the City of Windsor and its various departments track data. Although there is a wealth of data shared on the City of Windsor's Open Data Portal that relates to alleys, including alley repair requests, the data is tracked based on the address of the home and there is no readily available way to identify if the alleyway or the street was the source of the problem.^v The way data is tracked is due to the nature of the City of Windsor By-Laws which place responsibility for items or activities, like dumping, on the owner of the property that abuts the alleyway.^{vi} The policy places the burden of responsibility for alley maintenance solely on the property owner and prevents the City from collecting the "hard" data to confirm the size or magnitude of the problems that our alleyways present.

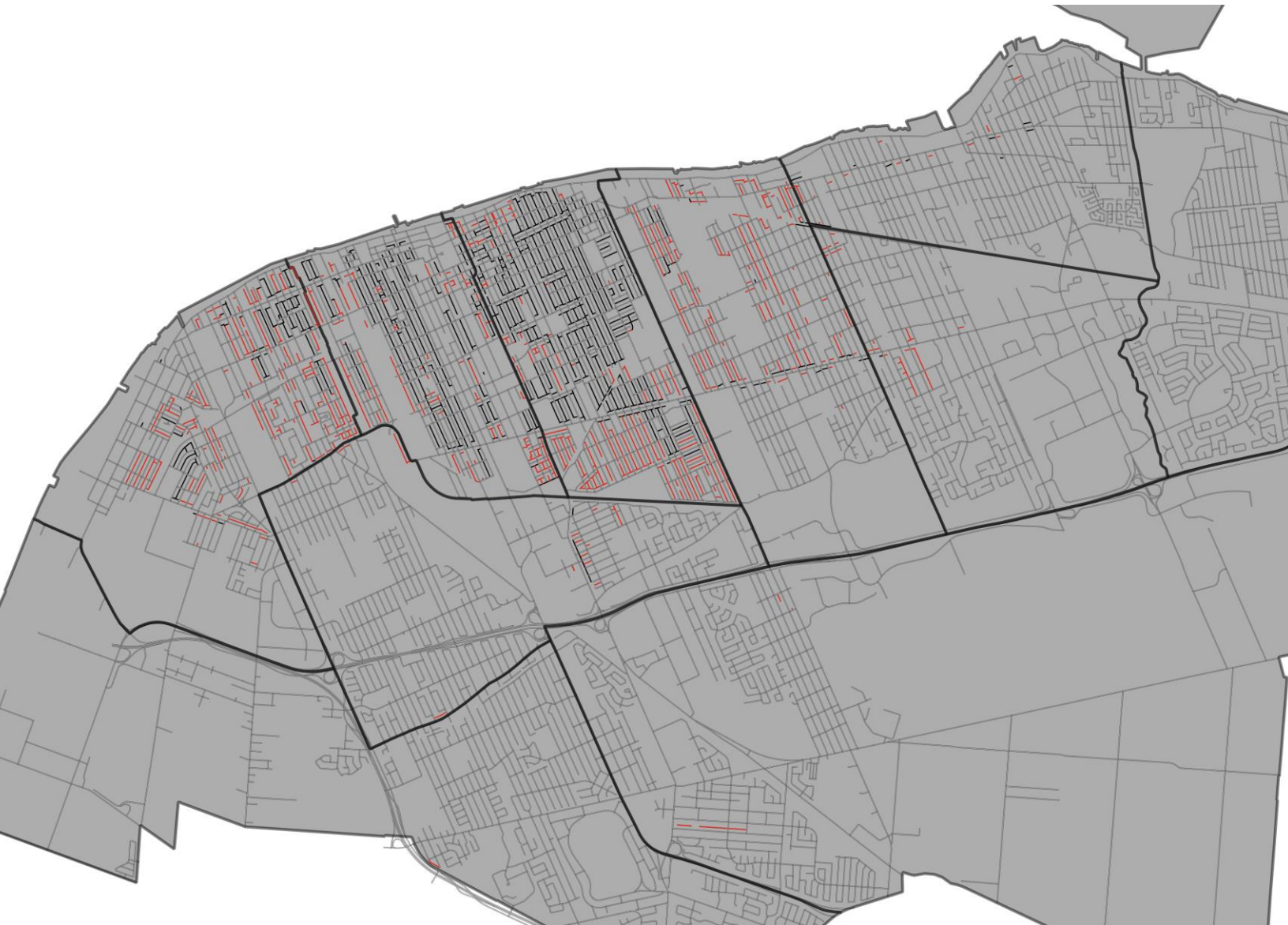
Windsor Police do not track incidents occurring in alleyways separately - the street address of the incident is used as the basis of tracking all criminal activity reports within their database. The only way to determine if the criminal event occurred in an alleyway is to manually read through the responding officer's report notes.^{vii} The lack of presentable data on the subject of alleyway issues and safety makes it that much more difficult to dispel perceptions that these areas are unsafe, poorly kept or ineffectively used. Whether in a Letter to the Editor criticizing the state of the downtown, or a suspicious criminal event that occurred on a property abutted to an alley, having data to show if things are getting better or worse is important.

