

Great Alleys of Fort Wayne

By Connie Haas Zuber

Presented on October 7, 2016

# Great Alleys of Fort Wayne

By Connie Haas Zuber

Hello, fellow Questers! It's good to be together again, isn't it? I hope you're all enjoying your conversations around the tables, but I really must warn you. It was one of those conversations that got this topic started and inspired me to boldly promise to submit it and may — somehow — have contributed to it being me up here presenting it to you. Be careful what you submit may be a Quest Club corollary to be careful what you ask for ...

Or not.

Once I received the topic, my nostalgia for alleys rose up immediately to greet it. Many of you may also have grown up in neighborhoods with alleys. I still have scars on my elbows and knees from epic bike crashes in our alley, which was wide enough to invite doing figure eights at speed but not really wide enough to guarantee success, especially given the gravel and sand on top of the pavement.

But it was a great alley and we spent lots of time there. Because we were allowed to ride our bikes through our yard, that alley gave us (for those times when we were not allowed to roam more widely) combinations of whole-block, half-block and quarter-block bike routes, it had two lanes for running races and the sides of it were covered with violets and dandelions in the spring and every color of hollyhock you could imagine in the summer, plus clover that no one mowed to make necklaces. I used to pull the wagon down the alley to collect hollyhocks after supper and sit in the back yard and make hollyhock dolls.

Nostalgia is sweet, of course, but could or should I fill half an hour with it? I think not. So I had to rethink alleys, which turned out to be a very fruitful pursuit. Post the great rethinking project, I find that I could probably fill a couple of hours now talking about alleys and take you on a grand tour, too. I'm now a fan of alleys for nostalgic childhood reasons and a host of practical, meaningful, grown-up reasons.

Alleys, humble, plain old alleys, are one of the building blocks, one of the tools, that make cities work. And I not only love cities, I respect them as sensible, practical, sustainable places for large numbers of humans to live together happily and in good health while despoiling as little of our precious Planet Earth as possible.

So let's explore the Great Alleys of Fort Wayne and what alleys contribute to the successful working of a city. And we will get out of here on time, too. I've done a lot of editing.

We will trace how Fort Wayne got the alleys it has, consider their future prospects and wrap things up with my personal Great Alleys of Fort Wayne Top 10.

First, the official definition from the Oxford Dictionary — just to be thorough:

Alley: "A narrow passageway between or behind buildings or  
A path lined with trees, bushes or stones"

Origin: from late Middle English: from Old French *alee* 'walking or passage,' from *aler* 'go', from Latin *ambulare* 'to walk'

## History of alleys

Alleys are, sadly and a little surprisingly, not a subject with a big bibliography all their own. I did, however, find a delightful chapbook written in 1978 by Grady Clay, a reporter at the Louisville Courier-Journal with a gift for appreciating and understanding landscapes and places who went on to a second career as the editor of the magazine of the national landscape architects association. The book is titled "Alleys: A Hidden Resource," and it is a beautiful little thing. Grady Clay also had a gift for finding good publication and type designers to work with. They ended up creating a typeface for the book title and chapter titles based on the project's alley outline maps; Clay wanted to name it Alleyphabet, but wiser heads prevailed and it is called Allee.

Back in the research and writing territory where he is expert, though, Clay provides the best, most concise history of alleys I could find:

“Alleys penetrate and reinforce the structure of most 19th century cities, but have become near-wastelands, haunts of the unwanted, sinks for the unspeakable. In many downtowns, commercial and industrial alleys are feared for the criminals and prospective muggers-rapists who lurk, especial among the mental images which suburbanites maintain. In Eastern and most colonial cities such as Boston, an alley walk brings you face to face with an almost-medieval pattern of wendy-windy alleys whose shapes are reflected on some of these pages.

“But the national Land Survey of 1785 determined the future layout of America’s new West, by applying its mile-square gridiron to the countryside, a pattern that also influenced the carving up of cities into rectangular blocks and lots. Thus the grid is thought of as an American invention when, in fact, it occurred along with alleys as early as the fifth century B.C. in Greece.”

So it’s no surprise that Fort Wayne (founded in 1823) had alleys in its first plat and has had them ever since (some caveats apply, which we will cover later).

