

Economic Revitalization or the Creative Destruction of Heritage: A Case Study of Port Dalhousie at a Cusp

by

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Author's Declaration for Electronic Submission of a Thesis

I hereby declare that I am the sole author of this thesis. This is a true copy of the thesis, including any required final revisions, as accepted by my examiners.

I understand that my thesis may be made electronically available to the public.

Abstract

Ontario, Canada's most populous province enacted its Heritage Act in 1975. The Ontario Heritage Act enables municipalities to conserve built heritage in a number of ways, including instituting heritage conservation districts. Heritage districts recognize and conserve built heritage that extend beyond the special architectural qualities of individual buildings. Port Dalhousie is a quaint community located on the south shore of Lake Ontario, and inextricably linked to the first three Welland Canals. Now a part of the City of St. Catharines, it was designated a heritage conservation district in 2003. However, after the designation an ambitious and controversial re-development plan was proposed for the community's historic commercial core. The re-development aimed to revitalize the area, but in doing so also threatened to destroy the heritage.

This case study used historical research, semi-structured interviews, and questionnaires to investigate the cycle of heritage commodification, the effectiveness of public participation and the exercise of power as the various stakeholders in the community of Port Dalhousie deliberated over the future of its built heritage. Findings from this study reveal that sound governance and effective planning policies promoted public participation. The results also confirm that active civic involvement from local residents plays an integral role in heritage conservation, and influences developments that threaten heritage. This study recommends that heritage planning should be more proactive in municipal land use planning, and heritage guidelines for conservation areas should be part of broader heritage management programs where power sharing, participation, and decision making reflect social equity. The findings and recommendations from this study are intended to assist communities, managers and planners in future efforts to conserve built heritage.

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"In the end, we conserve only what we love. We will love only what we understand. We will understand only what we are taught."

-Baba Dioum, Senegalese poet

Dedication

I dedicate this thesis to my beloved parents, Ikram and Nuzhat Elahi.

Table of Contents

Author’s Declaration for Electronic Submission of a Thesis.....	ii
Abstract.....	iii
Acknowledgements	iv
Dedication	v
Table of Contents	vi
List of Figures.....	x
List of Tables	xi
Chapter 1 Introduction.....	1
1.1 Heritage, community and economy	1
1.1.1 General Context	1
1.1.2 Heritage Movement	1
1.1.3 Canadian Context.....	1
1.2 Heritage interacts with other factors	2
1.3 Case Study	2
1.4 Research question and objectives	2
1.4.1 Purpose.....	3
1.5 Background.....	3
1.5.1 Location and history	3
1.5.2 Statement of problem.....	5
1.6 Structure of the thesis.....	7
Chapter 2 Literature Review	8
2.1 Literature Review Outline.....	8
2.2 Understanding Heritage	8
2.2.1 What is Heritage?.....	10
2.2.2 The past, history, and heritage.....	11
2.2.3 Social benefits of heritage.....	12
2.2.4 Heritage Debates and Dilemmas.....	14
2.3 Heritage and the economy	18
2.3.1 Commercialization of Heritage.....	19
2.3.2 Heritage Tourism	22
2.4 Heritage and governance.....	32
2.4.1 Heritage Planning.....	33
2.4.2 Theories on local politics.....	35
2.4.3 Good Governance	40
2.5 Literature review summary.....	42

Chapter 3 Methodology	44
3.1 Case Study Selection.....	44
3.2 Research strategy and methods employed	44
3.3 Case study theory.....	45
3.4 Data Collection Phases and Methods.....	46
3.4.1 Phase One: Historical Research and Document Analysis.....	46
3.4.2 Phase Two: Interviews and Personal Observations	47
3.4.3 Phase Three: Questionnaires.....	50
3.5 Methodology Summary	54
Chapter 4 Findings	55
4.1 Introduction.....	55
4.2 Phase one findings	55
4.3 Phase two findings.....	65
4.4 Phase three findings	72
4.5 Findings Summary.....	82
Chapter 5 Discussion of the findings	84
5.1 Introduction.....	84
5.2 The Creative destruction model	84
5.2.1 Early commodification (Stage 1).....	85
5.2.2 Advanced commodification (Stage 2)	85
5.2.3 Pre-destruction (Stage 3).....	85
5.2.4 Advanced destruction (Stage 4).....	86
5.2.5 Post-destruction (Stage 5).....	86
5.3 Creative destruction in Port Dalhousie	86
5.3.1 Early commodification in Port Dalhousie.....	87
5.3.2 Advanced commodification in Port Dalhousie.....	88
5.3.3 Pre destruction in Port Dalhousie	92
5.3.4 Advanced destruction in Port Dalhousie.....	94
5.3.5 Summary	96
5.4 Principles of good governance.....	98
5.4.1 Principle 1- Legitimacy and Voice	99
5.4.2 Principle 2- Direction.....	99
5.4.3 Principle 3- Accountability	100
5.4.4 Principle 4- Performance	100
5.4.5 Principle 5- Fairness	100
5.5 Principles of good governance in Port Dalhousie.....	101
5.5.1 Legitimacy and Voice in Port Dalhousie.....	101
5.5.2 Direction in Port Dalhousie	103
5.5.3 Accountability in Port Dalhousie.....	104
5.5.4 Performance in Port Dalhousie	106
5.5.5 Fairness in Port Dalhousie	107
5.5.6 Summary	107
5.6 Concluding remarks	109

Chapter 6 Conclusion and Recommendations	112
6.1 Research Rationale.....	112
6.2 Thesis summary	113
6.2.1 Answering the research question	114
6.3 Research Implications.....	114
6.4 Recommendations.....	115
Appendix A: Select Articles from the St. Catharines Standard	117
Article 1	117
Article 2	119
Article 3	121
Article 4	124
Article 5	125
Article 6	126
Article 7	129
Article 8	130
Article 9	132
Article 10	134
Article 11	136
Article 12	137
Article 13	139
Article 14	142
Article 15	144
Article 16	146
Article 17	147
Article 18	150
Article 19	152
Article 20	154
Article 21	156
Article 22	158
Article 23	160
Article 24	162
Article 25	164
Article 26	165
Article 27	166
Article 28	168
Article 29	170
Article 30	172
Article 31	174
Article 32	176
Appendix B: Principles of Good Governance	179
Appendix C: Interview invitation letter, consent form and transcripts	180
Interview 1	183
Interview 2	196

Interview 3	207
Interview 4	241
Interview 5	254
Interview 6	271
Interview 7	290
Interview 8	300
Interview 9	311
Appendix D: “Before and after” visual data analysis.....	321
Appendix E: Vignette	325
Appendix F: Questionnaire recruitment letter and the questionnaire	326
Appendix G: Excerpts from PDVC’s Port Place planning report	328
References	353

List of Figures

Figure 1.1: Location of St. Catharines	4
Figure 1.2: Map of Port Dalhousie	4
Figure 2.1: Components of the heritage industry	21
Figure 2.2: Continuum for management priorities in planning a heritage attraction	23
Figure 2.3: A circuit of heritage	27
Figure 4.1: Residents response to section II questions	73
Figure 4.2: Business responses to section II questions	73
Figure 4.3: Residents opinion on the changes required to downtown Port Dalhousie	74
Figure 4.4: Businesses opinion on the changes required to downtown Port Dalhousie	74
Figure 4.5: Greatest challenges to Port Dalhousie according to residents	75
Figure 4.6: Greatest challenges to Port Dalhousie according to businesses	75
Figure 4.7: Residents perceptions of downtown Port Dalhousie and its businesses	76
Figure 4.8: Business perceptions of downtown Port Dalhousie and its businesses	77
Figure 4.9: Ranking the quality of life – residents versus businesses	78
Figure 4.10: Years as a resident of Port Dalhousie	79
Figure 4.11: Business operator’s time in Port Dalhousie	80
Figure 4.12: Residential “banded” age breakdown	81
Figure 4.13: Business operators “banded” age breakdown	81
Figure 4.14: Residents involvement/knowledge of the Port Place proposal	82
Figure 4.15: Business community’s involvement/knowledge of Port Place proposal	82
Figure 5.1: The Lion Hotel circa 1887	89
Figure 5.2: The Lock and Main Marketplace	89
Figure 5.3: Old Front Street “echoed” in 50 Lakeport Road	89
Figure 5.4: Old Front Street, 1905	89
Figure 5.5: 50 Lakeport Road and Old Front Street in Port Dalhousie’s core	90
Figure 5.6: Port Dalhousie’s progression through the stages of creative destruction	98
Figure 5.7: Putnam’s analysis	108
Figure 5.8: Analysis of events from this study	108

List of Tables

Table 4.1: Chronology of events surrounding the re-development in Port Dalhousie	57
Table 4.2: Participants involved in the second phase of the research	66
Table 4.3: Comments on the Port Tower or Port Place proposal	69
Table 4.4: Comments on the role and leadership of politicians and city staff	70
Table 4.5: Comments on Port Dalhousie's quality of life	71

Chapter 1 Introduction

1.1 Heritage, community and economy

1.1.1 General Context

Remnants from the past are often preserved and regarded for their value. These values in most instances are difficult to quantify in simple monetary terms; rather they possess and are accepted as having “significant value” because of their age. Heritage resources may have intimate stories of hardship and triumph associated with them, or on the other hand may just invoke a sense of pride. Heritage resources can either be tangible: composed of matter and considered malleable, or intangible: lacking physical presence and existing in tale or folklore form. Regardless of the type, many societies are cognizant of their heritage and attempt to preserve these resources to inspire and guide future generations.

1.1.2 Heritage Movement

The process of recognizing and designating heritage resources has, over the years, made significant strides. Conservation practices began in England and France in the late 19th century, and have evolved from the timid acts of scattered individuals into a global movement. The forming of UNESCO (United Nations Educational, Scientific and Cultural Organization) in 1945 and ICOMOS (International Council on Monuments and Other Sites) in 1964 provided the greatest impetus for international conservation. Efforts from UNESCO, ICOMOS and other notable heritage and non-governmental organizations have ensured that conservation and preservation measures are now practiced in nearly every nation.

1.1.3 Canadian Context

In Canada, the federal government became a participant of the heritage movement by signing the Venice Charter of 1964. In doing so, the government of Canada made a commitment to be stewards of Canadian heritage by enacting laws and developing policies and guidelines. Constitutionally, however, land use planning in Canada, which includes planning for heritage, is a provincial responsibility.

Ontario, Canada's most populous province enacted its Heritage Act in 1975. The Ontario Heritage Act allows local municipalities and the provincial government to designate individual properties and districts within the province. The Ontario Heritage Act underwent revisions in 2005, and now gives municipalities greater autonomy over the management of built heritage at the local level.

