

What We Heard and What We Decided Report

124 Street Business Improvement Area (BIA) Alley Renewal

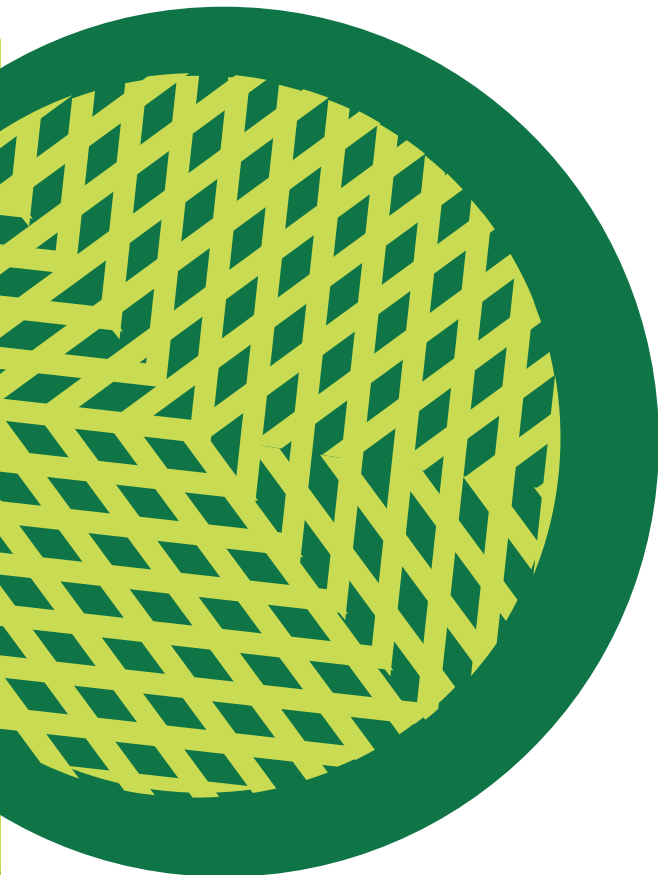
December 2025

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Edmonton

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Project overview

The 124 Street Business Improvement Area (BIA) has been chosen for Alley Renewal. Construction phasing will be determined based on contractor resources, impacts to residents/businesses and coordination with other project work, including utility companies and relocations.

The 124 Street BIA Alley Renewal will include:

- + Reconstructing alleys with a hard surface, including upgrading gravel alleys
- + Improving surface drainage where possible
- + Upgrading existing alley lighting to LED bulbs
- + Tree and shrub pruning and removals as necessary before construction
- + Exploring minor enhancements to improve walking, biking and traffic safety

The City of Edmonton's Alley Renewal program is a cost-effective, long-term strategic approach to renew and rebuild alleys. City Council has prioritized renewing alleys and front streets in Edmonton's 13 Business Improvement Areas (BIAs).

This renewal is separate from the neighbourhood(s) they are located in. The 124 Street BIA Alley Renewal project may also slightly extend beyond the BIA boundary in order to fully complete a block or alley, which is necessary for design and construction.

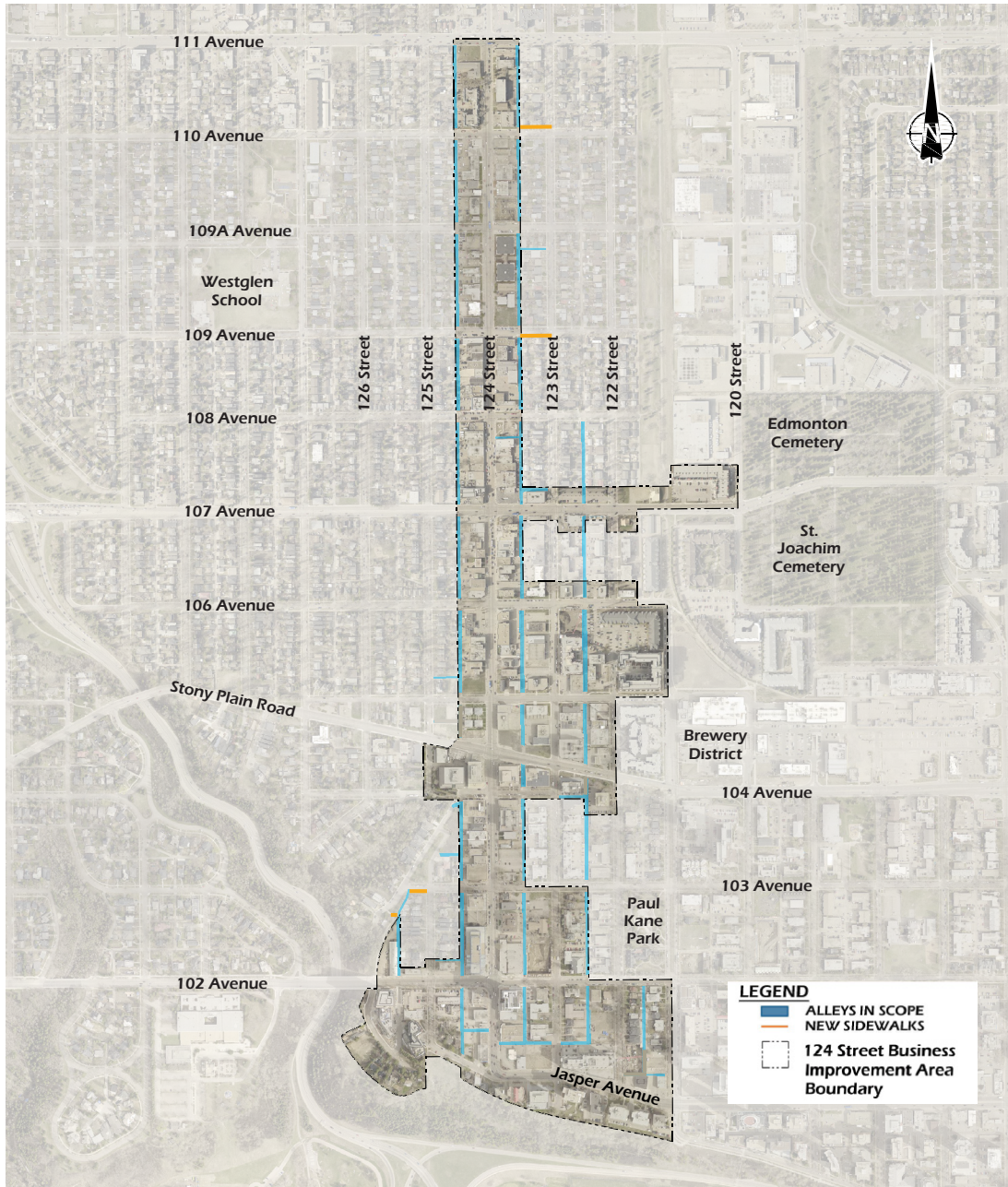
The Alley Renewal program is funded by the Neighbourhood Renewal Tax Levy. This levy includes city-wide contribution and not just a contribution from property owners with back alleys. There is no additional cost to property owners at the time of alley renewal.

Property owners can also request to add lights to alleys that have no lighting through a Local Improvement.

More information can be found at edmonton.ca/LocalImprovements.



The 124 Street BIA Alley Renewal Project scope map



How decisions are made

Public Engagement Spectrum

The City of Edmonton gathered input from residents, businesses, property owners and other community members who work, live and visit the 124 Street BIA. The City's Public Engagement Spectrum below, shows the four levels of influence the public can have on decisions made by the City throughout the project.