THERE IS NO ONE SOLUTION TO SOLVING THE CHALLENGES OF ALLEYWAY AND NEIGHBOURHOOD REVITALIZATION.

There is no one solution to solving the challenges of alleyway and neighbourhood revitalization. Closing alleyways is certainly an option, and in many cases the best one. Unfortunately the process for closing alleyways is costly, with a standard application fee (outside of the subsidy program) in excess of \$1,200 to begin what can become a multi-year process.^{viii}

To begin to tackle the challenge, Mayor and Council approved additional funding for alleyways as a part of the 2018 budget. In 2022, funding for minor alley repairs increases to \$1.1 million from \$100,000 annually. This is followed by an additional \$250,000 in 2023. To tackle some more immediate concerns, \$250,000 was allocated in the enhanced capital budget for alley safety and security improvements. Beyond these alley-specific investments, millions of dollars are being spent on branding and districting parts of the city, flood mitigation and sewer enhancements, an active transportation study and enhanced funding for art projects. As a part of all of these investments, alleyways can play a vital role in enhancing our community.^{ix} With these significant investments on the horizon now is the time to think through a clear plan that prioritizes and strategizes how this investment can be effectively deployed.

MAP OF CURRENT ALLEYS



- Paved Alley
- Unpaved Alley
- City Ward Boundaries

WHAT ARE SOME OPTIONS TO REVITALIZE ALLEYWAYS?

The Basics

Fundamentally, an alleyway should not be treated or viewed any differently than a street, as both are owned by the municipality and require maintenance. Alleys should be well lit and offer proper site lines to help deter criminality and create a feeling of safety. Alleys should meet CPTED principles, be properly cleaned to give a positive

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impression and to minimize any unpleasant odours or visuals that can give a visitor or passerby a poor impression. The physical space should be properly maintained to ensure that the alley is usable for its intended purpose.^x

When these basic actions are not undertaken, as with any infrastructure, alleys degrade, which in turn leads to a decline in use, which creates a burden on both the City and the residents who live near it. It is this long-term

degradation that contributes to negative perceptions that spread to the surrounding neighbourhoods and communities that then force responses from local politicians.^{xi} A commitment to effective lighting, smooth road surfaces, removal of garbage and bulk items, proper enforcement of by-law violations in these areas are a baseline that is needed before any other investments or enhancements of alleyways can occur.

