

Municipal Election Questions

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* Indicates required question

Public Space Management & Operations

Our BIA believes that well-designed, safe, and accessible public spaces are essential to the success of our downtown, and that municipalities should invest in infrastructure, walkability, safety, and coordinated services that support both businesses and the community.



How would you support the city infrastructure improvements needed in our BIA and ensure clear communication and involvement with the BIA during these projects, including roads, curbs, sidewalks, street lighting, street furniture, public washrooms, and accessibility improvements? *

The DBIA needs for improvements fit alongside all of the areas of need in Peterborough. While it is difficult to prioritize one over the other, someone has to make the choice.

As a Councilor who would live in Ashburnham Ward, and operates a business in the DBIA of Town Ward, it would be necessary to study the ratio of impacted people per dollar invested in these improvements, to help decide how much funding to allocate to each.

Roads, curbs, sidewalks, street lighting, street furniture, public washrooms, and accessibility improvements are needed in so many areas that it would be foolish to simply give it to DBIA; that said, DBIA likely represents more impacted people by these improvements, simply by nature of density.

The DBIA should find me to be a reasonable and vocal supporter who is willing to balance the needs of the city alongside the needs of the DBIA.



How will you ensure construction projects minimize disruption to local businesses? *

This is an issue that hits close to home (business!) for me.

The Charlotte St construction slated for start this winter, and for the second phase of the project to start on the east half of Charlotte St within a few years, these business will be massively impacted, mine included.

The work needed on Charlotte St extends deep under the street to water mitigation infrastructure, and will have the road dug up for over a year. It should look and feel a lot like the Bethune and Parkhill constructions of yesteryear.

For me and my business, this means that I am closely watching as my lease term approaches renewal. If I lose foot traffic, on which my business, and the businesses of my neighbours depend, how will we pay our taxes, rent, wages?

In all of my advocacy for my business neighbourhood, there is only the resounding chorus of, "Yeah, it's going to be hard." I am not convinced that there is any plan in place to minimize disruption by this construction project, especially since the reality of the work will not be known until the infrastructure is dug up for observation.

That said, I would happily explore some novel solutions:

- impacted businesses given reduced/subsidized registration/application fees for farmer's markets, limited term leases given to operate at municipal properties during disruption times.
- municipal tax breaks applied against impacted building owners, only so far as they are passed down to the occupants. It seems silly to have to pay a municipal tax for a building that can't be accessed by municipal infrastructure!
- projects _must_ communicate clear timelines for planning. It can be hard to know how much work needs to be done before digging, but in such cases the worst case scenario should be communicated and planned against. To date, no such communication has happened, despite my business neighbourhood repeatedly asking for such.



Would you support reinvesting parking revenue back into the districts where it is collected? *

I would not support the use of parking revenue as an income stream for municipal operations.

The use of parking meters and paid parking should be restricted to the purpose of generating parking turnover, that parking spaces are made available during the day by people coming to local business and then also leaving.

Instead, patrons are required to pay for a membership to the app, and then top up their account in the app, so that they can then pay for the parking. For tourists, this is confusing and nonsensical.

Parking prices and parking violation tickets need to represent a cost to motivate people to move along, not to dissuade them from coming. They should be applied all days of the week, as tourists come more often on weekends when no such paid parking scheme exists. And it should be enforced by policy of the neighbourhood's choosing; currently outsourced, parking enforcement has no agency for discretion, and no skin in the game for the outcomes of the parking "revenue" scheme.

I would instead support a full overhaul of parking schemes across the city, including the normalization across DBIA areas (paid parking for all DBIA area), street side parking permitting for all neighbourhoods, and a full "reshoring" of bylaw enforcement (parking and otherwise) back into the responsibility of the municipality and its employees.

Anything else you would like to add?

Your answer

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