1.2 Heritage interacts with other factors

Heritage and its conservation do not exist in isolation; instead they interact with society's contemporary needs and requirements. Heritage issues are often fused with the social, political, environmental, and economic priorities of communities. In most cases heritage advocacy is based on local sentiments about the past. Measures to recognize and conserve heritage are often rooted in efforts of local citizens, and it is public input and community involvement that lead to political decisions to conserve heritage. Besides reaping social benefits from conserving heritage, political decisions regarding heritage are also made to generate economic benefits through tourism and urban regeneration. Since decisions to formally recognize heritage are almost always made through politics, governance issues play an important role in how heritage is identified, recognized, conserved, and interpreted.

1.3 Case Study

Research for this thesis observed the interaction of heritage with the needs and priorities of a community. Port Dalhousie is a neighborhood where matters of civic involvement, tourism, urban re-development, and governance came together around the specific issue of heritage. As a result, Port Dalhousie formed a useful case study of the many factors involved as they competed, conflicted, and converged with its heritage.

1.4 Research question and objectives

The research question for this study asked:

Have good governance and effective planning policies, which include public participation, averted the pressures of over-development or *creative destruction*, thus maintaining the prized quality of life in Port Dalhousie?

The five research objectives designed to answer the research question looked to:

- Establish criteria for evaluating “good” governance and “effective” public/planning policies
- Understand the regulatory framework in which changes and continuity have taken place in the community of Port Dalhousie
- Comprehend Port Dalhousie’s character through its history and demographics
- Identify the active stakeholders involved in Port Dalhousie’s development and their positions
- Determine if Port Dalhousie exhibits a “good” quality of life

1.4.1 Purpose

This study was undertaken with topics predominantly pertaining to the field of urban planning. The study observed how physical space is contested and altered by stakeholders who have vested interests in the space. But the study also involved a more holistic understanding of how decisions are made and power exercised. Changes in the political-economy and evolving social standards in Port Dalhousie allowed for many unique dimensions to be researched. At the forefront was the topic of heritage, but also involved were issues dealing with economic revitalization and good governance.

The purpose of carrying out this research was to investigate the effectiveness of public participation and the exercise of power as a community and its stakeholders deliberated over the future of its built heritage. Changes in political and economic conditions can affect the approaches taken towards heritage conservation and preservation. This is often reflected in the approaches employed by those in charge. However, participatory approaches, which include the voice of local citizens can often prove effective in advocating the consensus of society, regardless of what politics would otherwise suggest.

1.5 Background

1.5.1 Location and history

The quaint north end community of Port Dalhousie situated in St. Catharines, Ontario was the study area for this thesis. St. Catharines, largest of the twelve municipalities in the Region of Niagara, is located in south eastern Ontario. With a population of over 130,000 the city of St. Catharines and its surrounding region form the 12th most populous urban region in Canada.

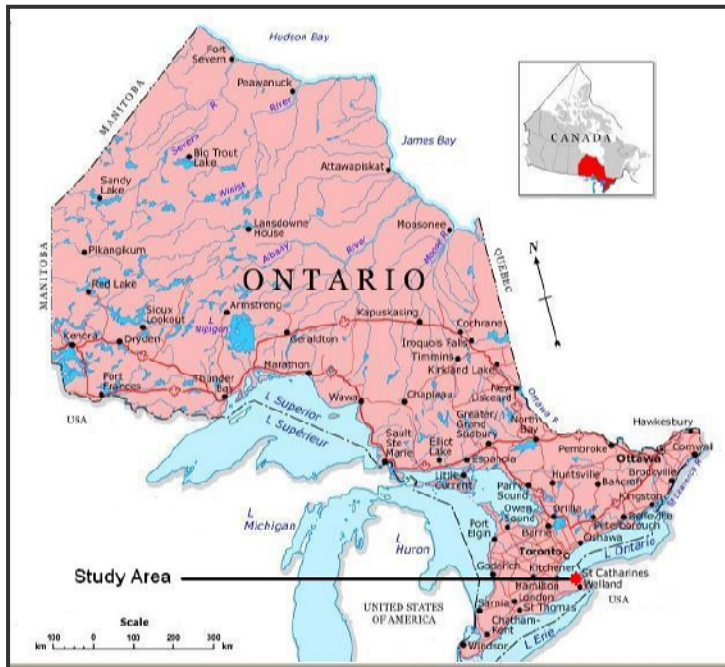


Figure 1.1: Location of St. Catharines
 Source: atlas.gc.ca/site/english/maps/reference/provinceterritories/ontario/referencemap_image_view



Figure 1.2: Map of Port Dalhousie
 Source: ww.st.catharines.ca/recreation/pt/port_dalhousie_harbour_walkway_waterfrontrail_map.asp

Port Dalhousie at the time of study was a well established residential community of Niagara. The mature neighbourhood of Port Dalhousie had at least two distinct precincts: the residential, and the downtown commercial core. Port Dalhousie primarily served as an excellent residential community with various amenities and recreational activities available to its residents. In the years preceding this study, Port Dalhousie’s commercial core hosted many annual events and activities during the spring and summer months. Downtown Port Dalhousie attracted locals and visitors to its eateries, pubs and patio bars situated next to the beaches of Lake Ontario. On July 1st of every year, Canada Day celebrations were part of an annual event enjoyed by most businesses and residents of the area.

The geography and the urban landscape of Port Dalhousie augmented the charm of the community. Tucked against the south end of Lake Ontario, the community had over the years attracted a wide array of residents. Its success as a residential community could be attributed to the character of the area. Its immediate proximity and access to the shores of

Lake Ontario along with its eclectic mix of two to three storied, nineteenth and early twentieth century dwellings provided a village like setting. Many of the older dwellings in the neighbourhood dated back to the initial Welland Canal, which was established in 1829 and linked Lakes Ontario and Erie. Port Dalhousie served as the northern terminus of the canal, and grew into a community largely due to the economic activities from the canal.

The word “village,” as used previously, most appropriately described the pleasant feel of Port Dalhousie at the time of the study. But that was not always the case. In the years following the Second World War, Port Dalhousie’s urban fabric was eroding at an alarming rate. This was primarily due to recessionary episodes that followed after the northern terminus of the Welland Canal shifted to a neighbouring port in 1932. After having faced years of decline, Port Dalhousie amalgamated with St. Catharines in 1961. However, the neighbourhood’s resurgence starting in the mid 1970s gradually restored much of what the former town had lost. In recognition of its rich past and surviving built heritage, the old part of the town was officially designated as a heritage conservation district under the Ontario Heritage Act. The heritage designation took effect in 2003 and was primarily achieved through community led initiatives. The heritage conservation district was adopted in pre-defined residential blocks and extended to include the entire commercial core of Port Dalhousie.

Table 4.1, in chapter four, provides the reader with further detailed background into the research by presenting a chronology of events and facts. The next section explores the specific problem within the community, and section 1.6 outlines the structure of the thesis.

1.5.2 Statement of problem

This case study is in essence the story of Port Dalhousie as it evolved into a mature and desirable community. Much like any other community, Port Dalhousie underwent numerous transitions both economically and socially. However, Port Dalhousie’s success over the years as an attractive residential neighbourhood did not carry over to its

commercial core. The viability of Port Dalhousie's downtown had in the years leading up to this study been questioned.

Operating largely in the summer months, businesses complained about the seasonality. Also, due to the many pubs and patio bars in the commercial core, residents had vehemently criticized the "bar scene" for being intrusive due to limited parking. Parking shortages in the years leading up to this research meant that patrons, (especially younger ones) would park in the residential areas. In retrieving their cars many patrons disturbed and vandalized the residential properties. This problem worsened over the years and the few measures that were adopted were largely ineffective.

In 2004, a local development firm proposed to deal with the problem. They proposed to develop the commercial core and open the area to more retail outlets such as boutiques and fine dining. Their mixed land use development also featured condominiums, hotel units, and underground parking for the area to appeal to visitors and capitalize on tourism. And finally they proposed to establish a live theater as the main attraction. The proposal was based on luring more "upscale" clientele and was thought to have responded to the seasonality and bar problems of the community. There was only one concern from the community – the proposed development was a 30 storey glass tower located within a municipal and provincially recognized heritage conservation district. The proposal, known as Port Tower required several amendments to the city's Official Plan.

A community group protested against the size, scale, and unsympathetic fit of the proposed development in a predominantly two to three storied setting. Facing mounting pressure against the proposal, the Port Tower project proposal was withdrawn. However, only four months after the withdrawal, in February of 2006, the same developer proposed yet another high rise: this time approximately 17 stories. Since the first proposal to develop within the heritage conservation district of Port Dalhousie, the community has been at odds over how to deal with its heritage and future development. The issues deal with pressures to develop and how to evolve in a manner that would allow the feel and character of the area to remain unchanged.

Numerous themes arise from this study pertaining to: heritage planning; economic revitalization; civic involvement, and public participation; urban politics theory; and discussions of good governance, otherwise understood to be the process of exercising power. This case study follows the events that transpired in Port Dalhousie starting in 1999 when the idea for the heritage conservation district was initially conceived. Examining the events starting from 1999 through to November, 2006 allowed this research to reach conclusions and discover the role that civic involvement played in governance as conflicting events emerged in the quaint community of Port Dalhousie. The conflicts within the community were complex and rooted in immediate local problems. It can also be argued that the issues were entrenched in the need to transform the economy of the city at large. On a broader scale, this case study demonstrates how communities adapt and change and the roles that are taken on by those in positions of power. Control and responsibility were two other factors that were contested by some of the local citizens of Port Dalhousie and their elected representatives.

1.6 Structure of the thesis

This thesis is broken into six distinct parts with each representing a vital component in telling the story of Port Dalhousie. Part two, the literature review provides a theoretical understanding of the many concepts evaluated in part five of this thesis, the discussion of the findings. Part three of this document outlines the methods employed in undertaking the research. Part four reveals the major findings from that research. Part six provides a concise conclusion to the research question and offers recommendations that may be employed in future cases where similar instances and factors may be at play.

Chapter 2 Literature Review

2.1 Literature Review Outline

The purpose of this chapter is to identify literature that pertains to the major ideas of this thesis. This literature review is structured around three major themes. When viewed with parallel theories and concepts and understood as a whole, these themes provide insights and explanations for the motivations behind the heritage movement and the way heritage issues unfold in a community. These three general themes are:

- understanding the concept of heritage
- heritage and the economy
- heritage and governance

The understanding of the three themes serves two purposes. One, they explain that not only does heritage have many users, but that heritage resources can simultaneously serve many users at different times. Secondly the themes provide the reader with a consistent and cohesive understanding of the discourses that guided the researcher's approach to the particular case study on Port Dalhousie.

2.2 Understanding Heritage

Cities and urban centers of the past were as distinct from each other as the culture and the attitudes of those inhabiting them. Just as London always distinguished itself from Paris, Chicago, with its "skyline of experiment" would never be confused with New York City. However, with the emergence of globalized attitudes and architectural styles, Dubai may end up not being that different from Tokyo. In fact the above reservations are not new, and similar references are echoed by Chris Rojeck (1995), as he describes cities as "universal cultural spaces, which provide the same aesthetic and spatial references wherever one is in the world" (p.146). Dennis Judd (2003) further elaborates on the "concern that cities are being turned into sanitized, monotonous copies of one another" (p.23) and the prolific David Harvey referred to the appearance of cities as "almost identical from city to city" (1990, p. 295).