The public was invited to provide input that would help **ADVISE** the project team on:

- + How the alleys are currently being used
- + How they can be improved in the future
- + What opportunities there are to improve safety and ease of movement for people who use the alleys

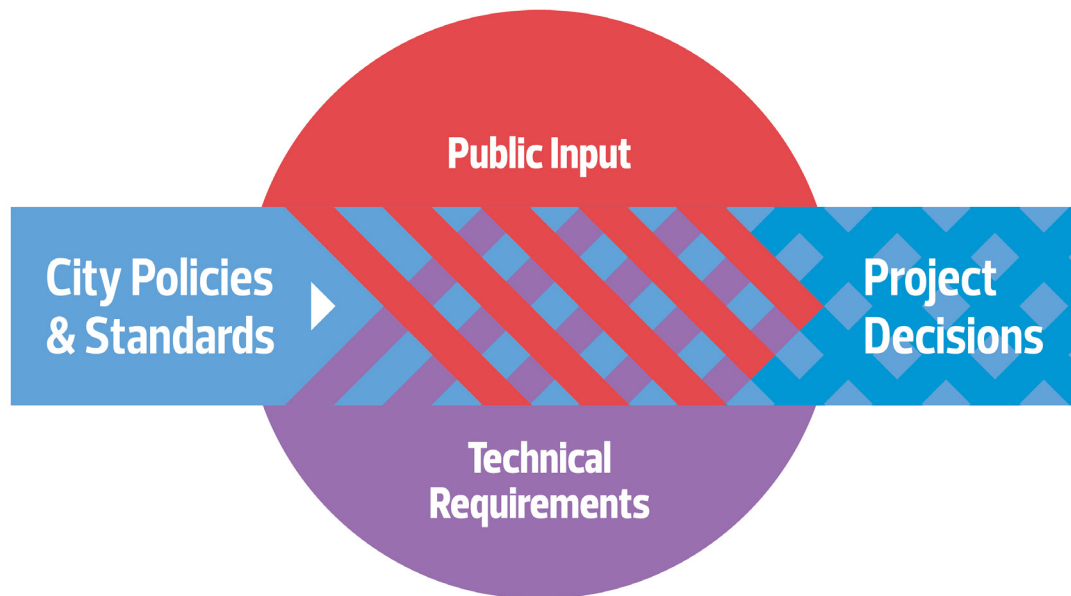
We commit to telling you how public input influences decisions according to the Public Engagement Spectrum.



Decision making process

The Project Team makes decisions using a combination of policy and program information, public engagement input and technical requirements. This process helps to ensure that the decisions made are fiscally responsible, follow best practices, consider the existing infrastructure, land uses and activities in the neighbourhoods and result in the best outcomes for our city.

City policies and programs such as Complete Streets Design and Construction Standards, Safe Mobility Strategy and Winter City Strategy provide the overall direction for Alley Renewal designs. As each neighbourhood and project is unique, the Project Team asked for input from residents and business owners who live, work and play in the area and considered technical aspects such as alley widths and conflicts with existing infrastructure, utilities and trees to determine what will fit in the 124 Street BIA alleys.



Alley Renewal Engagement



Building Great Neighbourhoods Public Engagement Charter



City policies and programs

The following policies and programs have application in all designs:

The City Plan

- + Supports implementing a multi-modal transportation system that creates a connected and accessible city for people of all ages and abilities

Neighbourhood Alley Renewal Program

- + Funds the renewal of neighbourhood alley networks

ConnectEdmonton

- + Provides direction to create a healthy city, vibrant urban places, regional prosperity and climate resilience
- + Supports safe bike routes, vibrant gathering spaces, adding missing sidewalks, partnering with local businesses, planting trees, creating green space from existing paved surfaces and measures to calm traffic

Active Transportation Policy

- + Includes opportunities for people to walk, roll and bike and promotes the inclusion of shared pathways and shared streets
- + Encourages active transportation within and to nearby neighbourhoods

Accessibility for People with Disabilities Policy

- + Supports accessibility as fundamental to good public engagement and design for all ages and abilities to use neighbourhood infrastructure for the next 50 years

Edmonton Bike Plan

- + Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons

Local Improvement Policy

- + Follows the Municipal Government Act of Alberta to outline the process to pay for improvements that are part of a larger benefit to those near them than to the city as a whole (such as residents requesting the installation of lighting in alleys)



City policies and programs (continued)

Public Engagement Policy

- + Directs the creation of specific public engagement and best practices to hear from the diverse groups impacted by a project

Safe Mobility Strategy

- + Supports initiatives to manage driver speeds and shortcutting to increase safety for all users
- + Supports bike routes and facilities that prevent injuries and encourage more people to bike and use active modes of transportation such as walking, rolling and biking

Technical requirements

Complete Streets Design and Construction Standards

- + Provides direction for the design and construction of alleys and shared streets

Existing infrastructure assessments (including utilities and trees)

- + Informs design that works with existing infrastructure, including required coordination with utility partners

Crime Prevention Through Environmental Design (CPTED)

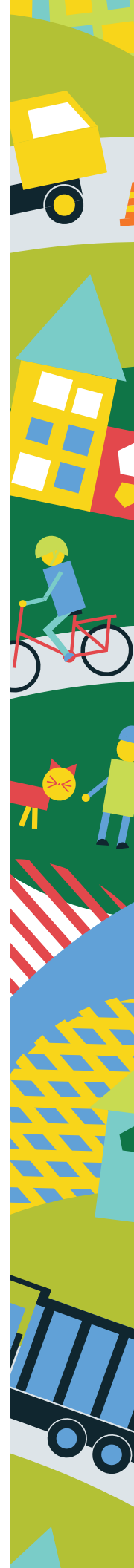
- + Encourages designing infrastructure to reduce crime by making spaces visible, inviting, connected and including natural deterrents such as plant selection and placement

Access Design Guide

- + Supports access and use for people of all ages and abilities, and informs the design of wider and new sidewalks, seating along shared pathways

Winter Design Guidelines

- + Includes design standards to create inviting and vibrant communities during the winter months that are accessible, safe and enjoyable for people of all ages and abilities



What we did and how we did it

The 124 Street BIA Alley Renewal Project Team organized the following opportunities for community members to **ADVISE** us on how the alleys are currently being used, how they can be used in the future and what opportunities there are to improve traffic safety and active mode connections (for walking, rolling and biking).

The public was also made aware that they could **DECIDE** whether to add lights to alleys where they do not exist through the [Local Improvement](#) process.

There were engagement opportunities open to the public and stakeholders from January to August 2024.

Engagement opportunities

Business Association meetings

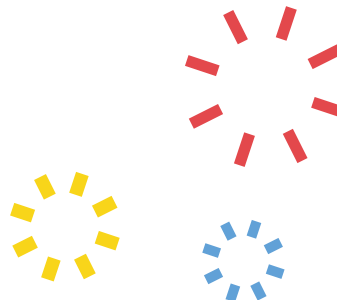
- + The Project Team met with the 124 Street Business Association to share information about the project and gather feedback on how the alleys are accessed and used in the project area

Two meetings

Online survey

- + An online survey was available to the public from January 29 to February 12, 2024, asking participants to share feedback on how they use and access the alleys in the project area

Over 240 responses



Community event

- + On February 1, 2024, we hosted a community drop-in event. The Project Team introduced the Alley Renewal project, met community members and shared project information
- + We asked participants to share how they use the alleys in the project area and encouraged them to provide feedback through a printed feedback form, interactive activities or the online survey

20 participants

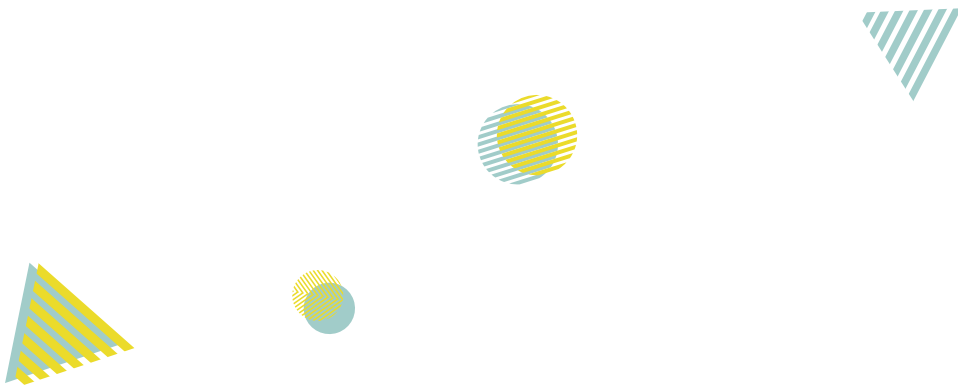
One-on-one meetings

- + The Project Team hosted one-on-one meetings with key partners during July and August 2024 to gather additional insights about how alleys near their facilities are used

Two meetings

How we communicated

- + **Nine A-frame signs**
- + **78 posters delivered to businesses**
- + **6,000+ postcards delivered**
- + **94,635 social media ad views**
- + **1,613 unique views on the project web page**