Improved Data Tracking and Public Accessibility

Numerous cities face challenges with their alleyways being used for dumping and other illicit activities.^{xii} Across the country, although cities explicitly track data to varying degrees on alleyway activities, they do not publish it for public review.^{xiii} Of the cities that were contacted by United Way, four (Hamilton, London, Victoria BC and Saskatoon SK) stated that they track alley data but currently do not publish it in a public manner (via an open data portal or other platform). In some ways the City of Windsor is ahead of other communities by publishing "Alley Maintenance" on its Open Data Portal. Although we know approximately 644 alley maintenance requests were made since August 2016 to the end of December 2018, other communities appear to be explicitly tracking other alley-related infractions (dumping, by-law infractions etc.), which is a gap in Windsor's existing data.^{xiv}

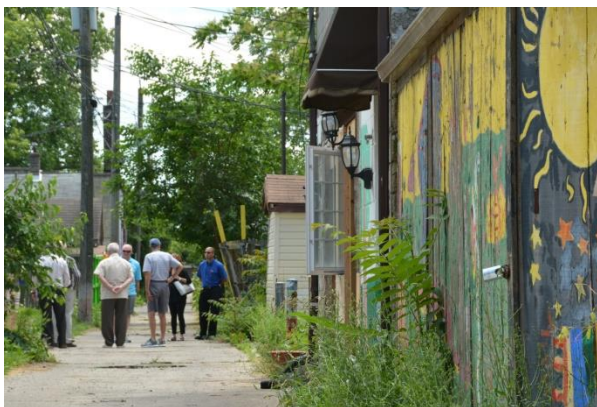
By adding a process to 3-1-1 reporting (a checkbox or flag) that identifies a wide range of by-law violations (dumping, building code, property standards etc.) as taking place in an alleyway it will allow the city, its residents, and community groups to better understand what and where issues are occurring in alleyways. A similar process should be undertaken by emergency services so there is accessible data about the safety challenges in alleyways.

Distinguish Alleyways as Separate Spaces

From the City's standpoint, alleyways are legislatively the same as narrow roadways with the caveat that through enactment of by-laws, responsibility for maintenance has been shifted to the abutting property owners.^{xv} The challenge is that in the absence of specific references to alleyways in by-laws, they are treated equally as roads when it comes to being used by the community. As a result, usage of alley spaces by community members, businesses or residents in a formal fashion is constrained by the same by-law and other restrictions that are applied to other thoroughfares.

Due to the constrained spaces, most alleyways are not wide enough for two vehicles to pass each other, thus alleyways under current by-laws may be ineligible to be used for certain activities as they prevent access by service or emergency vehicles. The current status quo of having no specific or standardized regulation on alleyways means that approval of a particular action by City officials must be done on an ad-hoc basis. Citing this example regarding alley width, Windsor Fire Services require a six meter "emergency lane" at outdoor special events for vehicle access.^{xvi} As alleyways cannot meet that space requirement, no alley in the city would be eligible for any sort of event activity permit under the written interpretation of the by-law and procedures.

Although municipal officials often provide variances and approvals when common sense measures are put in place, from a by-law and enforcement standards perspective by distinguishing alleyways as "unique spaces" in the city, it will enable the prioritization and activation of these spaces in a systematic manner. Distinguishing alleyways as their own unique spaces will enable the appropriate costing for their usage and maintenance. A fee for an alley patio should not be the same as one encroaching on a busy sidewalk. To close an alleyway for a weekend for a block party is far less disruptive than closing a proper street. As a result they should be treated as unique entities.



Closing Alleyways

Some alleys, following resident consultation, should be closed. Although it must be noted that not every alley can be closed, such as those that abut commercial properties that can be used for loading and unloading of goods, or if significant city services are located in the alleyways (e.g. sewer lines). One question that should be asked is whether the existing process for alley closure is the best one.

The current closure process begins one of two ways. First, it can start with a search form being completed at a cost of \$47 and submitted to the Planning Department. If an alleyway is eligible to be closed, an application fee of \$1,320 (can be split by

abutting property owners) must be submitted to move the process forward. If the application is withdrawn or not approved by City Council \$820 is refunded. Following the approval of the alley closure, the market value of the land is determined by a City of Windsor reference plan surveyor to determine the limits of the new property lines and easement requirements and to have the deed prepared and registered, at an approximate cost of \$500.^{xvii} This process can be applied to any thoroughfare in the city.