Of the many great cities of the world certain ones have affiliated with them symbolic meanings of heritage, and therefore cannot help becoming tourist enclaves. It is an

inherent desire for humans to go back and witness the built form in which preceding civilizations thrived (Lowenthal and Binney, 1981). The need to go back and discover or rediscover one's "roots" is an important cultural activity that occurs virtually in all societies across the globe. Thus, heritage serves as a legacy for the generations that have passed and what they have left behind. Through the built environment certain legacies stay alive and thrive for significantly longer periods. For example Shah Jahan's love for his wife, Mumtaz Mahal, took form in the structure that we today know as the Taj Mahal. It has withstood the test of time for some 359 years (UNESCO, 2007). The complexity and the scale at which this monument was designed in part reveals the significance, perspective and treatment of the monument by successive generations of the global community. Taj Mahal today is no longer simply an Indian or South East Asian source of pride; it truly is a global monument. While part of its survival has been based on chance, the more important point from the context of this thesis is that much of its existence today is owed to careful urban management, cooperation and exercise of good judgment (UNESCO World Heritage, 2007).

The location where the past is experienced is vital. Locations can vary in scales from the individual, local, regional, national or global. Dependent on the geography and the scale are the levels of advocacy and awareness for heritage. While the intensity of heritage advocacy and heritage awareness fluctuates, it is understood to be entirely dependent on the involvement of local groups (Pearson and Sullivan, 1999).

Viewed from the capacity of a town, a suburb, or a neighbourhood, conservation priorities become extremely pertinent in how the locale is viewed. The history of the local community, the quality and shape of developments, the breadth of participation in decision making all affect the past that has survived or is deemed worthy of being saved (Venice Charter, 1964).

Elaborating on how heritage affects and is affected are amongst the many questions that this thesis addresses. It will be of some use to identify what is meant by the term heritage. It is to this inquiry that this literature review will now turn to.

2.2.1 What is Heritage?

References made to the past and history are often associated with, and used to define heritage. These terms are closely associated, but are not the same. Graham, Ashworth and Tunbridge (2000) in their seminal work entitled *A Geography of Heritage*, from the very start attempt to establish what heritage is. Their comments allude to what many others have also concluded: heritage is a term that, although widely expressed, is extremely difficult to be specific about. However, they suggest that heritage can “include almost any sort of intergenerational exchange or relationship, welcome or not, between societies as well as individuals” (p.1). They elaborate by explaining that “heritage is that part of the past which we select in the present for contemporary purposes, be they economic, cultural, political or social” (p.17).

Attempts made by others to define heritage also suggest that heritage is often used to describe activities concerned with the contemporary uses of the past. For example recognizing, conserving, or restoring artefacts from the past are activities that lead to the creation of heritage (Ashworth, 1991). Ashworth and Howard (1999) have suggested that heritage is obtained and recognized through a *process*. They state that “heritage is all around, and can come into the process given the right circumstances.” In fact, “recognition is essential – things are not heritage until recognized as such” (p.21).

But why should there be concern for heritage? At the most fundamental level heritage is cared for and maintained for a legatee, or those who stand to inherit it (Ashworth and Tunbridge, 1990). Millar, Leask and Yeoman (1999) explain that “Heritage is part of the fabric of people’s lives consciously or unconsciously accommodating aspirations and providing symbols of continuity, icons of identity and places for pleasure, enjoyments and enlightenment” (p.2). Lowenthal (1985) has derived a more comprehensive list of why societies value heritage, and refers to the following traits as psychologically important to all humans. Traits such as familiarity, reaffirmation and validation, all of which use the past to validate attitudes and actions of the present, are commonly noted. Lowenthal proposes that we use other characteristics of heritage such as identity, guidance, enrichment, escape, continuity, termination, sequence and antiquity to guide ourselves and others in everyday life.

Heritage is closely associated with the past, and is understood to take two forms, tangible and the intangible (Lowenthal and Binney, 1981). Intangible heritage is identified as the past remembered and may include mythologies, folklores and artefacts of creative imaginations, which can be considered part of tradition (Ashworth and Larkham, 1994). On the other hand tangible heritage is any physical surviving artefact. This can be in the form of built environments or landscapes (Ashworth, 1991).

In terms of identifiable aspects of heritage, Graham et al. (2000) refer to five characteristics most likely to be associated with heritage:

- heritage places – objects, buildings, sites, towns, districts, regions
- memories – collective and individual
- cultural and artistic production, which may include intangibles
- heritage landscapes (including cemeteries) and heritage flora and fauna
- the heritage industry – the selling of heritage goods and services

It should be noted that while the term heritage contains both tangible and intangible components, in the discourse of this thesis it will refer primarily to the tangible: physical structures, landscapes and built environments of significance.

2.2.2 The past, history, and heritage

The past, history, and heritage are unique terms. In trying to comprehend the three terms one has to be cognizant of the fact that their meanings change based on the context in which they are used. Tunbridge and Ashworth (2000) have emphasized that events from the past and the recording of such events, known to us as history are separate components. They suggest that these components are open to differing interpretations. According to them heritage is derived from the surviving past and history. To be clear, the past generally refers to everything that has happened. The recording of the past is history, which is interpreted and based on values. And finally, heritage is formed and influenced by both the past and history (Ashworth, 1994).

By distinguishing the differences between the past, history and heritage it should be clear that heritage takes shape through interpretations and values. Heritage is also value based

because for anything to be recognized as heritage implies that it must bear some value of significance to those labeling it heritage (Tunbridge, 1984).

2.2.3 Social benefits of heritage

Over the years the retaining of built heritage has provided many social benefits to communities. Heritage has contributed to creating a sense of place and establishing place identities. Establishing identity and forming a sense of place are important because without them communities can become alienated and dysfunctional (Pearson and Sullivan, 1999). According to Kevin Robins (1991), “Tradition and heritage are factors that enhance the quality of life of particular places and make them attractive locations for investment” (p.38). More recently heritage attributes have also been used in revitalization and regeneration schemes of urban areas, and the following text expands on some of the social benefits emerging from heritage.

Tangible forms of heritage hold intrinsic values that may be observed on numerous dimensions. Ashworth (1994), in building a conceptual understanding of why we value tangible heritage, has suggested that heritage serves to fill the voids of socio-cultural functions, and thus in contemporary societies serves the role of establishing place-identities. According to Hareven and Langenbach (1981), surviving built heritage has taken on increasing value as it acts like a bridge between the past and the present, and provides elements of collective memory and connection to urban settings.

It has been observed that accelerated demands for urban redevelopment have significantly contributed to the erosion of local culture (Ashworth and Tunbridge, 1990; Mehra, 1991; Koolhaas and Mau, 1995; and Yuen, 2006). Often significantly impacted are the place-settings of neighbourhoods, and in some instances entire cities can be plagued with “placelessness” (Ley, 1987). Retaining built heritage can avoid the social detriment caused by placelessness and lead to the creation of desirable places (Ley and Olds, 1988). Forrest and Kearns (2001) have noted that heritage conservation projects can lead to the creation of a strong sense of belonging. This is particularly pertinent in sustaining neighbourhood environments. The idiom of belongingness has evolved in parallel with the concept of sense of place. Yuen (2006), building on Norberg-Schulz

(1980) and Cosgrove's (2000) work, explains that sense of place is the "connectedness that people feel for a particular locale that is derived from the intrinsic character of that place, that is, its physical or cultural qualities" (p.834).

Fusco Girard (2003) has interwoven the concepts of belongingness and sense of place into another emerging idea: collective place identity. Girard's (2003) thoughts are based on the practice of collaborative planning, which is inclusive in nature and allows for several stakeholders with varied agendas to work constructively in achieving mutually beneficial goals and objectives (Healey, 1997 and Fainstein, 2000). Besides collective place identity, the existence of heritage in a community also creates place attachments and sense of place (Pearson and Sullivan, 1999). Manzo and Perkins (2006) have suggested that because so much of what we experience is embedded in the physical context, understanding our relationship with place is vital and should be studied through evaluating perceptions that people hold for places.

Social capital and social dynamics within communities are also considered to be vital components of creating a sense of place. The concept of social capital has been delineated by Kretzmann and McKnight (1993) and Putnam (1994), and has evolved largely through the works of community psychologists and sociologists (Flora and Flora, 1996; and Perkins and Long, 2002). Social capital has been the subject of recent academic literature, especially in planning (Lin, 2000; and Manzo and Perkins, 2006). Social capital hypothesizes that with the existence of many factors in society, including heritage, societal cultural assets grow. Cultural assets generate with their presence social ties, networking, place attachments and eventually participatory approaches in community planning. Theoretical literature indicates that positive relationships exist between place attachment and citizen participation, considered to be a form of social capital (Cuba and Hummon, 1993; Putnam, 1994; Perkins, Brown, and Taylor, 1996; and Pretty, Chipuer and Bramston, 2003). More importantly, according to Morris (1996) and Forrest and Kearns (2001) a community's heritage aids in the fostering of social capital

Bourdieu (1990) has been instrumental in developing the concept of cultural capital. The concept suggests that just as individuals amass economic capital, they also strive to

obtain cultural capital. Cultural capital, however, is accumulated through possession of objects, properties, or works of art, books and experiences, and is ranked through tastes and (cultural) judgment. Also central to Bourdieu's idea of cultural capital is the belief that a large disparity exists in who holds cultural capital much like economic capital. The tie between Bourdieu's cultural capital and Kretzmann and McKnight's social capital is this: those who possess cultural capital tend to dominate the development of social capital. This theory will be put to test in Chapter 5 of the thesis.

Heritage has over the years also been attributed with enhancing the socio-economic conditions within urban areas. Conserved areas and heritage conservation planning have played a positive role in the renewal and revitalization of urban areas in many large and medium sized cities. According to Ashworth (1991):

The link between the heritage function and the economic revitalization of inner cities has assumed a particular and dominant importance in the Western city...to the extent that heritage planning has become an inseparable active ingredient of revitalization while revitalization has become the main motive for the conservation of structures and their presentation as heritage (p. 100).

Ley and Olds (1988) have established that the upgrading of residential areas often coincide with the presence of cultural institutions, environmental amenities and heritage architecture. Arguments have also been made that regeneration schemes that blend regional amenities and heritage attributes can enhance the appeal of urban areas by attracting visitors and residents through heritage marketing (Ashworth and Tunbridge, 1990)

So far this literature review has identified how built heritage can influence and positively affect social and socio-economic conditions within communities. The next sub section introduces some of the debates and dilemmas surrounding the use of built heritage.