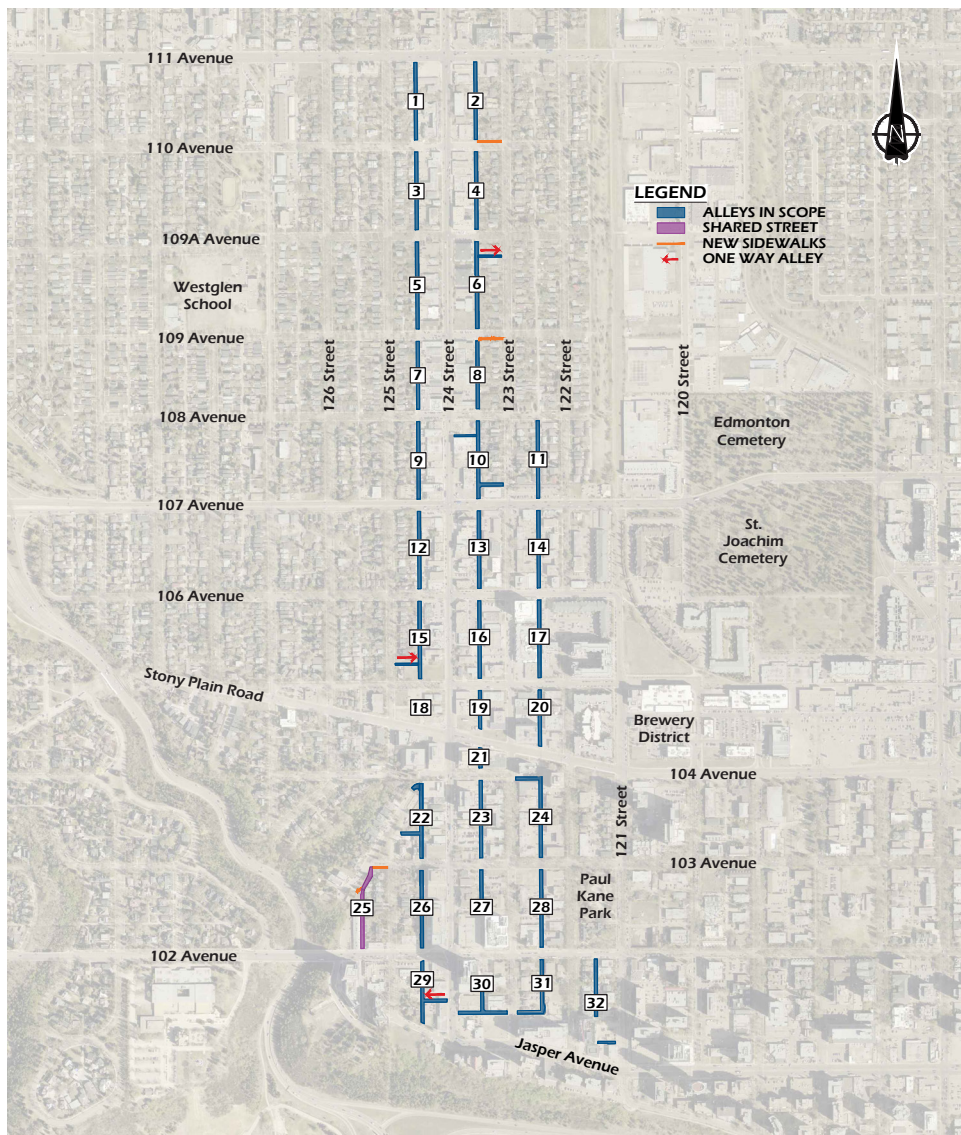
What we heard

The following sections include a summary of what we heard through the community event and online survey during the **Learning and Exploring Opportunities** stage in January and February 2024. The summary has been developed to reflect the relevancy, frequency and diversity of the responses we received from participants.

Ideas and insights were collected from participants to help us understand how people experience the alleys today and what can be improved. We asked participants to share information about how they use the alleys in the project area. We also wanted to know how the alleys currently function.

Specific alleys

The alleys were numbered to allow participants to easily identify locations, as shown below.



Note: Alley 18 is being integrated into the Valley Line LRT project

Current use of the alleys

We asked participants which alleys they currently use and how they use them. Participants could identify walking, rolling or biking for either commuting or recreation, or driving to access a residence or business. Participants could select multiple alleys and multiple uses for each alley.

- + Many alleys were identified by participants as being used for driving to access residential properties
- + All of the alleys were identified as being used for driving to access businesses
- + Most alleys in the project area are also used by participants for walking, rolling or biking, for both commuting and recreation

Participants shared observations or concerns about the following locations:

- + Alley 4: Participants and other users are accessing a daycare through the alley
- + Alley 4, 6, 7, 8, 9, 10 and 13: Participants have observed shortcutting and speeding in these alleys
- + Alley 9: Participants shared that overgrown hedges and a bus shelter create sightline concerns where the alley meets 107 Avenue
- + Alley 10, 12 and 15: Participants identified commercial waste removal trucks have a hard time accessing waste bins on private property due to limited space
- + Alley 12: Gravel strip along residential (west) side is uneven and the residential waste bins often fall over
- + Alley 25: This alley is used by people biking as a connection between 127 Street and the 102 Avenue bike lanes
- + Alley 25, 26 and 29: Participants have observed shortcutting through these alleys
- + Alley 27: This alley is used by many people who walk



What should we know about how the alleys currently function?

- + Most alleys are in poor condition with uneven surfaces, potholes and broken pavement
- + Some alleys are gravel
- + Water pooling and poor drainage is a problem
- + Several alleys have limited visibility and poor sightlines for people who drive when entering and exiting
- + Some participants feel unsafe using the alleys due to poor lighting or no lighting

"There is high traffic, with businesses and apartment dwellers. Lots of potholes and divots."

– Quote from online survey

"Drainage issues, potholes, lights constantly out and not replaced quickly. No safe walking paths to access business from the alleys."

– Quote from online survey

Other feedback that was shared with the Project Team includes:

- + Concerns about where residents will be parking during construction because a number of the apartments and condos have parking garages/spaces that are accessed through the alleys
- + Requests for better lighting to make alleys feel safer
- + Ideas to beautify the alleys with murals, greenery and art installations
- + Suggestions to make alleys more inviting for active transportation and activation in the area through non-transportation uses, patios, store fronts, string lights, etc.
- + Concerns about garbage collection, specifically commercial pickup that has caused damage to some alleys and private property

"Love to have additional lighting. It's difficult to walk or cycle, especially when there's short cutting and difficult sightlines due to garbage can placement, or awkward parking lots."

– Quote from online survey



"Parking alternatives are of great concern. We have lost so much available parking space due to building construction and now will not have access to parkade parking."

– Quote from online survey

How we used your input

This section presents the final project decisions for Alley Renewal in the 124 Street BIA, including the key City policies and programs, public engagement input and technical requirements that informed the City's decisions related to each alley.

The City uses policies and programs, public engagement input and technical requirements to make Alley Renewal decisions.

This report uses three icons to illustrate which decision making criteria is a policy or program, public engagement input or a technical requirement. You will see these icons in the "What we considered to make our decisions" column in each table on the following pages.

The decision making criteria are:



City policies and programs



Technical requirements



Public engagement input/What we heard



What we decided

All alleys noted for renewal on the scope map ([page 12](#)) will be reconstructed, undergo drainage improvements and have existing lighting upgraded to LED.