Flashback time: City builders can draw alleys in on their plats, but that doesn’t make them magically appear on the ground. Getting the alleys here built — and built to the city’s satisfaction — took a lot of work, especially in those early years when what is now downtown Fort Wayne (think of the area between Fire Station No. 1 and the West Central neighborhood) was pretty much a swamp with two creeks at least one of which I think was called Raccoon Run. Historian B.J. Griswold writes of the lowlands west of the fort where the young Edsall brothers stood ankle deep in water to cut hay they then had to carry to higher ground to dry out.

Let’s listen in via the City Council’s 1857 minutes, available for your reading pleasure in The Genealogy Center of the Allen County Public Library downtown.

Nov. 25, 1857:

Council ordered the City Engineer to establish a grade on the alley running east and west between Columbia and Main streets from Calhoun to Barr and to report back at the next meeting.

Chas. Forbes, City Engineer, reported on that work at the Dec. 2 meeting. His report was accepted and placed on file.

Feb. 3, 1857

The north-south alley between Berry and Main and between Calhoun and Harrison streets was ordered to be widened to 40 feet. To do so, the council decided to take 20 feet of the lots on the east side of the alley, setting up a process to pay the property owners for the land.

The order was duly signed by Mayor William Stewart, who had been re-elected to a fourth one-year term in 1856.

Old alleys became streets, too. On Feb 10, 1857, the council appointed James Humphrey, William Rockhill, Sion Bass, Frederick Nirdlinger and Moses Drake Jr. as commissioners to appraise the damages from extending Pearl Street east along what was then known as Riser’s Alley to Calhoun Street.

What functions did those early platted alleys perform?

I found a master’s degree thesis that developed a systematic typology of alleys based on their functions, written in 2008 by Sara A. Hage in partial fulfillment of the requirements for her master’s degree in landscape architecture at the University of Massachusetts Amherst. I hope her committee liked it.

She summed up the basic functions of alleys as:

“Prior to World War II and urban renewal, the alley was a common element in the landscape of urban America. As an indispensable part of the urban fabric, the alley served mainly a functional role in a city’s infrastructure. The alley provided direct access to the back of the deep lots and it was here, furthest from the house, that the undesirable but

necessary parts of life were stored – stables, privies, chicken coops, cisterns, and trash. Utility lines and garages were later added to the alley corridor and the stables were converted to dwellings.”

I think my long-ago West Central apartment may have been one of those dwellings in a former stable.

Hage also has the larger typology, though, and it is in all the places in the community, those beyond the residential neighborhoods, where alleys function that their potential gets so interesting.

She identifies eight alley types.

- Pedestrian alley (the least common type)
- Pedestrian/vehicular alley (people and vehicle traffic but no service uses)
- Commercial alley-street (basic urban downtown alley that attracts car and/or truck through traffic for whatever reason, including the presence of businesses and parking and other attractions along the alley)
- Commercial service alley (basic urban downtown alley. Services include trash removal and delivery of things to the buildings.)
- Commercial/residential service alley (basic urban downtown alley with commercial spaces on ground floor and residential above)
- Residential service alley (the kind of alley I grew up in)
- Residential court (basically a cul de sac to front doors probably not built as the stub end of a street, often gated)
- Residential service court (basically a cul de sac to back doors probably not built as the stub end of a street, often gated)

It would have been so nice if Fort Wayne had an inventory of its alleys so I could tell you how our city’s alleys fit into this useful typology, but there is no inventory. So I spent some time online looking at plat maps so see which areas were at least platted with alleys and then visited some areas to check where alleys had survived the intervening years.

While doing so I made this rough map and bumped into some Fort Wayne history. I did not complete my map for the entire city because it was showing me a useful rule of thumb that I’m willing to bet is locally universal and can be used by anybody anyplace in town. And it’s something Sara Hage did not see in the cities she studied. There’s reason for that, which we will get to.

That rule is: If the streets are curving, there probably aren’t any alleys.

Any why might that be?

I’m arguing that the answer is: The great urban reform movement of the early 20th century, which was brought to Fort Wayne by progressive-thinking city leaders.

Fort Wayne’s neighborhoods built during that reformist era are its first to eliminate alleys, but not the last.

In the big cities, from New York, Baltimore and Washington, D.C., to Chicago and Galveston, Texas, and beyond, the reformers who wanted to help the downtrodden people who lived in the slums found themselves wanting to help people who lived in buildings that fronted on alleys, former stables sometimes or actual alley tenements.

A lot of sociology needs to be done here, and Sara Hage does a decent job on some of the tricky ins and outs of the logic of the lives of the alley-dwelling former slaves, immigrants and poor workers of the cities.