2.2.4 Heritage Debates and Dilemmas

The use of heritage to revitalize areas is often achieved by identifying and protecting the character of urban areas. Heritage districts or precincts are often established and used as a means to conserve a community's built heritage and revitalize areas (Larkham, 1995). Development within heritage districts is often regulated and restricted to protect the

existing character. However, limited and regulated residential developments within heritage districts have led to unintended residential gentrification (Fitch, 1990). While heritage conservation is not the principal cause of gentrification, Ashworth and Tunbridge (1990) suggest that “it is commonly an accessory before, during or after the fact” (p.256).

Gentrification is a process that is understood to coincide with neighbourhood revitalization and social change (Palen, 1984). Gentrification is initiated by a surge of re-development and physical renovations in low cost and physically declining neighbourhoods. Over time the declining neighbourhood improves substantially. The transformation of the neighbourhood is generally attributed to the large investments made by new well-to-do residents (who are often professionals). While the area usually improves dramatically due to the newer affluent residents, socio-economic problems underlie and undermine the overall success of the process (Caulfield, 1994). Long time residents experience ever increasing real-estate prices along with dramatic increases in property taxes. The poor or those on fixed incomes are often forced to re-locate (Anderson, 1992). Mills (1993), Peel (1995), Miller (2001) and Whitzman and Slater (2006) have written thoroughly on gentrification and neighbourhood renewals, and have observed that it operates on the principle of “invented blight.” According to Whitzman and Slater (2006), effective gentrification requires a “lost golden age” followed by a community threat. For example, urban renewal schemes are often used as a means to perpetuate a re-discovery of a place. The re-discovery returns the lost age with the end result leading to gentrified landscapes.

Miller (2001) has suggested that a key distinction exists between gentrification and the urban renewal era of the mid 20th century. The latter led to the movement that popularized collaborative and public participatory strategies; the former applies those strategies to generate pockets of homogenous urban environments. Fogelson (2001) and Blomley (2004), in recounting the history of the urban renewal era in the United States, explain that blight was often invented to justify renewal and revitalization of neighbourhoods. The practice, according to them, was more common in the United States than is presently understood. It should also be noted that while blight and urban renewal

are associated with gentrification, the two terms are traditionally used in the American context.

Other debates surrounding heritage have been more technical in nature, for example distinguishing the differences between heritage conservation, preservation and restoration. In arguing for heritage, Ashworth (1998) indicates that through *conservation* and *preservation* of buildings and landscapes, a transfer of values can be achieved. These values can range in merit from architecture, aesthetics, the social environment and even morals. However, determining the distinction between conservation, preservation and restoration is not easy and requires a closer examination.

Hewison (1987) has largely understood preservation to be the act of maintaining. Maintenance could apply to an object, building or a landscape and implies returning it to a condition from the past which is established through historical context. On the other hand, restoration is different and requires “the recovery of the forms and details of a property as it appeared (or may have appeared) at a particular time by removing work of intervening periods and, where necessary, replacing or reproducing missing elements” (Fram, 2003, p.42).

The aim of preservation according to Hewison (1987) is to restore heritage in such a manner that it can be appraised to reveal its original meaning and worth. In achieving such an aim, the only re-furbishing or re-construction ever undertaken is that out of necessity. This necessity is then strictly driven by the means to ensure the stability of the object or structure, but the recovery of previous forms and details may or may not be carried out.

Ashworth (1994) has interpreted the term preservation to be technically different from conservation. He suggests that preservation is some how associated with luck or chance that a relic from the past survives. Conservation on the other hand is the evolution of preservation. He explains that conservation, especially of the built environment is based on objectives and obvious criteria that enable protective designation through legal instruments. Therefore, the survival of cultural assets is not left to chance rather they are expected to be guarded by an authority or agency. According to Larkham (1995),

conservation also encompasses the idea of planning for old buildings and sites so that they can be restored for modern use.

Alberts and Brinda (2005) have also defined the technical aspects of preservation. They have suggested preservation to be the means of protecting a building or site through limited intervention of repair and restoration. Fram (2003) has proposed that conservation involves the rehabilitation and adaptation of historic sites for modern purposes and this “upgrades a property to a useful state through repair...”(p.42).

Ashworth (1991) has noted that while in theory conservation and preservation may differ, in practice they continue to interact ambiguously. He has indicated that the term *heritage* has also been used synonymously with preservation and conservation. A similar understanding is proposed by Hunter (1981) who indicates, whether it is preservation or conservation, the heritage movement “depends on some kind of feeling that earlier epochs of our own or other cultures have something to offer to the present” (p. 26).

In reviewing the literature, it is understood that technical distinctions do exist between conservation, preservation and restoration. Although restoration seems different, many leading authors do not attempt to differentiate between the first two terms (conservation and preservation). In Lowenthal and Binney’s (1981) text *Our Past Before Us – Why do we save it?*, preservation and conservation are used synonymously by different notable authors on a continuous basis. In the context of the arguments presented in this thesis and in an attempt to reduce confusion, this author will also use the term conservation interchangeably with preservation.

Authenticity is yet another concept that is extensively debated in literature pertaining to heritage. Authenticity issues largely deal with evaluating the loss of original context while attempting to preserve heritage (Lowenthal, 1985). Herbert (1995) cites distortion, omission and re-creation of heritage as the three central issues that plague heritage authenticity. Matters of authenticity are also usually reflective of the present time and state of heritage. For example, Howard (1991) suggests that what is preferred and accepted as authentic changes dramatically over the passage of time.

Literature reviewed on heritage authenticity reflected that many authenticity issues are directly linked to visitation, visitor expectations, and visitor experiences. Herbert (1995) has indicated that issues of authenticity arise from tensions over commitments to preserve and pressures to make heritage settings accessible. Hewison (1989) and Johnson and Thomas (1995) have suggested that possible losses of authenticity result from attempts to meet the requirements of the market-place, and according to Lowenthal (1985) the history of sites is often distorted in the process of attracting visitors.

Hewison (1989) has indicated that authenticity of heritage becomes an issue when heritage sites are re-configured and re-created to provide pleasurable experiences to visitors. For example, present day interpretations of the past are sanitized and many omissions are made in order to be consistent with the norms of contemporary society (Ashworth and Howard, 1999).

Gable and Handler (1996) from their study of Colonial Williamsburg, Virginia have demonstrated the elusiveness of authenticity at heritage sites and reflected on authentic experiences. Many buildings in Colonial Williamsburg are not “heritage buildings,” but re-constructions. However, because of the level of detail in their re-creation, it is argued that Colonial Williamsburg provides an authentic experience. Hall (1999) building on Gable and Handler’s (1996) work, suggests that a heritage site “may be ‘authentic’ in the literal sense, it may be ‘historically authentic,’ or even an ‘authentic reproduction,’ and still be labeled as inauthentic from the perspective of cultural analysis” (p. 433)

Finally, Tunbridge (1984) and Ashworth (1994) have both indicated that heritage cannot logically exist without a consumer, and that issues of authenticity arise from the different versions of “authentic” held by the consumer. Furthermore, “if heritage is consumer-defined,” then according to Ashworth, “so also is its authenticity: the consumer authenticates the resource” (Ashworth, 1994, p. 18).

2.3 Heritage and the economy

This section of the literature review expands on the theme of heritage as an economic resource and examines the commercialization of heritage. According to Graham,

Ashworth and Tunbridge (2000), contemporary society does not just inherit heritage rather it creates heritage. They propose that the responsibility for generating and managing heritage is accomplished with contemporary purposes in mind, and that heritage can exist as an economic commodity that overlaps, conflicts, and even denies the role of culture.

2.3.1 Commercialization of Heritage

Sack (1992) had noted that heritage settings and sites are often intentionally arranged and managed to become places of consumption. Heritage features are often deliberately used to shape perceptions and promote locations in order to attract investment and enterprise (Ashworth and Howard, 1999). The commercialization of heritage is one way in which heritage enters the economic realm. Commercialization is achieved through the commodification of past structures, sites, areas and associations, and provides economic returns which are measured in jobs, incomes and profits (Graham et al., 2000). The term commodification is understood to have originated from Marx's (1867) terminology, *commodity fetishism*. Harvey (1990) and Ashworth (1991) have explained that commodification is the transformation process of a resource, which was previously not traded, into a value laden tradable commodity.

Commodification as a concept has evolved from postmodernist philosophy. The philosophy of postmodernism has altered the manner in which many things are thought of and understood. Great thinkers such as Foucault (1984) and Eagleton (1986) have commented on postmodernism, and have suggested that besides being a reaction to modernism, postmodernism can provide a useful analysis of the relationships between spaces, built environments, cultural practices and consumption.

Harvey (1990) is able to provide a distinction between modernity and post modernity by explaining that “modernism emerged before the First World War [and] was more of a reaction to the new conditions of production (the machine, the factory, urbanization), circulation (the new systems of transport and communications), and consumption (the rise of mass markets, advertising, mass fashion) than it was a pioneer in the production of such changes...” (p. 23). On the other hand, postmodernist “concerns [are] for the

signifier rather than the signified, the medium (money) rather than the message (social labour), the emphasis on fiction rather function, on signs rather than things, on aesthetics rather than ethics, [and this all] suggest a reinforcement rather than a transformation of the role of money...”(1990, p.102). Holt’s (2002) interpretation of postmodernism suggests that the core idea is reactive, rebellious and rests on the interpretation of our experiences. According to him this is accomplished through a conceptual set of glasses that we all wear. A pair of glasses that allows us to take into account “...our present goals in this particular situation, our past experiences, our values and attitudes, our body of knowledge, the nature of language, present trends in contemporary culture, and so forth.” Holt’s suggestion that “It is never possible to take the glasses off altogether and view the world as it ‘really is,’ with pure objectivity” (p.264) is a sobering thought. Dear (2000) and Allmendinger (2001) have suggested that postmodernism represents a cultural shift where consumption is inherently different. Things and objects as abstract as space, time and culture that were previously not thought of as commodities are now consumable.

A large part of this thesis revolves around the postmodernist understanding that not only can heritage be created, but that heritage landscapes in contemporary society are increasingly being created for commercial ventures. Postmodernist theory suggests that consumption of heritage generalizes the past, and substitutes counterfeit images of the past onto present environments. In such environments symbols and times as they interact with places are manipulated. For example, heritage may form a backdrop to a location, which in itself is not consumable. However entrepreneurs use the heritage attributes to sell things. In an old paper mill a restaurant may open. People come because they like the “heritage ambiance” of the place but they consume the food and not the place, and this explains how heritage can lend itself to be a commodity.

According to Ashworth (1994), heritage can be transformed into an industry which is controlled and organized to produce a marketable product. Ashworth has outlined three components that make up the heritage commodification process and they include:

- Heritage resources. These are the initial input or raw materials which may take the form of historical events, memories, mythologies, historic relics, and sites.

- Assembly or interpretation. The interpretation process involves the selection of the heritage resource and the targeting of the market segment. “Interpretation involves a conscious series of choices about which history-derived products are to be produced, and conversely which are not, and this - as in all successful manufacturing - is a function of demand rather than supply” (Ashworth, 1994, p.17).
- The heritage product. This represents the end product, which is created to meet the demands of the specific consumer. The end product is sold by the heritage industry and is not considered comparable to the initial conserved heritage resource.

