

Re: Agenda Items 5.1 & 6.1 — 1 Clair Rd E

September 4, 2025

To Mayor Guthrie and Members of Council,



My name is Andrea Bidgood, and I'm honored to serve as Guelph's first Bicycle Mayor, proudly connected through the international BYCS network.

As a Bicycle Mayor, my mandate is simple: help make cycling a safe, accessible, and desirable option for more people, by building systems that center care over convenience and people over parking.

What's before you today is the **1 Clair Rd E** application (Item **5.1**) which may just look like technical housekeeping, but I see choices about how families move, how kids play, and whether new homes actually support our climate and equity goals.

Item 5.1 — 1 Clair Rd E: build homes *and* human-scale movement

What the file proposes: four mixed-use buildings with five towers, 715 homes (10–14 storeys) and ~2,127 m² of at-grade commercial; a privately owned internal road network with main access via a Farley Dr extension and additional access on Hawkins Dr. The concept plan also shows a Neighbourhood Park (NP) block at the southeast and generous edge frontages on Clair, Hawkins, and Poppy.

Where it falls short now: the zoning submission targets 1.1 car stalls per unit with 827 stalls provided vs 844 required, and seeks 95% "EV-designed" stalls while installing 0 live EV chargers at occupancy. That locks in car dependence and misses easy, high-impact mode-shift tools.

My request: Approve intensification here, and direct staff to secure the mobility pieces that make non-car trips the easy, obvious choice - through site-specific conditions now and at site plan later:

- **Priority cross-rides over every driveway** (raised, continuous, clearly marked) to end the *driveway gauntlet*, so people who walk, bike and roll keep priority across site accesses.

- **Protected cycling on all frontages** (Clair, Hawkins, Poppy) and protected intersections at Clair/Farley and Hawkins approaches - designed through an 8–80 Cities lens so it's safe for an eight-year-old and intuitive for an eighty-year-old.
- **Bike parking & end-of-trip (EOT):**
 - **Long-term: ≥ 1.2 secure indoor spaces per unit, 5–10%** sized for cargo/adaptive bikes (min. 1.0 m \times 2.5 m; 2.0 m aisles; 1.2 m doors), step-free access (no-lift curbs), and e-bike/mobility charging.
 - **Short-term (visitors):** racks at every entrance equal to $\geq 5\%$ of unit count, within 15 m of doors, visible, lit, weather-protected; no wheel-benders.
 - **EOT:** a repair room with pump/stand + tools, and showers/lockers for commercial staff.

These are inexpensive, high-impact inclusions - **especially at 715 households.**


- **Safe, low-speed internal network:** design and post ≤ 15 km/h; curb-less cross-sections with tactile guidance; raised tables at laneways/garages; pedestrians and cyclists have explicit priority. (This matches the applicant's "woonerf" imagery, now make it binding.)
- **Direct park & trail connections:** stitch internal routes to the NP block and to Dallen Park/Hall's Pond with 24/7 accessible, lit links and wayfinding; add short-term + cargo bike nodes at every park entrance.
- **Freight & micro-delivery plan:** dedicate space for a cargo-bike micro-hub, time-managed loading, and enforceable no-stopping at cross-rides/sidewalks—so delivery vans don't colonize the safe space.
- **Right-size & unbundle car parking; EV that works Day One:** allow reductions below 1.1 stalls/unit with a binding TDM package (carshare, bikeshare, transit-pass subsidies, unbundled stalls); require a baseline of live EV chargers at occupancy (step-up over time) rather than 0 plugs with only "EV-designed" stalls.

This is exactly how we operationalize Council's **Community Energy Initiative** review lens on development, by securing mode-shift outcomes, not just aspirations.

Human infrastructure beats congestion

If we prioritize car storage, we manufacture peak-hour traffic. If we deliver protected bikeways + priority crossings + EOT + low-speed internal streets, we shift thousands of short, local trips out of cars—the exact trips that clog intersections. Good curb management for freight keeps people-throughput high without widening a single road.

This is all bigger than infrastructure. It's about how we value people.



As Bicycle Mayor, I carry stories of children who need safe parks, people who can't afford a car, families trying to stretch budgets by living car-light, disabled residents adapting routes that weren't built for them, and newcomers finding freedom in walking or cycling. These aren't edge cases. They are your constituents.

Approve the homes but also require the systems that turn them into a neighbourhood. Trade a little asphalt for childhood. Make every driveway a safe crossing, every frontage a protected link, and every lobby a starting line with secure bike parking and real EOT. Design the inside streets for walking speed, and stitch the park and trails so kids can roll there on their own. Do this, and we won't just add addresses - we'll add community.

Thank you.

In motion and solidarity,

Andrea Bidgood

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The role of Bicycle Mayor was inaugurated in 2016 by BYCS, an Amsterdam-based social enterprise, to break silos between government and civil society when promoting cycling for transportation and amplify the voices of community leaders in this effort. As interest in the position grew, a network was born in order to encourage collaboration, transnational solidarity, and to share common challenges & solutions on a global scale. As part of the network, Bicycle Mayors receive resources and training as well as opportunities to learn from and collaborate with other Bicycle Mayors. The network itself combines the voices, experiences, and efforts of the Bicycle Mayors to advocate for progress in cycling at a global level including calls-to-action to international organizations. BYCS works internationally with civil society, governments, nonprofits and businesses to initiate and scale breakthrough ideas around cycling. In particular, the organization focuses on strengthening the "human infrastructure" of cycling cities by supporting community initiatives, developing a culture of active transportation and inspiring new citizens to take up the bicycle for daily trips.

For more information, visit www.bycs.org