Hage traces a chain of reasoning that joins the civic, moral and health concerns of social reformers like Jacob Riis, whose “How the Other Half Lives” (for example) is his journalistic report on tenement and alley life in New York in the early 20th Century, with the land use concerns of planners like Lawrence Veiller, the secretary of the National Housing Association, and noted planner Charles Mulford Robinson. Social reformers, the housing experts, city street engineers and others met regularly at annual conferences during these years.

Sociologists today can see that the alley dwellers were doing their best, solving their problems and creating community, in a bad situation, but the experts back then just saw places — and people — that horrified them.

“Despite the virtuous and thrifty use of alley space,” Hage writes,  
“reformers like Riis saw dirt and filth in the alleys. The spread of

tuberculosis and outbreaks of cholera in New York City and the bubonic plague in Galveston caused great panic in many communities in the early 1900s. Increasingly, the reformers concerned themselves with sanitation in the city and improving the tenements and the tenement residents (i.e. immigrants and the poor). An early social work and reform publication, *The Survey*, featured stories on drunkenness, venereal disease, housing, congestion and open spaces. In an article in *The Survey*, “Housing Health and Recreation”, Lawrence Veiller, the secretary of the National Housing Association, recapped the events of a conference where Jacob Riis strongly suggested that the role of social workers and the challenge facing them was to clean up the cities. This was necessary, according to Riis, because the current condition of filth was suppressing the immigrants’ ability to adapt and be responsible citizens in their new country. Chicago’s assistant superintendent of streets, W.C. Galligan echoed this concern over the immigrant, his ‘cleanliness’, and assimilation. In ‘Clean People Make Clean Streets’” a 1929 article that appeared in *The American City*, Galligan so eloquently wrote:

““Many sections of large cities are but transplanted communities from Old World [sic] countries, the residents bringing with them their customs and habits, many of which do not make either for cleanliness or for good citizenship ... many of them having little conception of even the elementary laws of sanitation and failing utterly to give to cleansing officials that helpful cooperation that is so essential to the proper maintenance of clean conditions.’

“For Galligan, healthy streets and alleys made “for courage, comfort and a sense of satisfaction”, fostering the creation of desirable cities and ethical, hard working citizens.

“City planners joined in with the social workers in the attack on alleys and alley dwellers.”

And the alley dwellings that were cramped, dirty and unsafe but also close to work and the most affordable places available began to disappear.

**CLICK** When community leaders in Fort Wayne hired the distinguished Charles Mulford Robinson to create a plan of improvement for Fort Wayne as the lynchpin of the Fort Wayne Civic Improvement Association’s 1909 Civic Revival campaign, Mr. Robinson brought that anti-alley bias with him.

His commentary began gently in his chapter about the Business Streets, in which he recommended that, since the business district is where everyone always comes, the area should “have at least the beauty of dignity.

“The very first step which will doubtless occur, most properly, to every resident of Fort Wayne, as it certainly will to every visitor,” he

said, “is the cleaning of the alleys. This will mean some paving, and some paving repairs. The alleys of Fort Wayne are so conspicuous there can be no pretense of civic beauty if they do not contribute at least cleanliness to the general effect. It is the general experience of cities that to pave alleys in congested quarters with asphalt, which is easy to clean and to keep clean, is the course most satisfactory and economical.”

Then he got real. It’s in the chapter about Residence Streets.

“This setting of houses forward when lots are deep is not, however, an unusual phenomenon. And it has had always the same meaning, which is one of sinister import to the city where it is found. It means a tendency to use for additional housing the back of the lot with alley frontage. Tenement and slum conditions have their worst development under such circumstances, as the investigations lately made in Washington and St. Louis conclusively prove. The beauty of the one city and national interest in its development and the unusual civic pride and spirit of the other, were no proof against the creation of breeding spots of disease and crime in the houses on the back of lots. Removed from the cleansing glare of publicity, they become difficult to watch and control.