It should also be noted that the assembly or interpretation process may diminish the heritage resource and leads to what Lowenthal (1997) has suggested the “objectification” of heritage. Heritage objectification is based largely on selling a feel or aesthetic of old and requires the “assembly” of the end product. This is represented in the arrows in figure 2.1.

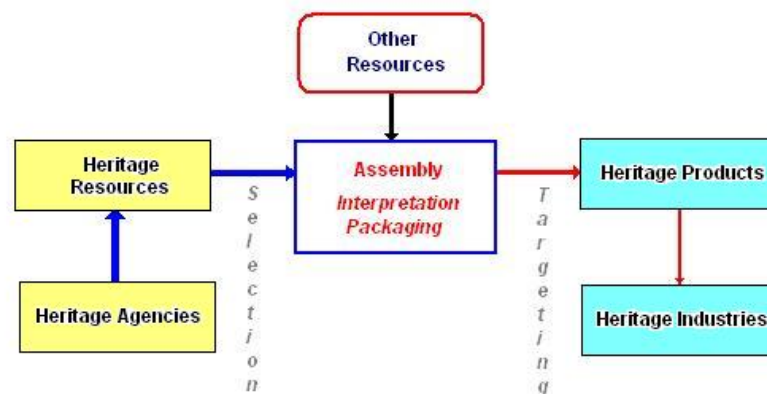


Figure 2.1: Components of the heritage industry. Source: *Building a new heritage and A Geography of heritage*. Adopted from Ashworth (1994) and Graham, Ashworth and Tunbridge (2000).

Graham et al. (2000) have suggested that the commodification of heritage can lead to both “high” and “low” constructions of heritage. High heritage involves the consumption of cultural sites and landscapes, art exhibits and museum trips, and generally provides some contextual education to the consumer. On the other hand, low heritage is associated with heritage theme parks and simply serves to entertain. Graham et al. (2000) also remark that there are at least three groups that keep both high and low heritage industries in operation. They all play vital roles and are required if a heritage industry is to operate successfully. The three main actors include: the resource caretakers, the product assemblers, and the customers who consume the experiences.

In many instances the commercialization or the commodification of heritage is carried out to create products and experiences for visitors, who engage in heritage tourism. Heritage tourism represents yet another way in which heritage interacts with the market economy and the following text examines the link between heritage and tourism.

2.3.2 Heritage Tourism

Heritage tourism is shaped around “the inherited built environment of historical architecture and urban morphology, associations with historical events and personalities, and the accumulations of cultural artefacts...” (Ashworth and Tunbridge, 1990, p.59)

Heritage tourism covers a wide range of activities that make use of heritage in various ways. Heritage tourism can take the form of art-culture tourism, which may be related to performances or collections; urban historic sightseeing and historic site visits; and at the most generalized level “place specific tourism,” where the appeal to visit is provided through heritage contributing to the distinct identity of the destination (Ashworth and Howard, 1999). Regardless of the category, heritage tourism heavily influences the form and function of a place (Ashworth, 1991).

It has been suggested by Nuryanti (1996) that on a theoretical level the study of heritage tourism is paradoxical. Heritage as a generic term is usually associated with inheritance where as tourism; a relatively modern concept is related to the re-interpretation of what has been left behind. Furthermore, the concept of heritage is focused on conservation and preservation of assets and the “power of tradition, which implies stability or continuity” (Nuryanti, 1996, p.249). Tourism, on the other hand attracts a constant flow of people from different cultures with a host of varying attitudes as they relate to heritage.

Hilary du Cros (2001) has also noted the contradiction in the management priority of heritage tourism (see figure 2.2). She indicates that heritage is based on conservation, and quite the contrary is true of tourism, which tends to commodify sites by turning them into marketable objects. The direct contradiction between preservation and maximizing profits is attributed to tourism. In fact du Cros (2001) suggests that conservation and commodification are on the opposite ends of a management priority spectrum. Obtaining

the right balance between conservation and commodification may be difficult and can place heritage and tourism managers in precarious positions.



Figure 2.2: Continuum for management priorities in planning a cultural heritage attraction. Source: *A new model to assist in planning for sustainable cultural heritage tourism*, H. du Cros (2001).

Moving away from theoretical considerations of heritage, Ashworth and Tunbridge (1990) have noted that both direct and indirect economic arguments are made to justify heritage conservation. Direct economic arguments stress that demolition and reconstruction of buildings costs more than preservation, restoration, and maintenance. On the other hand, indirect arguments are based on the premise that investment in conservation and heritage resources can provide returns to the larger urban economy through tourism. Over the years heritage tourism as an industry has been recognized in providing substantial returns to many local economies and the private sector has become increasingly aware of this (Graham et al, 2000). Lowenthal and Binney (1985) have noted that while the profits serve the incentive for private sector involvement, the public sector also stands to gain much from heritage tourism. Through tourism the public sector is often able to recover the public costs associated with restoration and renovations, and fund additional conservation programs. Heritage tourism also provides the public sector the chance to build additional revenue streams through taxes and visitation fees. Harvey (1989) has suggested that because of the substantial benefits flowing from heritage tourism, many heritage tourism industries are based on public-private partnerships.

Hewison (1987) has asserted that heritage tourism in many western economies has not grown by chance, but has developed out of necessity. According to Hewison, tourism allows for economic diversification which is beneficial for several reasons. One, it aids in the diversification of the economic base, especially as tourism services can replace manufacturing industries with relative ease. Second, the creation of tourism related jobs allows for other industries to flourish. This is especially the case in western societies as

manufacturing jobs continue to dwindle largely due to competitive disadvantages in labour markets.

However, opportunities from commodifying heritage have been presented with not only economic and social benefits, but also costs which have been extensively researched by many (Lowenthal, 1981; Ashworth and Tunbridge, 1990; Ashworth, 1991; Graham et al. 2000; and Mitchell 2001). Hampton (2005) has researched heritage development schemes from the local community's perspective and has suggested that many intangible costs go unnoticed. Hampton has noted issues of control, power struggles, displacement of the vulnerable, and the failure of participatory approaches as all prevalent in the development of heritage tourism sites. Zukin (1990), Tunbridge and Ashworth (2000), Cheong and Miller (2000) and Mordue (2005) have also elaborated on issues of heritage tourism and how power and control are seized and manipulated. The ideas expressed by the above authors deal with power relations and the control of resources through which a dual city emerges. In the dual city, the upper and "middle-classes are elevated into the socio-spatial core, while lower social strata are exiled to the socio-spatial periphery because they have neither the cultural nor economic capital to be significant consumers of culture." (Mordue, 2005, p.181)

Ashworth and Tunbridge (1990) have outlined four general conflicts that plague heritage tourism sites:

- 1) The coexistence of tourism and historic monuments can generate management conflicts as suggested in figure 2.2. Visitation may become detrimental and could lead to physical damage, whether intentional or not. A common example cited here is the unintended harm caused from the breathing of visitors to the cave paintings of Lascaux in France.
- 2) Heritage tourism can intensify the demand on land use. Accommodating visitors requires the construction of hotels, restaurants and roads. A heritage site may date from the medieval period, but few visiting it would tolerate eating, sleeping or traveling in medieval conditions.
- 3) Discrepancy in the distribution of cost and benefits. Discrepancies result from the fact that many heritage areas are enjoyed free of charge. Visitors tend to only pay for secondary or support services that are provided by the commercial tourism industry and not for the primary historic attraction. The economic benefits from the sale of heritage products are derived from a resource that is neither created nor managed for by those reaping the economic benefits.

- 4) Land use conflicts in and around heritage tourism sites become pronounced because tourists and the tourism industry tend to make selective and intensive use of only certain portions of the heritage area.

The above point is better explained by Coccossis (1996) who states that:

...accommodating the flow of visitors becomes a serious problem for those urban areas which may be small in size and may have a particularly strong historic character. It is not only monuments which face threats through tourism, but also infrastructure, facilities – such as museums – and services – such as public transport, which becomes congested and overutilized.” (1996, p.16)

Related to the above point is Tim Edensor’s (1998) comment on tourist enclaves as being regulated to be a “total institution” which eventually “materialize an ideology of consumption and regulate the performances of tourists” (Edensor, 1998, p.52). Moreover, Lefebvre maintains that tourist sites “are planned with the greatest care: centralized, organized, hierarchized, symbolized and programmed to the nth degree” (Lefebvre, 1991, p. 384) to rigidly dominate space. Heritage sites that attract tourism can also generate externalities. Economic theory states that externalities exist “whenever the welfare of some agent, either a firm or household, depends on not only his or her activities, but also on activities under the control of some other agent” (Tietenberg, 2001, p.64). This concept considers the costs others (second or third parties) incur resulting directly from one’s actions. A simple analysis of whether locals are sharing roads and parking with tourists and non-taxpayers can reveal externalities.

The concern of both urban and tourism planners coincide greatly when dealing with host communities. From a planning perspective understanding local attitudes is essential. The importance is only magnified if the community is designated or is being planned around visions of tourism. Comprehending local perceptions can reveal externalities and help resolve land use conflicts. In fact it has been suggested that a comprehensive understanding of tourism should take into account the host community’s quality of life (Fick and Ritchie, 1991; Le Blanc, 1992, Perdue et al., 1999, cited in Carmichael, 2006). While this is a point that researchers, academics and professionals can all truly understand the importance of, Carmichael (2006) has suggested that researchers have yet to carry out sound studies linking resident attitudes to tourism experiences.

Much of the success attributed to heritage tourism results from our desire to experience heritage. Hunter (1981) suggested that by the nineteenth century and through much of the twentieth century, interest in preserved heritage gained precipitous momentum partly because of the role established by mass media. More recently Hannabuss (1999) suggested that consumerism and the role established by the media explains our experiences of postmodern heritage. It is through the aid of the media that society's heritage experiences have carried themselves over into our lifestyles – as now both locals and foreigners have become the targeted consumers of heritage through heritage tourism (Hannabuss, 1999).

The creation of heritage, under which heritage tourism is subsumed, has allowed an increase in economic activity. Hall (2000) has observed that developments that incorporate culture and heritage have over the years become increasingly popular. Many of these projects are re-developments that seek to transform vacant or soon to be vacant factories, warehouses or other past industrial remnants that once created economic wealth. This “recycling” of former wealth generators into contemporary wealth generators has become more than a just fad; in most cases it is met with success. This manner of recycled heritage has proven to be practical because of its ability to attract investors, entrepreneurs and consumers and their transient capital to locations where heritage resources have laid dormant (Hall, 2000).