The other process is through an Alley Closure Subsidy program which was funded in the 2018 Capital Budget for a total of \$790,000 which streamlines many of the processes outlined above into a single program with a single application and fee.^{xviii} If 50% plus 1 of abutting property owners agree via a petition that they wish to have their alley closed and the alley is deemed eligible, a process may be started at a cost of \$100 per property owner to purchase the abutting segment of the alleyway. Although this is a significantly streamlined process, there is a significant backlog in the Planning Department, only a handful of alleys can be assessed and surveyed each year which has currently led to a potential multi-year wait times to access this subsidy plan.

It is clear, some alleyways are deficient and in many ways represent an additional cost to the City. From August to December 2016, 3-1-1 data shows that 182 alley maintenance requests were received, 282 requests in 2017 and 281 requests in 2018; it is unknown how many other by-law infractions or criminal events took place in alleyways due to limits on public data.^{xix} Each of these requests would have triggered by-law enforcement or engineering department staff being deployed and potential actions taken, consuming time and resources.



By closing alleyways, it would remove the responsibility from the City to maintain these spaces, and generate additional revenue. For all intents and purposes, alleyways are considered roadways; this means that property taxes are not collected on these spaces.^{xx} If the alley is closed and the land is added to the abutting property, this land will generate revenue for the city through higher property tax assessments. Even if the land that is added to the property is only assessed at a few hundred dollars of value, according to the 2017 residential property tax rate, a \$500 increase in assessment value will generate an additional \$9.20 in tax revenue per lot.^{xxi} If there are twenty or thirty houses along the alleyway suddenly the city is earning hundreds of dollars per year which will enable the city to recover any administrative costs to close

the alleyway. The City will then earn revenue in perpetuity, adding to the line of reasoning that it should proactively try and close some of these spaces.

Alleys as Places

One of the major challenges from a data tracking and a community connection standpoint are that “alleyways” are not event places in our community. As data on issues in these areas are not tracked or publically presented consistently it makes it difficult to create community ownership over these spaces. If there is a perception that no one is responsible for a space, it will be neglected, become a magnet for illicit activity and foster a negative perception on the surrounding neighbourhood. The solution to this challenge is to create ownership of the space and foster legitimate activity in an alleyway, and turn neglected spaces into thriving places.

Maiden Lane in Downtown Windsor has become an anchor in the city’s core. Part of the reason for that is the naming of that space. By giving a space a name, it creates immediate ownership and recognition. In 2011, the City of Sacramento embarked on

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the process of naming several alleyways in their city centre.^{xxii} By naming the alleyways – “Old Soul Alley”, “Powerhouse Alley”, “Quill Alley”, the city paid homage to the history and characteristics of the surrounding neighbourhoods.^{xxiii}

For those alleyways that cannot be closed, there is opportunity to name them and create “Maiden Lane” equivalents across the city, and turn these spaces into thriving places. Although not every alley will be the same, it can provide opportunities to highlight the neighbourhood, community history, leading women and

men, community organizations and to provide space for memorials to recognize deserving community members. Naming alleys can also help determine the types of activities that occur in the alleyway, such as mural projects and graffiti art, as well as commercial and community uses that can contribute to the continuity of a neighbourhood’s character and be supported through joint ownership.^{xxiv}

Greenways

With a significant portion of the City of Windsor’s alleyways unpaved and already “green”, the idea of planning greenways in alleys makes significant sense. This system can help the environment by diminishing the “heat islands”, dampening the level of ambient noise, improving air quality, enhancing urban biodiversity, and increasing water retention from rainstorms to help mitigate flooding.^{xxv}

By planting shrubs, indigenous plants, and urban furniture (benches, lighting etc.) in these alleyways it can be the start of realizing the potential of green alleyways in our city. Montréal, Québec is a great Canadian example of green alleys. With over 450 km of alleyways hiding between the city’s tightly packed buildings, Montréal is taking initiative to find solutions for the lack of parks and greenery in the urban planning of the big city. With the support of the local government and environmental

organizations (which help fund and operate the project's layout and initial construction) and with a strong citizen's committee (responsible for maintenance) green alleys can become official and self-sustaining.^{xxvi} Furthermore, green alleys are beneficial because they provide space for neighbours to come together, create a sense of community and offer a safe, quiet space for people to meet up, garden, or hold block parties and even concerts.