“So long as alleys are used for legitimate alley purposes that is, for what may be briefly summarized as the backdoor service of street-fronting houses and buildings — they are a valuable feature of the city plan. When dwellings are constructed to face on them, they become a serious menace. The President’s Homes Commission, reporting on Washington’s alley conditions to President Roosevelt, said: “By far the best way to do with alley houses is to do away with the alleys by converting them into minor streets.” The commission calls attention not only to the difficulty of supervision, but to the danger of having ‘scattered through the heart of the city’ and ‘really in very close contact with the best residences of the city,’ the sort of population that is most likely to be found in alley dwellings. As to the means of converting alleys into minor streets, the legal and economic aspects of the question and the examples of England and Germany in handling a like problem, I shall do best to refer you to the long report of the Homes Commission — to be obtained free on application — with its full discussion. The danger may not seem to you serious yet in Fort Wayne; but it threatens and is sure to develop if not checked.”

Fort Wayne listened to Mr. Robinson. It had already been trying hard to pave its alleys, which was easier planned than implemented as it had learned.

I cite the evidence of three annual reports from heads of departments to mayors of Fort Wayne from the turn of the 20th century. For these delightful tidbits of local history I must thank Russ Garriott, city planner, who gave them to me along with the sad news that there is no inventory of alleys.

From a report to Mayor Henry P. Scherer for the fiscal year ending Dec. 31, 1898 (the section on Alley Pavements):

“But little was done during the past year in the way of properly paving alleys, there being but one quarter of a mile of this kind of pavement constructed, making a total of a little over two miles of paved alleys in the city at the present time. Whenever practical, alleys should be paved, as it is the only effective way of doing away with the great amount of filth now accumulating in them at certain times of the year, and making it possible to keep them clean and in a passable condition

at all times. Property owners as a rule care nothing for the condition their alleys are in, particularly so if they do not have to drive them, hence will not petition for alley improvement. From present indications it would seem that very little of this kind of work will be done during the coming year.”

From a report to Mayor Henry C. Berghoff for the fiscal year ending Dec. 31, 1901 (Alleys section):

“But little was accomplished in making any noteworthy improvement in the condition of our alleys. Practically no paving was done, due to the objections of abutting property owners. As a rule alleys are being considered the dumping ground for all rubbish and offal, (causing) them to become unsightly and under circumstances almost impassable.

Many people do not seem to understand that alleys are public thoroughfares.

In the central portion of the city all alleys should be paved as fast as circumstances will permit, and property owners compelled to keep them in a clean presentable condition.

#### ALLEY PAVING.

The parts of two alleys were paved with vitrified paving block upon a 5-inch concrete foundation, with a sand filler, the length of which is 680 lineal feet, and 1,058 is the amount of their yardage costing \$1,701.05, of this cost the property owners paid \$1,665.39, the city paying for the same \$35.66.

The total length of alleys paved in this city is 2.90 miles.”

And from the Dec. 3, 1903 report to Mayor Berghoff’s Alleys section:

“Comparatively few alleys are paved, there being less than four miles of that kind of pavement in existence. The Board believes that all alleys in the central and most densely populated portion of the city should be paved, particularly those lying between paved streets, but as a rule property owners file objections in such numbers that the improvement must be deferred.

It is almost impossible to keep paved streets in a neat, clean condition unless the alleys intersecting therewith are paved and kept clean.”

We can only hope having the recommendation of the distinguished planner six years later helped things along.

Some aesthetic considerations lightened the load for our alley-beleaguered city by the following decade. The most stylish new neighborhoods developed in the early 20th century had curving streets and few alleys or no alleys at all. They were part of the City Beautiful movement, seen here in the Civic Revival work that brought both Robinson and in 1911 landscape architect and planner George Kessler, who designed our Parks and Boulevards system, to town.

In the 1910s, Fort Wayne’s on-trend Wildwood Company commissioned Boston-based landscape architect Arthur Shurcliff to design Lafayette Place (platted in 1915) along South Calhoun Street, along with Wildwood Park (platted in 1916) west out what is now Jefferson Boulevard and the Brookview neighborhood (platted in 1917) along Spy Run Creek at West State Boulevard. At the same time, other developers were platting and building the first sections of Southwood Park (platted in 1917), influenced by Kessler’s designs of West Rudisill Boulevard, the extension of Broadway that has become Hartman Road and the entrance to Foster Park.

Look at the plat maps: Curving streets that respect the beauty of the natural terrain and few or no alleys. That pattern has continued.

Sara Hage found only one kind of new development that is adding alleys, which in the century-long interim since the City Beautiful movement have come to be regarded as an unnecessary expense, now that the public health issues aren't so pressing any more. She also argues that our automobile-proud and-focused culture made people glad to park their cars out front where everyone could see them once they got too big for the old stables out back, an argument that probably makes the huge garage doors that line our suburban streets a mark of pride, too.