The economics of heritage/cultural development are sound. Contemporary creation of heritage in most cases is sustainable (Evans, 2003). First, it offers host communities (economic) benefits, as they attract jobs and capital. Secondly, from a macro perspective, heritage developments and the creation of historicity (or historic appeal) are driven by demand-oriented markets (Ashworth and Tunbridge, 1990). Those investing in the creation and commercialization of heritage only supply what the market can sustain (Shiple, Parsons and Utz, 2006).

Creating historic appeal through heritage is also used in marketing or branding. Branding allows for products and in the case of heritage, places to be used as a consumable commodity. This resonates with Lefebvre's (1996) comments on cities no longer being

historically constructed for purposes of living, but for consumption by the tourist and locals alike. Strange (1997) and more recently Evans (2003) have also suggested that cities are increasingly using the success of heritage cultural developments to market themselves towards attracting outside investments. This explains how heritage can aid in “city branding.”

In an attempt to understand who creates and influences heritage, Ashworth and Howard (1999) have derived a short list that includes but is not limited to:

- property owners
- insiders (local residents of a community)
- governments
- visitors and tourists, and
- academe

The above stakeholders of heritage are often associated with commercial heritage. Commercial heritage is based on providing experiences and products from the past, which are sold and consumed as part of modern entertainment. The consumption conveys feelings that the past has somehow survived into the present (Graham et al., 2000). Figure 2.3 aids in such an understanding and reveals the roles played by each stakeholder. Government agencies are primarily involved in forming the regulations that dictate the production and consumption of heritage. Academia provides commentary, feedback and criticisms on the regulations and the production and consumption aspects of heritage. Finally, the property owners and insiders aid in the production, while the consumption is carried out by the visitors and tourist as they explore cultural identity.

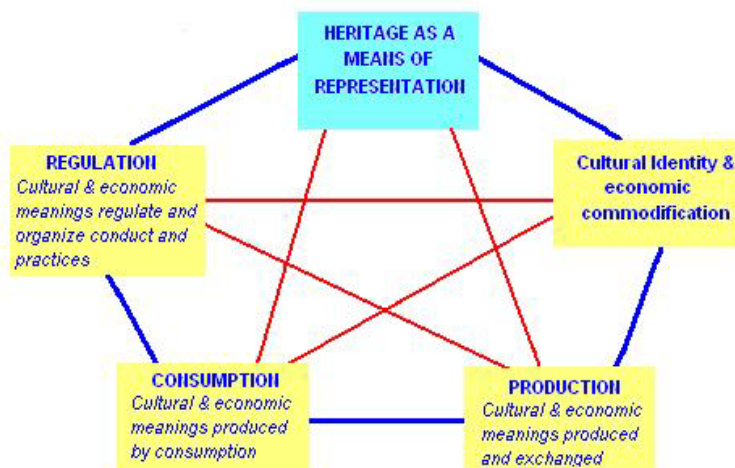


Figure 2.3: A circuit of heritage. Source: *A Geography of heritage*, Graham, Ashworth and Tunbridge (2000).

The above points serve a crucial transition because they link commercial interests in heritage and provide economic justifications for heritage preservation. This literature review will now explore yet another concept that was partially derived from postmodernism. Postmodern theorists have suggested that creative destruction is a condition that often appears in heritage settings when heritage is heavily commodified (Harvey, 1989 and 1990). Creative destruction is linked and especially relevant to contemporary postmodernism, but its empirical observations and origins are surprisingly based in economic theory. The concept of creative destruction was derived by Joseph Schumpeter in 1942, and since then its interpretation in the social sciences has been altered considerably.

According to Schumpeter, creative destruction explained, on a theoretical level, the workings of capitalism. More specifically creative destruction explained the growth and recessionary mechanisms experienced in capitalist markets. According to Schumpeter's theory of creative destruction, capitalism will always stay in motion. It can never be stagnant and it is either spurring growth or responsible for the declines evident during economic recessions. Schumpeter said that growth (or decline) and economic changes are all parts of a process that are initiated by market competition. He suggested that capitalism was in constant "*mutation*," where it "incessantly revolutionize[d] the economic structure *from within*, incessantly destroying the old one, incessantly creating a new one." (1942, p.82)

Schumpeter's explanation of the constant mutation was according to him a positive characteristic of capitalism. He insisted that the mutation was responsible for spawning the innovation in both periods of boom and decline, and was thus responsible for the eventual growth that preceded and followed any period. A classic example of creative destruction is seen in the way we listen to music, from our use of vinyl records to 8-tracks, cassettes, compact discs, to present day digital mp3s. Such advances are understood to be made by competition based on evolution and innovation. And while not totally translating into competitive prices, they have indeed enhanced the quality and experience. This to Schumpeter was acceptable enough, because not all growth had a pre-defined criterion. Instead, as long as there was change the process was in effect.

Creative destruction, on the other hand, has also been associated with a more pejorative stance. Quick to have re-interpreted the process of creative destruction were the socialist-postmodernist. Their interpretation has largely dominated academia especially in studies rooted in the field of social sciences. For example, creative destruction of landscapes as the postmodernist have interpreted, results from the exploitive nature of capitalism generating profits by being “innovative” in selling culture and heritage. The process of creative destruction revolves around the notion that urban areas undergo severe transformations where ageing built heritage is reconstructed and re-packaged into “urban spectacles” or heritage/culture-oriented consumption complexes (Harvey, 1985, 1985b, 1987; Zukin, 1990; Hollinshead, 1997; and Mitchell, Atkinson and Clark, 2001).

Investments from entrepreneurs usually target under performing structures (Mitchell et al. 2001). Investors target such sites to provide the ambiance and creatively exploit the local heritage of the site. However, the transformations are often unsympathetic and leave little on the site unchanged (Lowenthal, 1985). Two outcomes usually result from the investment and transformation. One, investments in the heritage/cultural structures allows places to be suitable for the sale of handcrafted products, (local) cuisines, and local customs or traditions (Mitchell, 1998). Second, the transformation leads to increased visitations. Increased traffic and other related side effects of visitation are then perceived by the local population as either a threat or an invasion to a certain way of life (Lowenthal, 1996 and Curphey, 1998).

Ultimately what results from the creative investment or the commodification of the local heritage is the destruction of the local character (Short, 1991; Gill and Reed, 1997; and Mitchell, 1998) This occurs because the process of creative destruction is solely driven by the desire to turn profits and it discounts all other aspects of social integrity and/or the local character of the host community.

Mitchell and colleagues (2001) have been instrumental in measuring the experiences of the local host communities. However, Mitchell (1998) and Mitchell and Coghill’s (2000) understanding of the creative destruction process is largely based on Harvey’s (1987) theory of accumulation. David Harvey’s theory of accumulation (1985b, 1987 and 1988)

builds on certain aspects of Schumpeter's initial work on creative destruction. However the two authors depart significantly in the manner in which each explains the motions of capitalism. While Schumpeter understood innovation to be the driving force behind capitalism, Harvey reckons that capitalism is driven by the theory of accumulation, where pursuits by ambitious entrepreneurs produce excess profits. These profits are then accumulated and re-invested for further profits. The act of generating profits and its subsequent accumulation is then responsible for the production cycle.

The production cycle is where capital investments generate profits from "commodities." Abstract notions such as heritage can become commodities and the profits generated from the selling of these commodities can, and often are re-invested to create further commodities. And this is how the motions of the accumulation machine operate. With enough revolutions the machine allows for commodification numerous times over, and the process is not confined to any specific location, since capital is inherently mobile. In fact Harvey (1990) is adamant that his view of postmodernist capitalism is the correct view as he states:

Capitalism is necessarily technologically dynamic, not because of the mythologized capacities of the innovative entrepreneur (as Schumpeter was later to argue) but because of the coercive laws of competition and the conditions of class struggle endemic to capitalism. The effect of continuous innovation, however, is to devalue, if not destroy, past investments and labour skills. Creative destruction is embedded within the circulation of capital itself. Innovation exacerbates instability, insecurity, and in the end, becomes the prime force pushing capitalism into periodic paroxysms of crisis." (p.105-6)

Harvey (1985) also conceptually develops a framework on which more recent creative destruction literature is based (Wheelan 2002). He puts forward the notion of rationale landscapes, or places where the cycle of accumulation is constantly at work. For Harvey these places themselves and the products that they create are ultimately destroyed through new advances, and therefore destruction leads to creation which begets destruction. It is precisely the aforementioned attitude that has been applied by commentators on heritage as they have observed and written of its commodification. The theory of capital

accumulation, entrepreneurialism and commodification are all foundations upon which the concept of postmodern creative destruction is developed.

According to Mitchell (1998, 2000, 2001) the concept of postmodernist creative destruction has seen an exceptional fit in describing the process with which heritage settings are commodified. Commodified heritage shopping villages serve as efficient and pleasant settings for its end consumers (Harvey, 1990; and Mitchell, 1998). Mitchell's work on the creative destruction of communities suggests that the process is in fact how many heritage settings are increasingly victimizing the village-like feel of communities. This has led her to devise a model with at least four, and often five distinct stages of creative destruction. They are usually accompanied by the following symptoms:

Stage 1 - Early commodification: investments are made to increase visitation. Host community attitudes towards the investments are favourable, and the local character remains largely intact.

Stage 2 - Advanced commodification: a substantial increase in investment leads to newer businesses. Existing businesses shift their focus to meet the demands of both the local and the visiting populations. Partial destruction of the character is evident.

Stage 3 - Early or pre-destruction: this stage is sometimes not apparent. The business core becomes "saturated" and developments no longer are "small and neat." At this stage residents are aware of the negative consequences of development, and issues of safety, disrespect and private property are elevated. The small town ambiance is often lost, which leads to irritated residents as their sense of community and quality of life are impacted. However, periods of agitation are brief, and the ambiance is returned once the periodic visitation stops; for example weekday evenings are relatively calm compared to weekends.

Stage 4 - Advanced destruction: Acceleration in commodification is very apparent, and most businesses shift focus to meet the demands of the visiting populations.

Stage 5 - Post-destruction has many attributes, but irritated residents usually move beyond voicing their concerns to local authorities. Many re-locate. And hostility between the host community and the visiting population becomes apparent. (Mitchell, 1998; Mitchell and Coghill, 2000; Mitchell, Atkinson and Clark, 2001)

In addition to the above stages, Mitchell (1998) has also identified three characteristics that are prevalent in communities that are in the process of being creatively destroyed.

They include the areas being accessible and marketed towards a specific demographic group, which is largely affluent and up-scale. Second, the development within the community depends on the presence of an 'amenity environment' as identified by Coppack (1988). And finally, the last requirement is that of entrepreneurs willing to invest in the community.

2.4 Heritage and governance

From the various topics covered in this literature review, it should be clear that not only does heritage have many uses, but that heritage resources and sites can simultaneously serve many users at different times. But how does heritage come into being? Who decides what is heritage? Who protects and resolves conflicts that arise from the different uses of heritage? In order to understand how decisions about heritage are made we need to comprehend governance structures and culture within which debates and decisions take place. At its core governance is about how governments and other societal organizations interact, relate and make decisions. Governance can be defined as "the process whereby, within accepted traditions and institutional frameworks, interests are articulated by different sectors of society, decisions are taken, and decision makers are held to account" (Plumptre and Graham, 2000, p.3). Graham, Amos and Plumptre (2003) suggest that "governance is [also] about the way in which power is exercised: who has influence, who decides, and how decision makers are held accountable" (p.1).