Alley 10– What we considered to make decisions

Public engagement feedback



- + Participants have observed shortcutting and speeding in this alley
- + Participants identified commercial waste removal trucks have a hard time accessing the waste bins on private property

City policies and programs



- + The City Plan
- + ConnectEdmonton
- + Accessibility for People with Disabilities Policy

Technical requirements



The design is informed by the following:

- + Concern about blind corner when exiting east/west alley onto 124 Street
- + Safety of people who walk and roll along 124 Street
- + The need for an alternate access to parking lot south of 108 Avenue, from the alley to the east
- + *Complete Streets Design and Construction Standards*
 - + Remove driving accesses off of main roads
 - + Alley right-of-way is not wide enough to allow for a standard width alley to be constructed
- + *Access Design Guide*
 - + Prioritize use by people of all ages and abilities
 - + Provide level sidewalks for people who walk and roll
- + *Winter Design Guide*
 - + Design for safety and accessibility in all months
 - + Design to minimize snow build up and water ponding at the access through the sidewalk

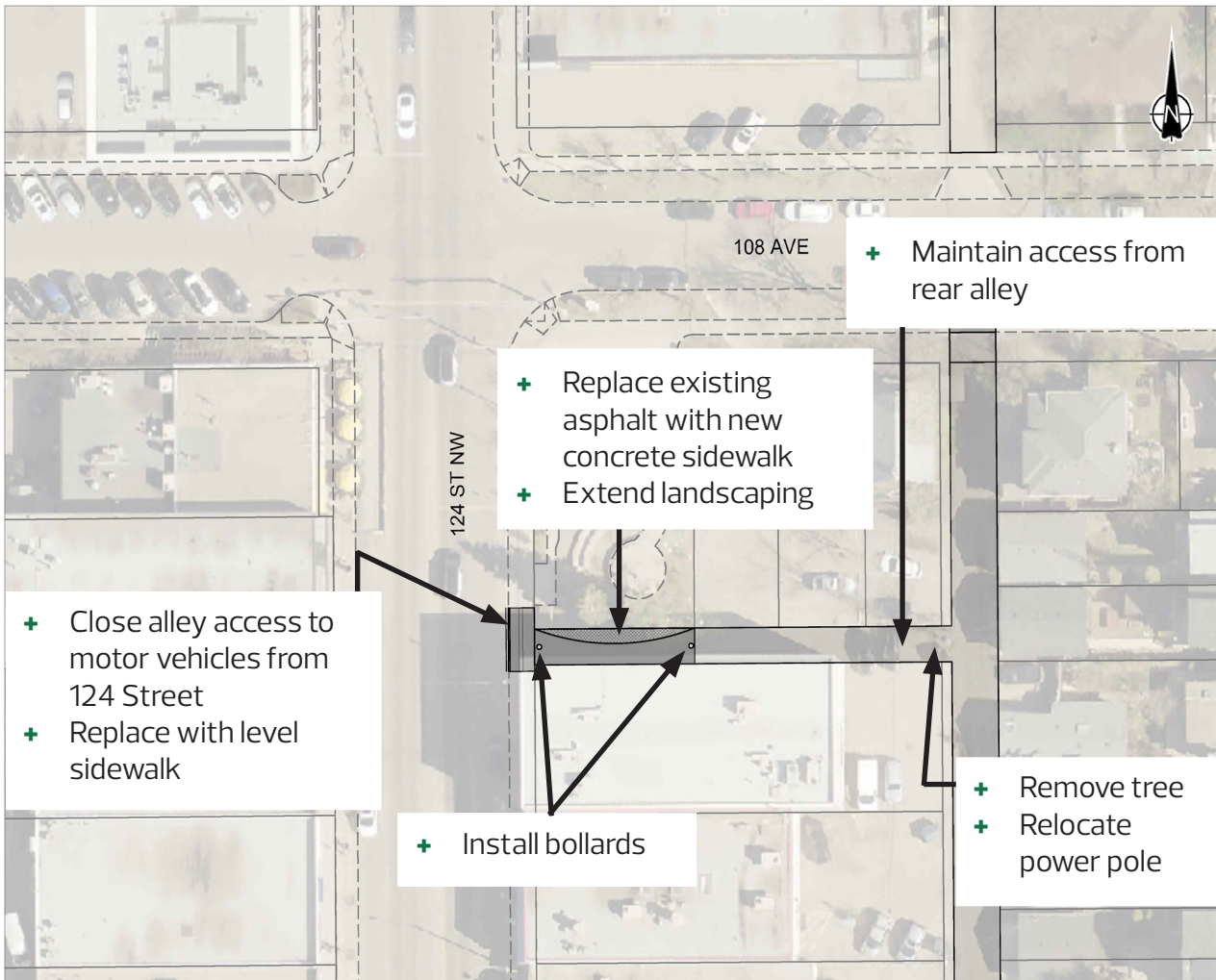
What we decided

- + Close the section of alley adjacent to Helen Nolan Park and replace with a sidewalk connection and landscaping
- + Remove the alley access at 124 Street
- + Add bollards at each end of the closed alley section
- + Maintain the existing alley section along the parking lot beside Helen Nolan Park

Alley 10



Alley 10



Alley 11— What we considered to make decisions

Public engagement feedback



- + Gravel strip along residential properties is uneven and garbage bins fall over
- + Participants have identified commercial waste removal trucks have a hard time accessing the waste bins on private property
- + Business owner noted existing power pole is in a poor location for people walking between commercial buildings

City policies and programs



- + The City Plan
- + Accessibility for People with Disabilities Policy
- + Safe Mobility Strategy

Technical requirements

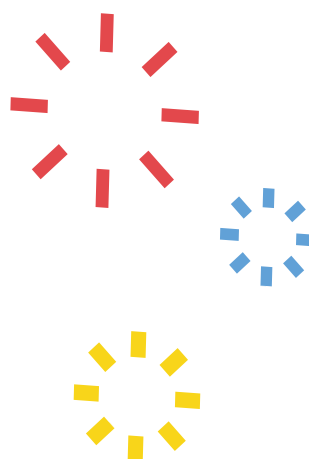


The design is informed by the following:

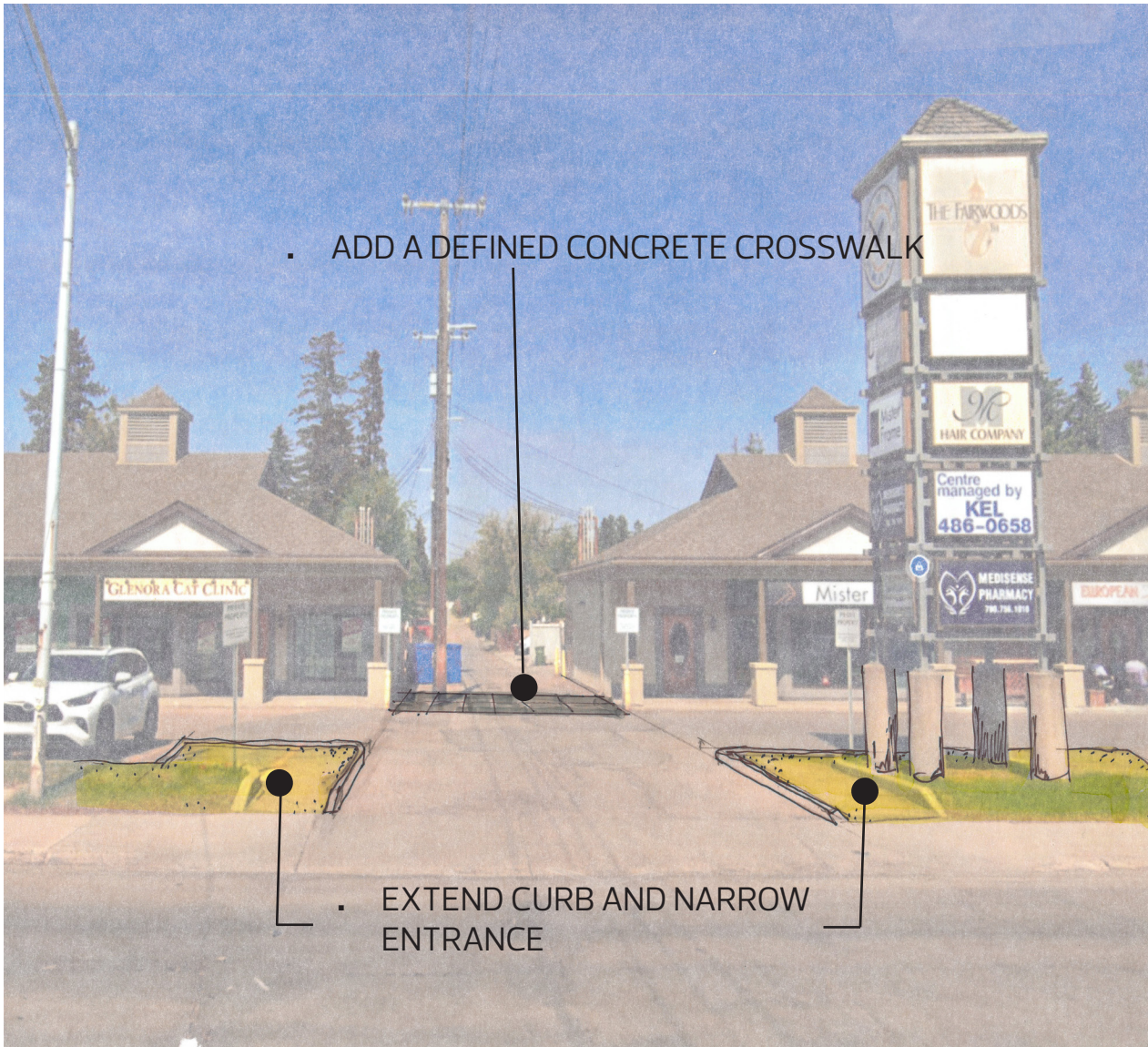
- + Safety of people who walk and roll between commercial businesses
- + *Complete Streets Design and Construction Standards*
 - + Show right-of-way priority for people who walk and roll
 - + Reduce the speed of people driving at conflict points
 - + Create shorter crossing distance for people who walk and roll on the sidewalk along 107 Avenue