The City of Chicago has been developing "Green Alley" infrastructure to help mitigate flooding issues due to the lack of connection to the City's combined sewer and storm water system. The Green Alley Program allows water to filter into the soils through permeable pavement or infiltration basins, instead of being directed into the sewer system or onto adjacent properties. Not only does this help mitigate flooding but, by allowing more water to be absorbed into the soil, it helps in cleaning and recharging the ground water.^{xxvii}

Greenways also provide an opportunity to help those in need, as these spaces can easily be converted into urban agricultural areas or community gardens, enabling residents, community groups, churches, and schools to grow and harvest their own produce in their neighbourhood. The cities of Toronto, Vancouver, Jacksonville, and Middlesbrough, UK have all enabled local community groups to use alleyways in a variety of capacities for community gardening.^{xxviii}

After two consecutive years with "100-year storms" locally, the opportunity of green alleyways is intriguing. Hard hit areas including Wards 3, 4 and 5 are home to kilometers of alleyways that could be repurposed to help build more resilient storm water systems. At the same time, dozens of parks, community centres, religious institutions, libraries, and schools across the city have properties that abut alleys. These are the same institutions who, in other communities, lead community garden actions as a part of green alley networks to provide locally grown produce to their service users or others in need.

Alleys as Commercial Spaces

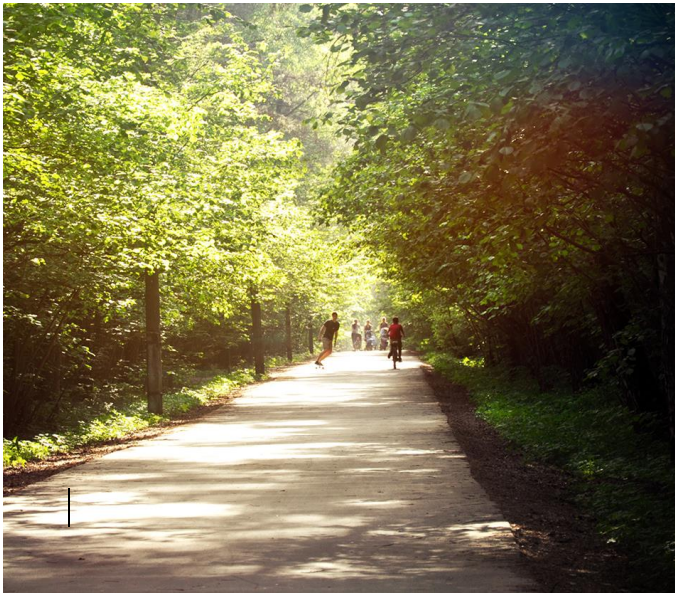
Alleyways have always been drivers of economic and civic activity within cities. Unfortunately in Windsor they have shifted away from that function. However, there is an opportunity to "unlock" these areas to support local businesses, attract customers and create civic spaces that drive economic activity. By adjusting by-laws, applying incentives, and reducing fees on alley spaces, businesses and residents can activate them and put them to productive use.

When a major thoroughfare was closed for construction in Calgary, the surrounding bar and restaurant owners petitioned the city to use the alley spaces behind their businesses during the months-long project. Together with the City of Calgary they invested in the alleyway, transforming it into permanent, positive, well-lit patios with live music, trendy cafe spaces, with events now the norm.^{xxix} Through partnerships with the City, businesses have invested in the maintenance and upkeep of the alley

spaces as they now see them as a distinct part of their neighbourhood and part of their value proposition.