Governance as a concept, therefore, should be understood as a set of interrelated activities through which societies, communities or organizations articulate their interest and arrive at decisions.

Recent theoretical discussions in planning theory have focused on governance and politics. Research in urban planning is replete with case studies that emphasize on both the ambiguous and conscious interaction of planning with politics and governance (Campbell and Fainstein, 2003). Howell Baum (1994) in his case study on community and consensus emphasizes that active "behind the scene politics" are often used to persuade parties when consensus is desired. Brindley, Rydin and Stoker (1996) through their case study of Coin Street in London, England have suggested that planning decisions involve various interest groups, each having different degrees of powers and

influence over the politics, decision-making, and the final outcome. Finally, Bent Flyvbjerg's book on Denmark's Aalborg Project has demonstrated that planning can collide with political power, and lead to "failed policies, confused administration, and unbalanced planning" (p.319, 1998). Other leading planning and urban theorist such as David Ley (1987), John Friedman (1987 and 1993) and David Harvey (1988 and 1989) have also noted that governance and politics advance, impede and impinge on planning matters, and thus are recognized as part of planning.

2.4.1 Heritage Planning

The evolution of land use planning over the years has led planners to specialize and focus on niche areas (Fainstein and Campbell, 2000). Heritage planning grew out of this specialization and is presently used as a mechanism to ensure the management of both tangible and intangible heritage. According to Ashworth (1991), the success of heritage conservation planning is based on the following:

- i) Society's increasing maturity and awareness of built resources from the past. This is usually paired with their recognition to protect built heritage for future generations, primarily through legislative means
- ii) The recognition that heritage resources can be accommodated within the contemporary built environment while supporting tourism. This can in turn enhance the quality of existing built environment; and
- iii) The realization that conserved areas can play a meaningful role in the renewal and revitalization of urban areas.

The management of most recognized heritage sites takes place within legal and administrative frameworks established by governments. In most countries, heritage frameworks are established through legislation, which acknowledges society's concerns and expresses the will of the people (Pearson and Sullivan, 1999). In North America the urban conservation movement is predominantly a twentieth-century phenomenon that has only exerted influence on land use planning in the last thirty five years (Ashworth and Tunbridge, 1990). The conservation movement led to an understanding that heritage sites and buildings could not be treated as isolated islands. Heritage sites affect future land uses, traffic circulation, and demographic/social composition of urban and rural areas. This realization, according to Ashworth and Tunbridge (1990), was the means by which conservation was introduced into the realm of urban planning.

In Canada, legislation and ultimate power relating to land use is set out provincially, but the responsibility of implementing the legislation is often left to regional or municipal governments. In Ontario, the Planning Act establishes the rules for land use planning in the province, and formally acknowledges that heritage protection and conservation is a key component of good land use planning (Ministry of Culture, 2005). The legal definition of heritage in Ontario, however, is derived from the province's Heritage Act. The Ontario Heritage Act is procedural in nature and decisions on heritage are made by municipal governments under both the Heritage and the Planning Acts.

Heritage planning involves a series of processes that recognize, designate, conserve, and interpret heritage. However, Ashworth and Howard (1999) have noted that failing to plan for heritage can lead to the loss of heritage. Much of built heritage planning is concerned with the retention of cultural heritage resources. In Ontario, three key goals have been established for heritage conservation planning. They involve the identification, protection and promotion of heritage resources (Ministry of Culture, 2005). In Ontario the protection of built heritage is achieved by implementing Parts IV and V of the Ontario Heritage Act. Part IV, section 29.1 of the Ontario Heritage Act allows for the designation of individual properties. Part V, section 41.1 enables municipalities to designate heritage districts, which may be composed of several properties within entire (city) blocks. Slater (1984) and Tyler (2001) have suggested that the use of heritage districts is a more effective means to conserve heritage because they allow for entire heritage landscapes to be conserved.

The Ontario Heritage Act enables local city councils to engage in heritage conservation by identifying and designating heritage sites and reviewing changes to those sites. The Ontario Heritage Act also enables municipalities to:

- undertake studies into areas for potential heritage designation
- list cultural heritage properties onto municipal registers
- prohibit demolition or removal of designated property
- delegate alteration approvals on designated properties; and
- enforce minimum standards for the maintenance of designated properties (Ministry of Culture, 2005).

Ashworth and Tunbridge (1990) have suggested heritage planning is best administered at the local level because it reinforces and builds upon a tradition of local autonomy. Heritage planning is also thought to be more effective when applied at the local level because heritage is found specifically through local resources (Ashworth and Larkham, 1994).

Literature on the subject of heritage planning is expansive and widespread. Therefore the aim in this section was to only provide a review of the most relevant material related to this case study. Two other key topics that also fall within this section include: i) theories on local politics, which include elitism and boosterism and ii) principles of good governance. These two topics will be examined next.

2.4.2 Theories on local politics

Elitism theory arises from the understanding that power rests in the acts of a select few privileged individuals (Mills, 1948). Elitist groups are aware of their power, and purposely exhibit exclusionary behaviour with little value for open dialogue and participatory approaches (Mills, 1956). While the works of Mills (1951 and 1956) and Weber (1958) are old, they continue to be relevant and in use, and suggest that elitism theory is based on the use of power for purposes of social control.

Dellheim (1982) has shown elements of elitism in the heritage and conservation movement through historical studies. He has suggested that heritage can exhibit restrictive attributes, which do not allow all social classes to interpret and value heritage in the same manner. Hewison (1987) and Ghani (1993) have expressed strong concerns over how the popularized heritage movement has been used by the predominantly wealthy and elite to gain dominance over the poor. Their thoughts are based on the inequalities surrounding class, race and gender issues of society and suggest that only a small group within society participates in matters relating to heritage. Philo and Kearns (1993) have also reflected on the presence of elitism in heritage, and write that “urban culture is thus the active project of the urban bourgeoisie, and the city is [and will continue to be] an important instrument in their social dominance.” (1993, p.13)

Theories on elitism closely parallel that of boosterism. Boosterism or boosterist activities are inherently linked to real estate developments, and can be defined as the “exaggerated proclamation of worth of a particular place over all other places” (Knight, 1974, p.10). It involves the active participation of the political and business community in the management, and often exploitation of an area’s geographic/historic characteristics. This capitalization occurs in the hopes of attracting further activities associated with economic development (Knight, 1998).

Boosterist strategies are often utilized to construct and market new images of places – to replace ambiguous or entirely negative images that may have existed. New images are created to attract potential new residents, investors and encourage tourism trade (Moline, 1971 and Squire, 1988). Simply put, boosterism can be an approach that allows for the selling of place. Philo and Kearns (1993) have noted that boosterism involves “often a conscious and deliberate manipulation of *culture* in an effort to enhance the appeal and interest of places, especially to the relatively well-off and well-educated...”(p.3).

Development schemes that have incorporated boosterism have been researched by postmodern entrepreneurial theorists. Their theories suggest that boosterism also makes use of public-private partnerships to create economic opportunities where none existed. It has also been shown through empirical case studies that boosterist activities rely heavily on local governments and political interferences to minimize private sector risks (Harvey, 1989; Holcomb, 1993; and Mitchell, Atkinson and Clark, 2001). Boosterism often exhibits traces of strategic entrepreneurship. Skuras et al. (2005) explain that strategic entrepreneurship arises when politicians and entrepreneurs collude. Through political interference, politicians provide entrepreneurs with “favourable” conditions to invest within their jurisdiction. Entrepreneurs use this “aid” to invest large capital sums to commercialize and sell products and services that capitalize on geographical/heritage attributes of a place (Hitt, Ireland, Camp, and Sexton, 2001). Lu and Beamish (2001) have suggested that employing strategic entrepreneurship as part of boosterism minimizes the risks involved.

Traditional case studies of boosterism have been largely associated with western governance. However, this is not to imply that boosterism is strictly a western phenomenon (Cosgrove, 1990; Robinson, 1991; and Hampton, 2005). It should also be noted that boosterist activities are not necessarily used around economic regeneration schemes; rather they have been carried out on a regular basis to diversify regional demographics (Goodwin, 1993).

Michelle Lowe's work (1993) has traced the workings of the private sector as it engages in boosterist activities. Her case study from Brierley Hill, England reflects the rhetoric used to promote and sell new heritage developments. She has suggested that heritage development projects that employ boosterism are able to get away by focusing little on the specifics and rationale of the project. Instead the focus is drawn towards the benefits that are expected to be provided to the local area and the surrounding region.

Developments of such sorts are marketed as not only economic rejuvenators, but also as catalyst for future development (Bassett, 1986). The marketing ploys also portray future developments as being dependent on the initial scheme. This, of course, is done to manipulate critics into thinking that the particular development is absolutely vital if progress is to be achieved.

There is, however, another side to local politics and heritage. Theories of elitism and boosterism influencing political decisions can be countered by examining the philosophy of international recommendations and national heritage charters endorsed by UNESCO and ICOMOS. The United Nations Educational and Scientific Organization (UNESCO) was formed in 1947, and has over the years endorsed many conventions, recommendations and instruments to conserve heritage sites. ICOMOS (the International Council on Monuments and Sites) was created through the adoption of a resolution put forward by UNESCO in Venice in 1964 (ICOMOS, 2007). Together UNESCO and ICOMOS have over the years established standards, recommendations and adopted charters that provide guiding principles towards defining an appropriate response to conservation issues, which include decision making on heritage matters. These recommendations, resolutions and charters have been integral in shaping many national

and provincial heritage regulations including the Ontario Heritage Act. Some of the most important recommendations and adopted charters include:

- UNESCO's Recommendations Concerning the Safeguarding of the Beauty and Character of Landscapes and Sites (1962)
- UNESCO's Recommendations Concerning the Preservation of Cultural Property Endangered by Public or Private Works (1968)
- UNESCO's Recommendations Concerning the Safeguarding and Contemporary Role of Historic Areas (1976)
- Declaration of Amsterdam (Congress on the European Architectural Heritage, 1975)
- The Appleton Charter for the Protection and Enhancement of the Built Environment (ICOMOS Canada, 1983); and
- Charter for the Conservation of Historic Towns and Urban Areas (Washington Charter, 1987)

UNESCO's Recommendations from 1962, 1968 and 1976 consider preventative and corrective measures to ensure the protection of naturally occurring or man made heritage sites and landscapes in rural and urban settings. These recommendations call for legislative means to ensure the preservation of cultural heritage property endangered by public or private works, and encourages the force of law to be used in governing and protecting heritage landscapes and sites (UNESCO A, 2007 and UNESCO B, 2007). The recommendations also:

- propose the use of comprehensive national and/or regional legislation to encourage conservation and preservation of heritage and historic towns
- require the integration of urban development plans and planning at all levels to ensure the safeguarding of heritage and cultural sites
- require the creation of specialized bodies of administrative or advisory nature, which should be entrusted with carrying out protective measures
- advise that "legal, technical, economic and social measures should be taken by the national, regional or local authorities with a view to safeguarding historic areas and their surroundings and adapting them to the requirements of modern life" (UNESCO C, 2007).