What we decided

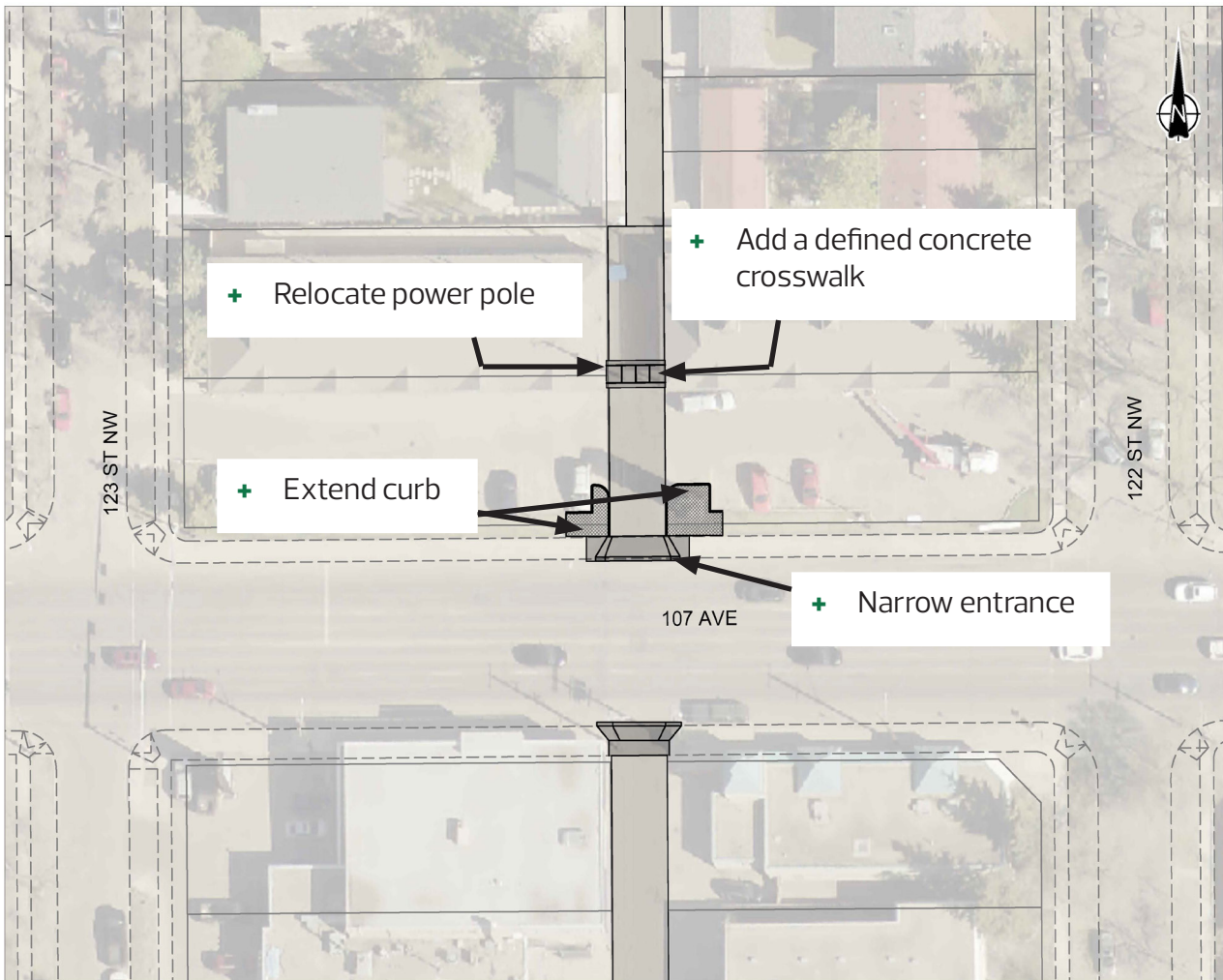
- + Move the power pole further into the alley along the building, away from crossing location
- + Add a crosswalk from one building to the other across the alley
- + Narrow the oversized alley entrance at 107 Avenue



Alley 11



Alley 11



Alley 22– What we considered to make decisions

Public engagement feedback

- + Alley is in poor condition with uneven surfaces
- + Water pooling and poor drainage is a problem

City policies and programs

- + The City Plan
- + ConnectEdmonton
- + Active Transportation Policy
- + Edmonton Bike Plan
- + Safe Mobility Strategy

Technical requirements

The design is informed by the following:

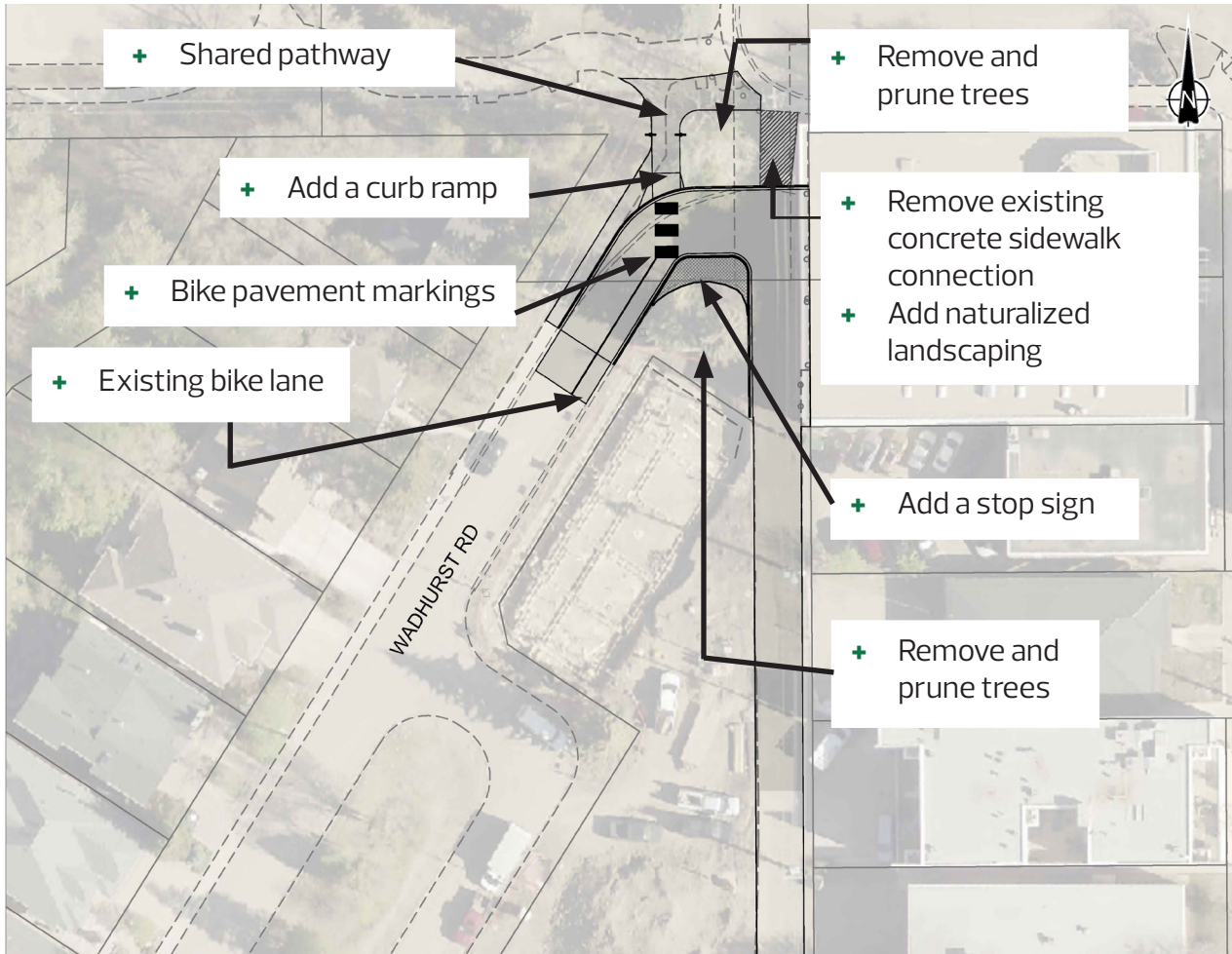
- + Safety of people who bike when crossing roadway at blind corner
- + Improve visibility of bike crossing for people who drive
- + *Complete Streets Design and Construction Standards*
 - + Improve visibility of bike-friendly spaces with signage and pavement markings
 - + Prioritize direct connections for people who bike
- + *Crime Prevention Through Environmental Design (CPTED)*
 - + Removal of low shrubs and ground growth to improve sightlines
 - + Widen existing sidewalk through the trees and prune landscaping to increase visibility of sidewalk
- + *Access Design Guide*
 - + Prioritize use by people of all ages and abilities
- + *Winter Design Guide*
 - + Design for safety and accessibility in all months

