



Guelph Coalition for Active Transportation (GCAT)
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SUBJECT: *April 8 Planning Meeting – Item 7.1: Stone Road & Edinburgh CPPS Decision Report & follow up to previous correspondence on the topic dated Jan 15, 2025*

DATE: Apr 3, 2025

Dear Mayor Guthrie and Members of Council,

On behalf of the Guelph Coalition for Active Transportation (GCAT), I'm writing in support of the proposed Community Planning Permit System (CPPS) for the Stone Road and Edinburgh Road Strategic Growth Area, and to follow up on our January 15, 2025 submission regarding bicycle parking infrastructure.

We're encouraged to see active transportation considerations acknowledged in the CPPS framework, and we appreciate the City's commitment to planning tools that promote affordability, complete communities, and sustainable growth. These values align well with Mayor Guthrie's recent directive to prioritize spending through an equity lens while seeking affordability for residents and businesses in future budgets.

We also want to express our support for the recommendations submitted by Jay Wall and Sonya Ogilvie, which were referenced in the report. Their calls for expanded infrastructure for non-standard bicycles, residential on-street cargo bike parking, and policies to encourage or require bike parking through business and development approvals add valuable dimension to this discussion and align closely with our own goals.

As the CPPS moves toward implementation, we respectfully ask for clarity on the following areas to ensure these goals are realized in practice.

Key Recommendations:

1. Non-Standard Bicycle Parking (10–15%)

We're pleased to see this acknowledged, and we recommend it be embedded directly in CPPS design guidelines or conditions of approval (Provision 1.12.3), ensuring consistency across developments.

2. Ground-Level, Roll-In Accessible Parking

This remains essential for older adults, people with disabilities, and families using heavier or

adaptive bicycles. Vertical or stacked systems should not be treated as equivalent substitutes.

3. **Residential Cargo Bike Parking**

With more residents replacing vehicles with cargo bikes, we encourage the City to explore a permit or policy to allow cargo bikes to use designated residential on-street parking, following models piloted in other cities.

4. **Making Sure This Moves From Ideas to Action**

While we appreciate that active transportation is mentioned in the report, we want to stress how important it is that these ideas don't just stay on paper. The City already has tools in place through the CPPS—like Provision 1.12.3, which allows staff to add clear conditions to development approvals, and Provision 1.14.7(g), which lets the City ask for things like bike infrastructure in exchange for increased height or density.

We encourage Council and staff to use these tools to formally require things like non-standard bike parking, ground-level access, and other active transportation needs. This helps ensure that accessibility and equity aren't optional -they're built right into every project from the start.

5. **We also note related opportunities in Item 6.1 (Downtown Heights Study OPA)**, which includes a focus on high-density, pedestrian-oriented design. As these plans move forward, we urge the City to ensure cycling infrastructure is integrated explicitly alongside pedestrian and commercial improvements—not just implied.

Active transportation is a cost-effective, space-efficient investment that reduces pressure on both infrastructure and household budgets. Ensuring that new development is designed to support diverse bike users from the outset is a smart, forward-looking way to advance affordability and sustainability together. We strongly encourage Council to ensure these priorities don't remain on paper, but are embedded clearly in the policies, conditions, and tools that will guide implementation.

Thank you for your ongoing work and commitment to building a more inclusive, equitable, and resilient Guelph.

Sincerely,

Andrea Bidgood

Vice Chair, Board of Directors

Guelph Coalition for Active Transportation

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