Much like the Downtown Windsor Farmers' Market which leverage laneway/alleyways, in Winnipeg alleys has become an anchor for a major farmers' market through the summer months; Aurora uses them to host an annual art festival, while Hamilton allows food trucks to operate during designated events in alleyways.^{xxx} The common outcome of these activities is foot traffic through alleyways and into the surrounding neighbourhoods by attracting people through innovative events and spaces.

In the way that Maiden Lane is a hub for downtown activity; the same community focus could be implemented for designated alleyways in other areas of the city for a similar transformation. The city could incentivize opportunities for alley markets, pop-up events, food truck expositions, and block parties hosted in alleyways, and steps should be taken to remove regulatory barriers to enable their proactive use.



Cycling Laneways

Alleyways also provide Windsor with an opportunity to build greater cycling connectivity both in the short and long term. Although bicycles should be on the road in protected bike lanes, this is an infrastructure that Windsor currently lacks. Despite the cycle infrastructure investment made by the City of Windsor, there are still gaps in the City's Bicycle Use Master Plan (BUMP) and the forthcoming Active Transportation Master Plan that alleys may be able to fill or enhance.^{xxxi} A January 2018 study from Toronto highlighted the potential of alleyways as a tool for building

a cycling network in that city.^{xxxii}

Alleyways do bring some challenges for cyclists, with the intersection of alleyways with sidewalks and streets being particular safety points. The City of Calgary's Downtown Bikelane pilot project found a number of key items around the intersections of alleyways and streets for cyclists leading to additional safe measures to improve sight lines, signage and on-street markings and symbols.^{xxxiii} Vancouver has placed bollards, mini-roundabouts, and permanent flower planters at intersections as means to calm traffic and prevent two-way automotive traffic from using some cycling-designated side streets and alleyways.^{xxxiv}

In certain areas of the City, cycling laneways might be the only options for cycling infrastructure without dramatic streetscaping. Areas like Drouillard Road where the

street design, parking, and building placement abutting existing sidewalks makes widening the street through the business district for cycle lanes without removing parking, exceedingly difficult.

In the short term, refurbished alleyways could represent an interim solution to some cycle connectivity challenges while proper road-based cycling infrastructure is installed. With a near unbroken network of alleyways running from Tecumseh Road to north of Wyandotte Street, connecting both Mitchell and Bruce Park, a set of alleyways could link together core neighbourhoods with cycle infrastructure. A similar network could connect three business districts from Ottawa Street and Lanspeary Park, through Erie Street and Wyandotte Town Centre BIAs to a block of Riverside Drive. In Ford City the Business district and Garry Dugal Park can be connected via alleyways to Wyandotte Street and a short jaunt to Walkerville using only a fraction of street connectivity.

Laneway Housing

As Windsor attempts to attract young people and families back to the city centre, while at the same time grappling with an aging population, alleyways and laneways present an opportunity for innovative affordable housing solutions. Many larger cities have already begun to explore laneway housing options as a tool to enhance density, create affordability and increase housing choice.^{xxxv}

Essentially, alleyway or laneway housing are secondary suites that are constructed with their frontage on the alleyway or laneway. Generally these units replace a garage or are built above an existing garage structure at the back of a property. These units have been identified with a wide range of benefits including: development that respects neighbourhood character, increased accessibility to existing neighbourhoods, increased value and income that can be generated from existing properties (in turn increasing property tax assessments), co-habitation and multi-generational living options, improved safety on alleyways, and offer a slower pace of development compared to new construction.^{xxxvi}

Changes to the Ontario Planning Act in 2011 enabled municipalities to develop policies and by-laws for secondary units including laneway housing.^{xxxvii} These policies were approved by Windsor City Council on the September 17th enabling residents to begin a process to develop secondary suites.^{xxxviii}