What we decided

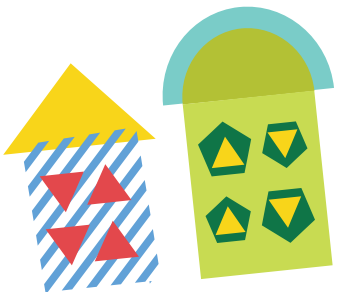
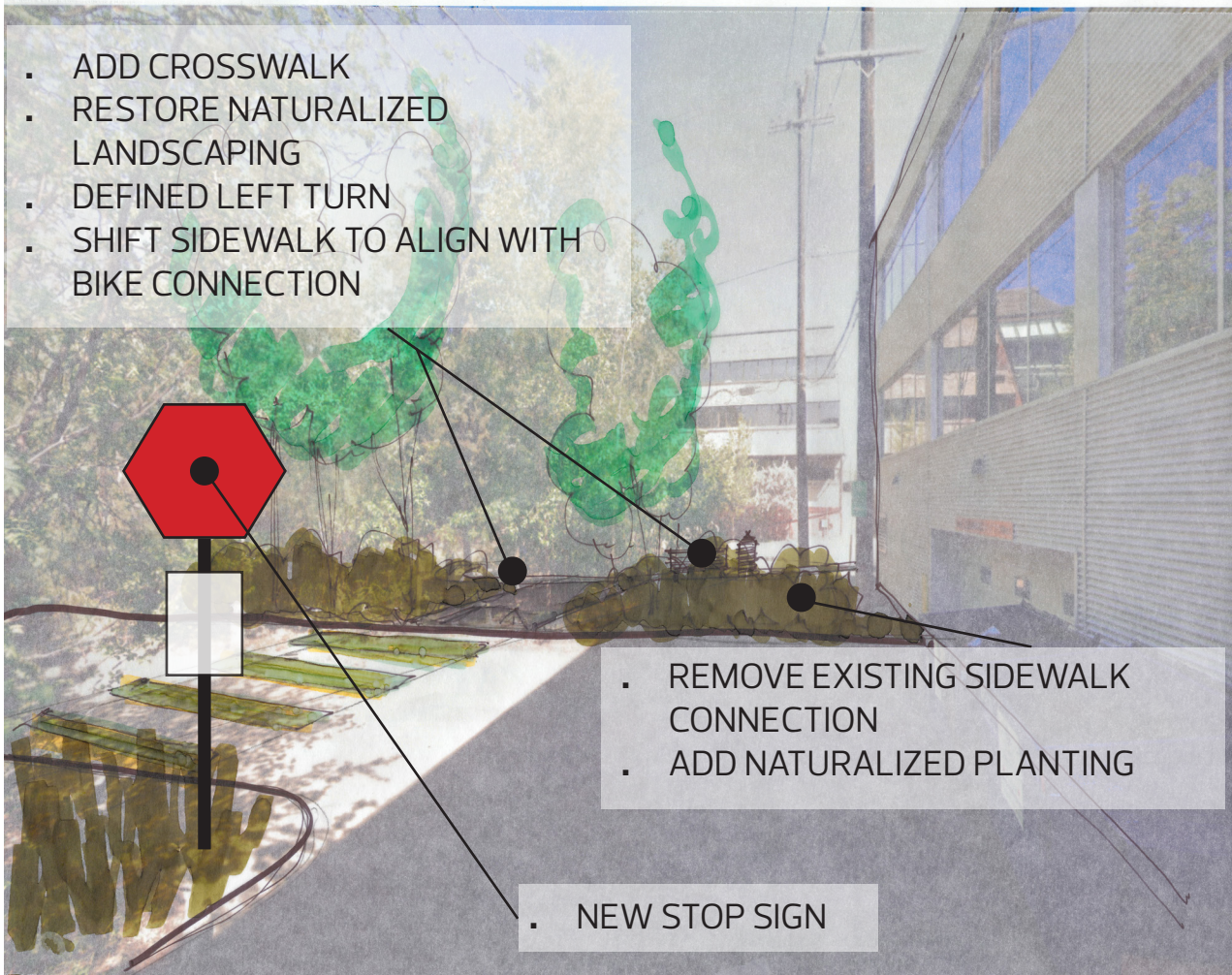
- + **Realign the alley connection to Wadhurst Road to improve visibility at the corner**
- + **Relocate shared pathway connecting to 104 Avenue to align with Wadhurst Road and add a curb ramp and markings for bike crossing**
- + **Remove some trees and clean up ground growth to create better sightlines and improve visibility of the area**
- + **Add new landscaping in area next to building**



Alley 22 and Wadhurst Road



Alley 22 – Looking north



Alley 22 – North end of Wadhurst Road, looking north (this view is not from within the alley)



Alley 25 – What we considered to make decisions

Public engagement feedback



- + This alley is used by people biking as a connection between 127 Street and 102 Avenue bike lanes
- + Participants have observed shortcutting through this alley, often with higher speeds

City policies and programs



- + ConnectEdmonton
- + Active Transportation Policy
- + Edmonton Bike Plan
- + Safe Mobility Strategy

Technical considerations

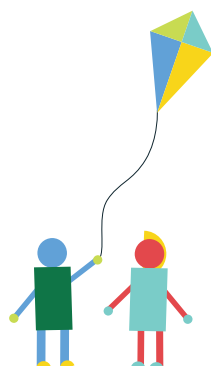


The design is informed by the following:

- + Alley used as a preferred connector for people who walk, roll and bike
- + *Complete Streets Design and Construction Standards*
 - + Shared streets provide space for people who walk, roll, bike and drive
 - + Encourage lower speeds on shared streets for people who drive
 - + Improve awareness of shared street with addition of signage and concrete at alley edges
 - + Revise alley design so water drains to one side instead of draining in the centre where people may be walking or biking

What we decided

- + Redesign alley as a shared street to provide connections for people who walk, roll and bike
- + Add a sidewalk to connect shared street to existing sidewalk
- + Remove some bollards for new sidewalk connection
- + One small tree to be removed to make the connection



Alley 25



One-way alleys

There are three short alley segments that run east/west for half a block that are being converted to one-way alleys.