The new developments that are adding alleys back to the repertoire are the New Urbanist suburbs, and they are doing it to both de-emphasize cars and to make the fronts of the houses and commercial areas more people-friendly, walkable and lively. The nearest New Urbanist-influenced development I know of is in Carmel.

So, to sum up, Fort Wayne's alleys were all pretty much built by the middle of the 20th century. And we have lost quite a few to newer development that needed bigger lots and had the old alley plats vacated so large buildings could go up, especially downtown.

Prospects for our alleys

So do I dare talk about prospects for Fort Wayne's alleys at this point?

Of course I do! Alleys aren't just going to fade away, just like cities keep bouncing back after re-inventing themselves time and again.

Alleys are a happening thing in many cities, and I think they should be here, too.

First of all, we do need an inventory of our alleys as a starting point. With the excellent GIS mapping our planners have now, that project becomes impressively time-consuming, hence costly, but not impossible. Next would be assessing their condition. Then we need policy on upkeep and maintenance, one that can be implemented more realistically than the current "don't do anything until you absolutely have to because nothing is budgeted for it, ever" plan. Sidewalks deserve a maintenance policy upgrade, too, for what it's worth. (I am avoiding an entire other Quest Paper on municipal government funding here. Please be grateful.) And it would be okay to have property owners cost-share if Barrett loans and perhaps bond, grant or block grant money could also be used, wisely, as part of the mix.

But, mostly, let's get creative and entrepreneurial!

Especially in a place like our downtown has become and likely in the kinds of places that our neighborhood commercial corridors — including Wells Street, Fairfield Avenue, East State Boulevard, Calhoun Street and Broadway — are becoming, alleys are strands of opportunity space just waiting to be seized and turned into magic and fun.

In other cities, Boston, Denver, Philadelphia, Cincinnati, Seattle, Detroit, San Jose, Los Angeles, Chicago, San Francisco, Melbourne, San Antonio and little Ferndale, Michigan, restaurants, coffee shops, bike shops, galleries, businesses of all kinds, offices and gardens, greening projects and public art, traffic calming, community building and public space-creating is happening in alleys that are being reborn as active places, busy places. Pretty places. Practical places. Places where people make a living. Places where people and their city thrive together.

Several different development models are in use, of course, with a range of public-to-private involvement. It would be wise to study what has been done elsewhere and match the model to the goals of whatever project one was undertaking.

I'm on a roll here, and I really do think we can leave all that to the numbers people and strategists once a real project is on the table and being readied for launch.

Top 10 Great Alleys of Fort Wayne

I want to get us into the alleys. We can talk about the possibilities while we are looking at my Top 10 Great Alleys of Fort Wayne. And I have to tell you that the only problem with this list is that everywhere I go now I find more fascinating alleys. It's as bad as texting and driving.

These alleys are not ranked first through tenth; they are ten alleys worth talking about as examples of the many worth developing and caring about in town. AS we look at them, we're going to burst out of the gate with the commercial downtown alleys and their exciting possibilities and then wind down with some residential alleys and what we can learn about and from them.



• I call this one the Boundary Alley, but it needs a better name. It goes north-south from Berry to Wayne in the block between Calhoun and Harrison streets. When you walk this alley, as lots of people do because it's clean and open, you are walking on the west city limits of the original plat of Fort Wayne. I think that's pretty cool!

This alley deserves a name and a plaque and some sort of ceremonial role in a civic event every year.

• I'm calling this one the Canal Alley. It runs east-west from Harrison to Calhoun north of the buildings on the north side of The Landing, so it is prime real estate right now. And it is stunningly historic because this land was right along the Wabash-Erie Canal. With what is soon to be happening at The Landing, this alley (yes, I know it has been turned into a minor street since it was first platted as an alley) should become too valuable for parking and trucks, at least in prime time.

This alley deserves a name and a plaque, and the businesses that develop these cool old buildings really should think hard about the potential that exists out their back doors, IMHO.

And we, the civic community, should be prepared to support them with creative policy on parking, delivery hours and how businesses are allowed to use the space outside their doors, whether that is on sidewalks or alley pavement.

• The Mural Alley. It runs east-west from Calhoun to Harrison south of Berry and actually intersects the Boundary Alley. The mural is on the side of the 816 Pint & Slice building. This great piece of public art by internationally known, Philadelphia-based artist Yis "Nosego" Goodwin was commissioned by the Fort Wayne Museum of Art and completed last May. It's part of a small burst, not quite an explosion, of mural art in town, another piece of which is in a downtown alley, too, at MKM architecture + design on Wayne street.