Although this potential policy is a significant step forward, a number of considerations need to be made for suites being developed outside the primary dwelling. The state of the adjoining alleyways need to be considered, as a secondary suite that is perceived as unsafe due to an unkempt or poorly lit laneway may go underutilized, undermining the goals of the policy. Given the greater volume of rental housing in the city core, this policy must recognize that these laneway units should not be used to allow neglectful or absentee landlord to expand existing rental offerings to solely increase their property's revenue generation. Property standard enforcement

mechanism on these new units must occur as these units will generally not be visible from the street and alleyways are not always fully patrolled.

Laneway housing is another tool that could be leveraged to bring people back to Windsor's core and expand affordable housing options without the need or the expenditure of large scale developments. It could result in homes that in many cases have lower average property values see an increase while creating investment streams for homeowners. These units will only be successful if the surrounding alleyways are considered safe and attractive by potential tenants. As a result, for laneway housing to be successful, broader alleyway revitalization and prioritization of targeted areas for laneway housing should be considered.



AN ALLEY REVITALIZATION STRATEGY FOR WINDSOR

Revitalizing neighbourhoods is a complex process. A major component of any neighbourhood revitalization effort is to repurpose and develop underutilized resources within these communities and turn them into spaces that drive opportunity and prosperity.

The City of Windsor has already initiated efforts to invest in alleyways and broader neighbourhoods, while the Active Transportation Planning Study looks at how our city is connected.^{xxxix} Although these efforts are laudable, given the long term apathy towards alleyways there is a risk that these spaces will be overlooked in the context of these broader initiatives. Leveraging portions of allocated funds to strategically enhance certain alleyways while proactively closing other alleyways will result in better outcomes for our community as a whole.

United Way/Centraide Windsor-Essex County and its Neighbourhood Renewal Strategy Partners (Ford City Neighbourhood Renewal, The Initiative: Glengarry to Marentette, the Downtown Community Collaborative Neighbourhood Renewal, and Our West End) request the City of Windsor undertake an Alley Revitalization Strategy. This strategy, in partnership with community groups, residents, businesses and other stakeholders would drive toward improving alleyways based on several key priorities:

- 1) Shift internal processes at 3-1-1 and other City of Windsor administered services so that by-law and other infractions that occur in alleyways are flagged so they can be tracked separately from other issues.
 - a. This data should regularly be updated and presented to the public on the City of Windsor Open Data Portal.

- 2) City Council tasks Administration to conduct a review of the City's alleyway infrastructure and report back with an outline of which alleyways can be proactively targeted for closure, which alleyways must remain open, and which alleyways present opportunities for enhancement.
 - a. For alleyways that are targeted for closure, proactive discussions should begin between Administration, community groups, Councillors and residents regarding closure of these spaces.
 - b. The City should bear the cost for all alley closures, which is an investment and can encourage investment from other sources. The City will recuperate this investment through fewer 3-1-1 calls, lower maintenance requests, and additional tax revenues from abutting properties.
 - c. The City should make an active call for community partners (community groups, BIAs, businesses, resident associations) to engage alleyway spaces while providing supports to ensure innovative experimentation in these spaces is successful.
- 3) City Council tasks Administration with a review of all alley-relevant by-laws, fees, and restrictions to encourage community gatherings, entrepreneurial activities, and creative use of underutilized alleyways.
 - a. Where there are no existing regulations, a process should be undertaken to develop them. These new regulations should be designed to encourage community usage, not revenue generation.
- 4) Forthcoming City initiatives, related but not limited to neighbourhood revitalization (Community Improvement Plans – CIP or districting), environmental protection and storm water management, and transportation planning (active transportation study), should include an assessment of how alleyways can play a role in the successful implementation of these initiatives.
- 5) Having allowed secondary suites, steps should be taken to prioritize laneway housing in certain alleyways as a part of a broader alleyway strategy and to encourage urban densification and affordable housing.