Alley 6 – What we considered to make decisions

Technical requirements

The design is informed by the following:

- + The existing alley width is below the minimum City standard per Complete Streets Design and Construction Standards and has less space for two vehicles to pass

What we decided

- + Eastbound traffic only

Alley 15 – What we considered to make decisions

Technical requirements

The design is informed by the following:

- + The existing alley width is below the minimum City standard per Complete Streets Design and Construction Standards and has less space for two vehicles to pass

What we decided

- + Westbound traffic only

Alley 29 – What we considered to make decisions

City policies and programs

- + Safe Mobility Strategy

Technical requirements

The design is informed by the following:

- + Sight lines are poor for people who drive wanting to make a left turn out of the alley
- + Sight lines are poor for people who drive due to the bus stop north of the alley access

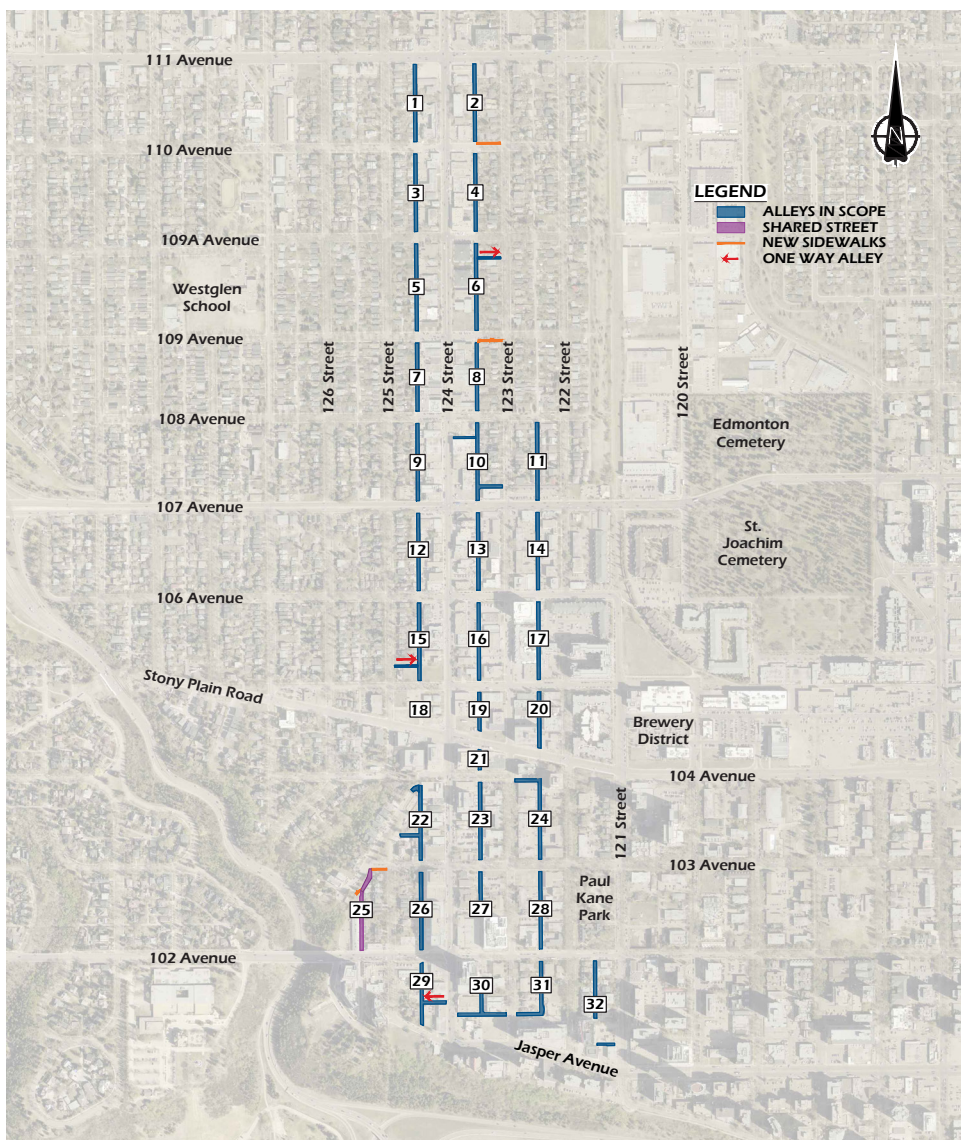
What we decided

- + Westbound traffic only



Missing sidewalk connections

While the focus of the Alley Renewal Program is to address the significant backlog of alleys in poor condition through the reconstruction of existing alleys, project teams also identify and review improvement opportunities that will better support safe, attractive and welcoming neighbourhoods for all people moving in and around the project area. This includes exploring opportunities that improve movement of people who walk, roll and bike, such as completing missing connections in the surrounding active transportation network, subject to funding availability. New sidewalks support the completion of missing connections in the 124 Street Corridor Priority Growth Area.



Note: Alley 18 is being integrated into the Valley Line LRT project

Missing sidewalk connections – What we considered to make decisions

City policies and programs

- + The City Plan
- + ConnectEdmonton
- + Active Transportation Policy
- + Accessibility for People with Disabilities Policy
- + Safe Mobility Strategy

Technical considerations

- + Current Complete Streets Design and Construction Standards require sidewalk on both sides of local roads
- + Access Design Guide informs the design of new sidewalks
- + The design must avoid impacts to the adjacent roadway and street lighting that were previously renewed during Westmount Neighbourhood Renewal
- + The design must minimize impacts to existing trees, boulevard grading and utilities

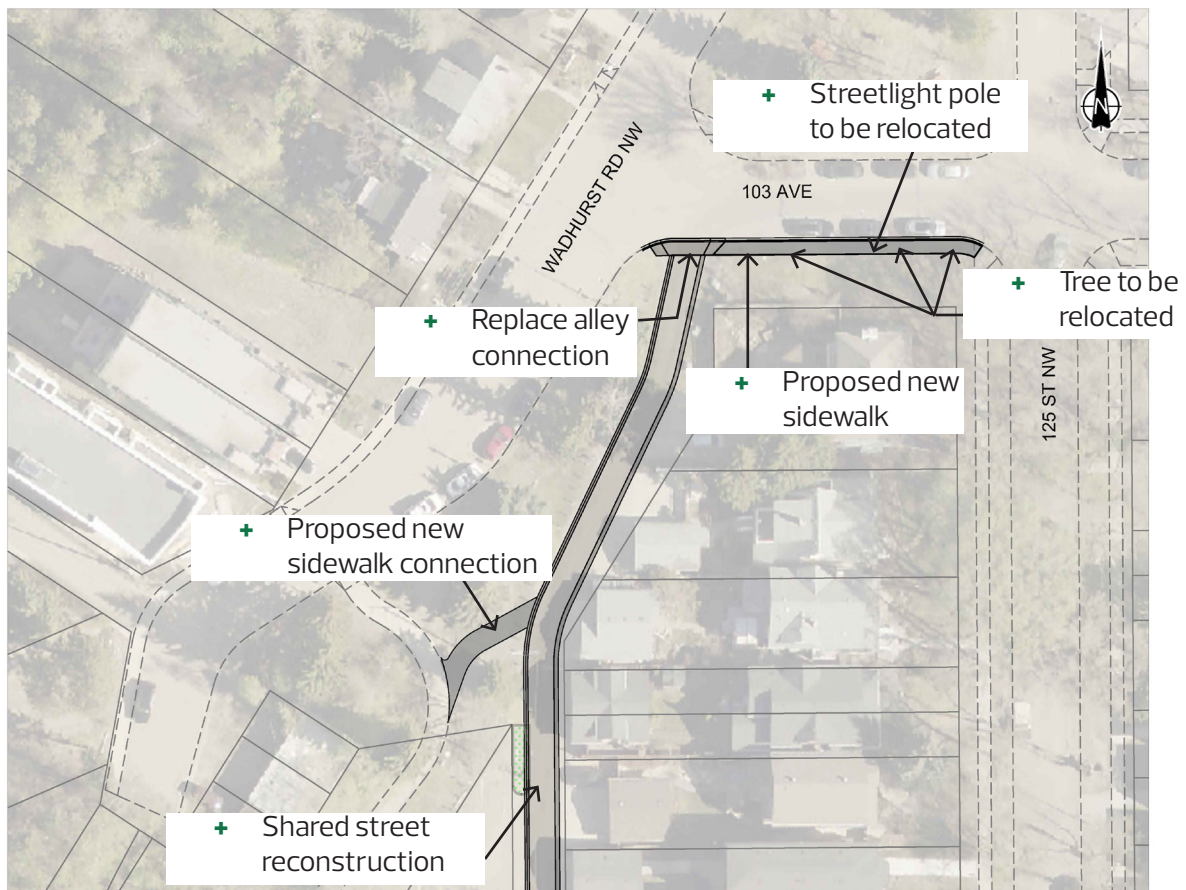
What we decided

New sidewalk to connect to the 124 Street BIA area to be constructed on:

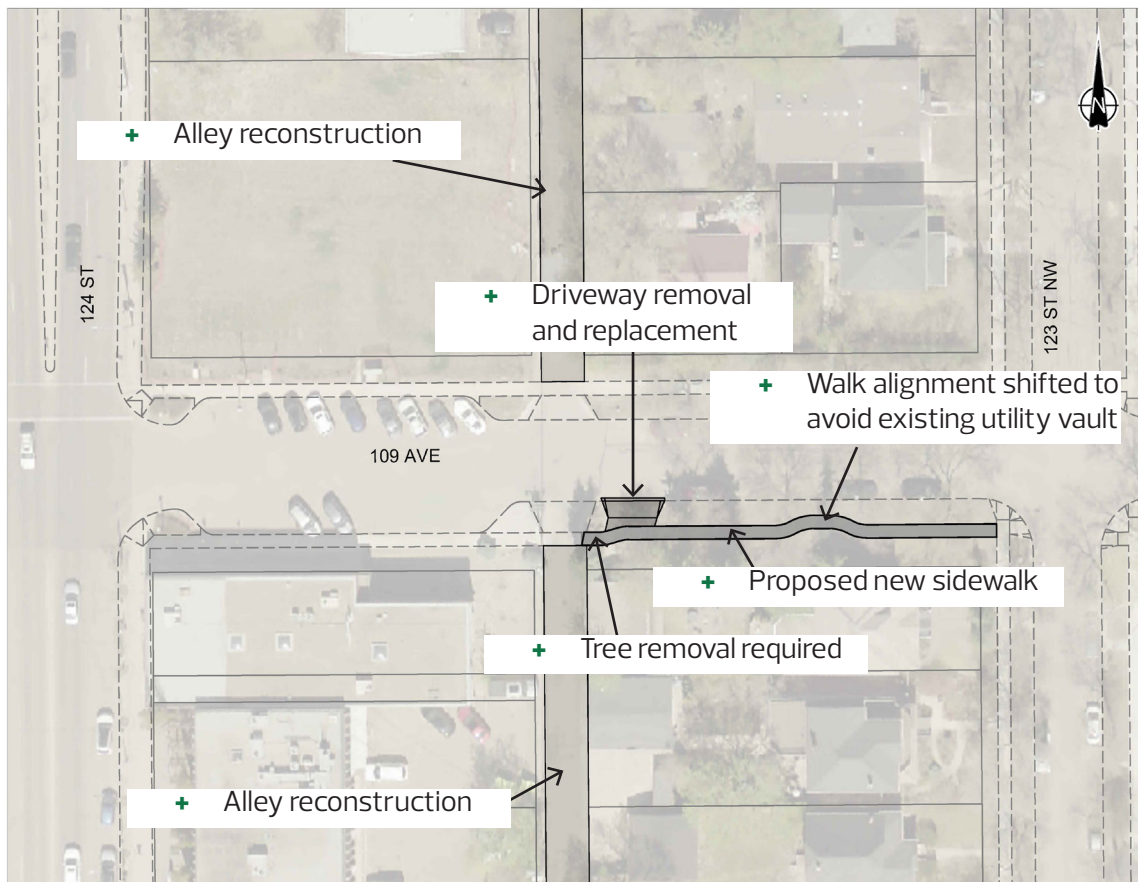
- + 103 Avenue from 125 Street to Wadhurst Road
- + 109 Avenue from 123 Street to Alley 8
- + 110 Avenue from 123 Street to Alley 2



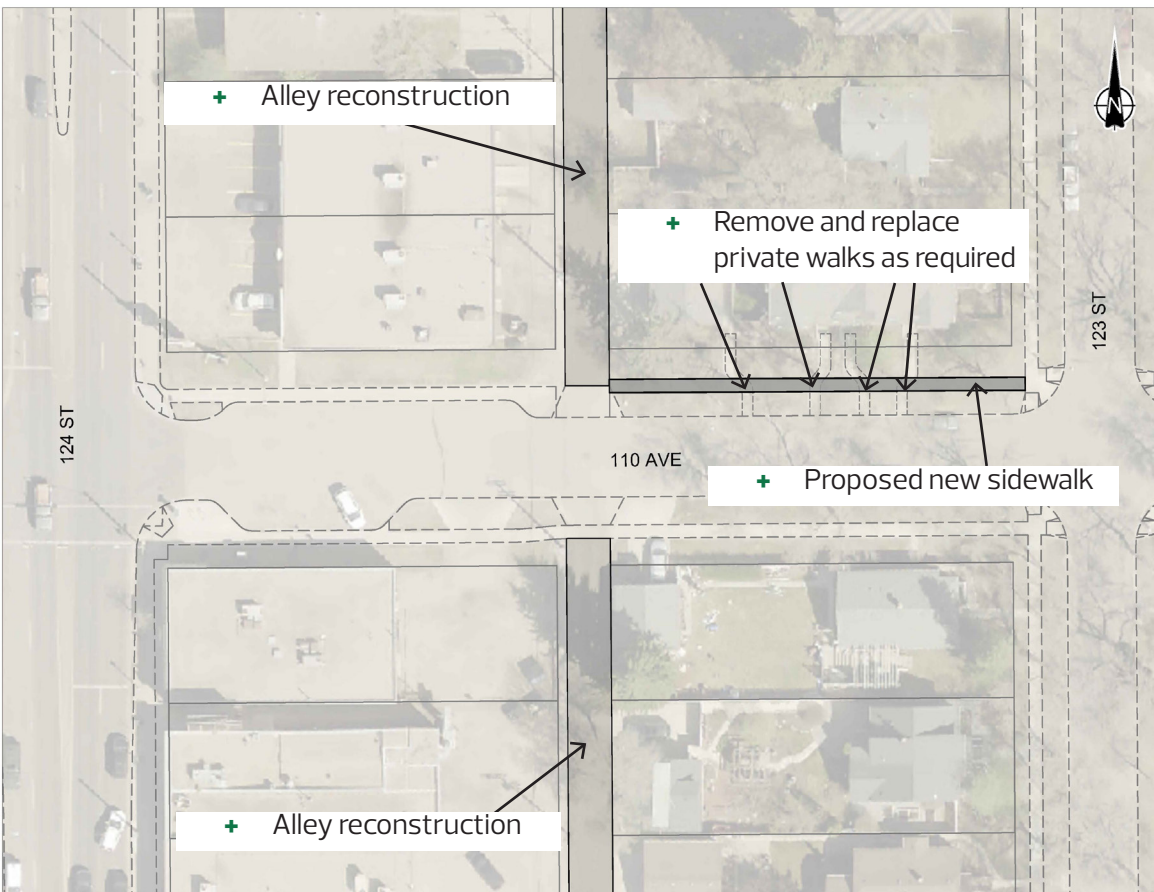
103 Avenue from 125 Street to Wadhurst Road



109 Avenue from 123 Street to Alley 8



110 Avenue from 124 Street to Alley 2



Local Improvement update – new alley lighting

Property owners along alleys without existing lighting have the opportunity to request the City to initiate a [Local Improvement](#) to add lighting to their alley at any time. With the support of the majority of properties along the particular alley, a Local Improvement can move forward with the adjacent property owners paying 100 per cent of the cost.

As of October 2025, no alley lighting Local Improvements have been brought forward by property owners.

Next steps

Thank you to all who shared their input and feedback.

Utility relocation and repair work is currently underway. Alley Renewal construction timelines are subject to utility coordination, coordination with other projects in the area and available funding. We will provide an update once a construction date has been determined.

In the spring before construction begins we will enter the **Preparing for Construction** stage and the public will be invited to an information event. At the event, the Project Team will share the Alley Renewal design, provide information on construction timelines, what to expect during construction and answer any questions that residents or business owners may have. After the event and in each spring that follows, specific construction timelines and details will be mailed to residents and business owners prior to construction starting. Please sign up on the project web page for email updates and watch your mailboxes for more information.

Residents can expect their alley to be inaccessible for approximately four weeks during construction. Once the work is complete, residents will enjoy improved access and use of the alley.

For further information visit: edmonton.ca/124StreetBIAAlleyRenewal.