But why stop with even such a great mural?

It looks to me like there's room for some umbrella tables and chairs, maybe even a mic stand and stool for a musician of an evening.

Once again, it's time for the support of some creative public policy on parking, deliveries, etc.

• The Fortezza Alley. It runs east-west from Calhoun to Clinton south of Berry, across the street from the Mural Alley.

This one has always attracted me, but it's a puzzle. One of the coolest oddities of downtown Fort Wayne is above it — the neon-enhanced penthouse atop the Strauss Building — but this alley is dark and always cool. And it is used by the bank's drive-through customers.

Does it need art? Maybe neon art? Now that our busiest city and county offices are at Citizens Square at the end of this alley I bet a lot more people are using it as a cut-through and would appreciate the art and the light.

I think this alley is due for an upgrade.

• The 1st Source Bank Alley. It runs east-west behind the bank building south of Main street between Barr and Clinton.

To me, this alley just screams "Develop me into a gathering spot!!"

The space is already there. And it's in our popular and already pretty lively Arts Campus. We just need to find a new, convenient place for the cars. And we can do that.

• The JK/Midtowne Crossing Alleys. The center of the block bounded by Calhoun, Wayne, Harrison and Berry streets.

Will you look at all the space in here?

JK O'Donnell's has a toehold. Midtowne has a presence up high and as through traffic for residents parking cars.

But these two crossing alleys (I think there used to be a little diner off the western alley years ago) are a land of their own.

Who has the right idea for the alley festival here? If it's any inspiration, there are some fabulous old brick pavements here.

Now let's look at some residential alleys and learn about them.

• First residential alley: A right-angle alley. Sara Hage says research has found that people perceive alleys like this one to be safe, though I think it could be a surprise to be making the corner in your car or on your bike or

walking your dog and to find someone else, most likely a car but perhaps the garbage truck, coming the other way straight at you. But that's what the research says. This alley is in my neighborhood, Historic South Wayne.

- Second residential alley. An alley with a long vista. Hage says that same research found that people feel less safe in long, straight alleys. Honestly, I don't understand that, either. I like to see what's going on around me. Apparently, though, Hage reasons that people see long, straight alleys as having no place to get away from problems. Perhaps that is more true of commercial than residential alleys. One of these alleys is in the Lakeside neighborhood and the brick one is in my neighborhood. Interesting tidbit: Fort Wayne does have policy protecting brick alleys and supporting rebuilding them properly. It was used to rebuild this alley behind The History Center.

- Third residential alley. This alley is worth looking at because it's a shining example of what residential service alleys can be when they are done right. I believe our thanks should go both to the City of Fort Wayne and to Quest member Tom Cain, who is the property owner. This one is in West Central.

- Last of all. My alley. Because it's useful, familiar, a little overwhelmed by untrimmed shrubbery and plain old weeds after this Summer of Weeds and because this is my list. I love having our garage on the alley, our garbage pickup on the alley and our utility poles in the alley. It gives our neighborhood the function and look I prefer.

And, when I took this final photo, I appreciated the visit by one of our community cats, Blackie, to help me with my photography.

Thank you. I'll be glad to hear your comments and will do my best to answer your questions.

## Bibliography

“Alleys: A Hidden Resource,” by Grady Clay, published by Grady Clay and Company, 1978, Louisville

“Alleys: Negotiating Identity in Traditional, Urban and New Urban Communities,” by Sara A. Hage, master’s degree thesis at the University of Massachusetts Amherst, downloaded from <http://scholarworks.umass.edu/theses>

“Report of Charles Mulford Robinson for the Fort Wayne Civic Improvement Association,” by Charles Mulford Robinson, Press of Fort Wayne Printing Company, 1909, Fort Wayne. Downloaded from <http://www.archive.org/details/improvementoffor00robi>

“The Pictorial History of Fort Wayne Indiana,” by B.J. Griswold, Robert O. Law Company, 1917, Chicago

For subdivision plat maps, go to [allencounty.us](http://allencounty.us) and visit the Neighborhood Resource Center within the Records Office part of the website. They are in the link that invites you to find your subdivision.

For news of other cities’ alley projects, follow [www.Planetizen.com](http://www.Planetizen.com)