- ⁱ Gary Hillier, 2018. "Reader Letter: Windsor's downtown is disgusting". The Windsor Star. <http://windsorstar.com/opinion/letters/reader-letter-windsors-downtown-is-disgusting>; Anne Jarvis, 2017. "Jarvis: Let there be light — DWBIA to brighten up dark alleys". The Windsor Star. <http://windsorstar.com/news/local-news/jarvis-let-there-be-light-dwbias-to-brighten-up-dark-alleys>; Anne Jarvis, 2017. "Jarvis: Have we no respect for our city?" The Windsor Star <http://windsorstar.com/opinion/columnists/jarvis-have-we-no-respect-for-our-city>;
- ⁱⁱ Doug Schmidt, 2013. "City wants to get rid of back alleys." The Windsor Star. <http://windsorstar.com/news/local-news/city-wants-to-get-rid-of-back-alleys>
- ⁱⁱⁱ Frazier Fathers, 2016. "Taking Back Our Neighbourhoods" United Way/Centraide Windsor-Essex County..
- ^{iv} Through telephone conversation with Joel Taylor, Manager of GFL Environmental Services in Windsor he stated that less than 20% of garbage pickups occur in alleyways in the City of Windsor. Approximately half of those alley pickups occur in Wards 3 and 4.
- ^v City of Windsor, 2018. "Open Data Portal" <http://www.citywindsor.ca/opendata/pages/open-data-catalogue.aspx>
- ^{vi} City of Windsor, 2006. By-Law Number 3-2006. Retrieved from <http://www.citywindsor.ca/cityhall/By-laws-Online/Documents/By%20law%203%202006%20YARD%20WASTE%20LITTERING.pdf>
- ^{vii} From Conversations and Email Exchanges with Barry Horrobin Chief Planner at Windsor Police Services. Date November 7, 2017.
- ^{viii} City of Windsor 2017 "Street/Alley/Walkway Closing Process. Revised March 2017". Planning Department. <http://www.citywindsor.ca/residents/planning/Plans-and-Community-Information/City-Council-and-Committees/Committees-Headed-by-Planning/Documents/BROCHURE%202017.pdf>
- ^{ix} City of Windsor, 2018. "Current Budget" <https://www.citywindsor.ca/cityhall/Budget/Pages/Budget.aspx>
- ^x Larry Ford, 2001. "Alleys and urban form: Testing the tenets of new urbanism." Urban Geography. pg 16.
- ^{xi} Doug Schmidt (2018) Mayor gives long list of reasons why downtown Windsor not 'disgusting'. The Windsor Star. <http://windsorstar.com/news/local-news/mayor-gives-long-list-of-reasons-why-downtown-windsor-not-disgusting>.
- ^{xii} Tina Lovgreen, 2018. "Do 'no dumping' signs mean anything in Burnaby?" CBC News. <http://www.cbc.ca/news/canada/british-columbia/illegal-dumping-burnaby-stiffer-penalties-1.4183238>; Meaghan Craig, 2018. Saskatoon resident angered by illegal dumping in back alley. Global News. <https://globalnews.ca/news/3357387/saskatoon-resident-angered-by-illegal-dumping-in-back-alley/>;
- ^{xiii} Outreach was conducted to the City of London, Saskatoon, Hamilton Victoria and Halifax asking two questions:
- 1) Does the City separate track by-law or other infractions in alleyways in a manner that allows it to be separate from standard property violations?
 - 2) Does the City publish alleyway related data on by-law infractions or other illicit activity in alleyways.
- ^{xiv} Open Data Catalogue, 2018. "Alley Maintenance Service Request." City of Windsor <https://opendata.citywindsor.ca>
- ^{xv} City of Windsor By Law- 7-2016 Section 7.3 <https://www.citywindsor.ca/cityhall/By-laws-Online/Pages/By-laws-Online.aspx>
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