All three recommendations from UNESCO echo the need for legislation to protect heritage at the national or regional level, and reiterate that heritage policies and guidelines should be incorporated into urban and rural development planning at the regional and local levels (UNESCO A, 2007; UNESCO B, 2007 and UNESCO C, 2007). The recommendations from 1976 are also the first to recognize the significance of

participation from individuals and private associations on heritage matters (UNESCO C, 2007).

The Declaration of Amsterdam notes the significance of architectural and cultural heritage and recognizes that a joint responsibility exists to protect heritage from danger, neglect and delay. The Declaration recognizes that architectural heritage is shared by all peoples, and that conservation cannot succeed without solidarity and cooperation. Finally, the Declaration emphasizes that protection of architectural heritage is based on integrating conservation practices and principles into the urban and regional planning processes (ICOMOS A, 2007).

The Appleton Charter for the Protection and Enhancement of the Built Environment (1983) and the Washington Charter on the Conservation of Historic Towns and Areas (1987) complement the Venice Charter of 1964 and are based on similar ideologies, which recognize that intervention within built heritage should occur at many levels, and at many scales. Both charters also encourage the involvement of local residents and emphasize that public participation and consensus is essential for the success of conservation programmes (ICOMOS B, 2007 and ICOMOS C, 2007).

Recommendations and adopted charters from UNESCO and ICOMOS have aided the province of Ontario in the development of its heritage legislation. Many principles have been gradually incorporated including those on establishing specialized bodies of administrative and advisory nature, integrating conservation practices and principles into provincial planning, and allowing decision making on heritage matters to occur at the local level. Ontario's Ministry of Culture and the Ontario Heritage Trust are the province's leading heritage agencies responsible for the identification, protection, renewal and promotion of all types of Ontario's heritage – built, cultural and natural. The Ministry of Culture “implements strategies to promote...and works with local communities and cultural agencies to preserve Ontario's culture and heritage” (Ministry of Culture, 2007). On the other hand, “the Ontario Heritage Trust is the government of Ontario's trustee for properties of provincial heritage interest” (Ontario Heritage Trust, 2007).

In other instances decision making on heritage matters has been passed onto municipal councils and municipal heritage committees through the Ontario Heritage Act. Part IV, Section 28 of the Ontario Heritage Act states that “a (town or city) council of a municipality may, through a by-law, establish a Municipal Heritage Committee (MHC). The MHC, as an advisory committee of council, is representative of the community” and as such, is recognized as the legitimate agent for conveying community concerns. The MHC has the responsibility to the citizen’s of the municipality to ensure that plans for change and progress are developed in a manner that recognizes the historical continuity of the community. While final approval on decisions relating to heritage matters rests with municipal councils, local councils must consult with their MHC before making decisions on heritage matters.

The following section on good governance now relates to how decisions on heritage matters should be balanced. Governance in the heritage sector should aim to balance the influences of boosterism and elitism with those principles that have been incorporated from the charters and recommendations from UNESCO and ICOMOS.

2.4.3 Good Governance

Governance at its core relates to how decisions are made. Principles of governance can be understood to be the framework of accepted traditions within which power is used to influence and make decisions (IOG, 2003). Governance also relates to the relationship between power and accountability (IOG, 2003 and Shipley and Kovacs, 2005). Gomez and Korine (2005) have explained the term governance in terms of a contract that outlines the affiliations of three principals: the sovereign, the governed, and the governing. According to them, governance is rooted in consent that is given to the governing, and procedures of fairness instill and reinforce that consent.

Mackie (2003) has identified fairness in decision making to be a vital component in modern governance. Fairness in governance relates to equal treatment and the consistent protection of voice. Voice here relates to freedom of expression and the ability to freely associate and enter debates. It is only when these two traits are combined that governance can be considered fair and just (Thibaut and Walker, 1975 and Gomez and Korine, 2005).

According to Soltan (1987) governance should aim to be inline with values of social justice. In most western societies values of social justice have evolved in accordance to the progressions made by democracy (Shipley and Kovacs, 2005). Using the works of leading political and management theorist such as Weber, Fayol, March and Simon, Taylor (2000) has also documented the need for transparency in governance. Taylor (2000) writes:

...theory testing by some of the greatest minds in managerial sciences has resulted in one consistent finding: as ambiguity increases within and/or across the structure of an organization, so does the probability of strategic error, fraud, negligence, anarchy, destructive power struggles, bureaupathetic layering, inaction, decreased accountability and responsibility taken for decisions, and total organizational collapse when under economic stress (Taylor, 2000, p.108).

To further Taylor's remarks, Gomez and Korine (2005) strongly affirm that the evolution of democratic governance over time has emphasized the need for enfranchisement. Separation of power and representation in public debates are also essential requirements for effective governance (Tyler, 1990).

What is to be taken from the experiences and writings of the above authors? To begin with there is the suggestion that attributes or principles relating to good governance can be observed and applied irrespective of the geography or scale. Also, without the presence of certain principles such as accountability, fairness legitimacy and transparency, relationships between the governed and the governing are likely to be ineffective. This would not only be to the detriment of the governed but also the governing. And while most democratic governments engage in and advocate for such principles of good governance, not all principles are in effect at all times. Contradictions do exist.

Over time, lapses in political judgments can be traced back to either the absence of, or negligence towards governance (Taylor, 2000). Appendix B provides a list of good governance principles in the heritage sector that was derived through extensive research by Shipley and Kovacs (2005). This list was used to analyze the stance taken by those

governing as the proposed heritage development in Port Dalhousie emerged. Appendix B was also used extensively in the evaluation and analysis of the case study.

2.5 Literature review summary

In concluding this part of the thesis, it may be of some use to briefly outline the major themes covered. This may provide the readers with some structure on how the information from this chapter will be used.

From the topics covered, it should be apparent that this case study cannot be understood by simply isolating two or three concepts or for that matter disciplines. Instead, an entirely holistic comprehension is required of the many overlapping and intertwined concepts relating to heritage. Only through a strong understanding can all the content of this study be understood.

This literature review was structured around three major themes of heritage. The first theme defined heritage, examined its social benefits, and drew attention to some heritage debates and dilemmas. The second theme looked at heritage and its interaction with the economy. Specifically, focus was drawn towards the commercialization and commodification of heritage, and the management priorities of heritage tourism. The last theme was devoted to heritage and governance, and focused on heritage planning, theories on local politics and good governance.

Overall, the examination of literature suggested that culture and heritage are integral in establishing place identities, and built heritage can be a catalyst for urban revitalization. However, the theory also indicates that appropriate strategies for cultural and heritage developments rely on effective planning and conservations policies, which emanate from sound governance. Furthermore, a review of the literature on heritage commodification, place attachment, urban rejuvenation, and governance highlight that these theoretical frameworks are pertinent in examining the controversy surrounding Port Dalhousie's built heritage. Finally, this chapter serves as one important component, which in conjunction with the research, bridges and guides the reader towards the analysis and conclusions of this study.

The next chapter outlines the methodology employed for the research, and highlights the data collection methods and phases.

Chapter 3 Methodology

3.1 Case Study Selection

Civic involvement, which begins and is also the means to civic pride, is advocated by most democratic governments. This thesis is rooted in this basic understanding. Research carried out for this thesis focused on how power was exercised as a community and its stakeholders deliberated over the future of its built heritage. To be specific, the research concentrated on issues of consensus building, objective decision making, and fairness. This thesis used several methods to evaluate the events unfolding in the community of Port Dalhousie and the city of St. Catharines. Events unfolding in Port Dalhousie demonstrated the value placed on public participation and free association in democratic societies. Proposed development within Port Dalhousie and the public consultation that ensued as the development project went through the planning process enabled this study to collect data and analyze information that linked heritage, planning, people and governance.

3.2 Research strategy and methods employed

This chapter introduces the strategy and methods used to collect and evaluate the empirical evidence for this research. The case study strategy served as the most rational approach for carrying out research in Port Dalhousie. A case study is identified as a “research strategy which focuses on understanding the dynamics present within a single setting” (Eisenhardt, 1999, p.138). A case study can target an individual, a group, an institution, or a community (Gillham, 2000). Furthermore, the use of a case study provides the opportunity to employ a multi-method approach in carrying out the investigation (Sommer and Sommer, 1997).

Three distinct research methods were applied within the research strategy. They included historical research, interviews, and questionnaires. These methods uncovered numerous relationships between the stakeholders involved, and their attempts to influence the future development in their community. The following text provides further theoretical understanding of case studies.

3.3 Case study theory

This research was, as many case studies are, inherently *inductive* in nature. Inductive research has premises that provide partial support to the conclusions. The findings, analysis, and conclusion and recommendations chapters presented in this study were evaluated on the strength of the arguments, which are based on measures of reliability and validity. By using multiple methods to acquire data, the validity and reliability of the data was strengthened. Since the research was carried out in the format of a case study, general truths were inferred from the observed particular instance.

Case studies offer an effective strategy for obtaining empirical evidence (Gillham, 2000). Phenomena are researched using various qualitative and often quantitative methods, and results are interpreted and presented in the form of a specific case (Orum and Feagin, 1991). The greatest advantage in conducting a case study is in the details obtained. These usually become pronounced with the aid of several data sources. The use of multiple methods overcomes concerns that plague single method research. The collection of data through a single method often does not accurately reflect the issues in their entirety. In supporting the use of case studies, Sommer and Sommer (1997) have stated that:

Unlike other methods that carve up a whole situation into smaller parts, the case study tends to maintain the integrity of the whole with its myriad of interrelationships. It represents a *holistic* approach to research, and rests on the assumption that understanding is increased by considering the entire entity rather than breaking it into its constituent parts (p.193).

Hamill, Wilson and Nisbett (1980) have suggested that the description of events, vivid details and the story like structure of most case studies make for interesting reading, and represent a fundamental advantage.

All forms of research have limitations. Limitations of qualitative case studies can be summed up by understanding the reliability and validity issue of research (Sommer and Sommer, 1997). Conscious efforts were made to deal with issues of reliability and validity by employing triangulation. The concept of triangulation addresses and works to counter the impacts of having limited methods, or data sources. According to Hunt (1985) and Brewer and Hunter (1989) triangulation generally involves the use of more

than one research method to constructively verify data, and reach conclusions. Research is approached from at least three different vantage points using different methods (Bryman and Burgess, 1994).

The planning phase for this case study was carried out over several weeks. Triangulation was employed to ensure that the data collected came from at least three different sources. The three methods used in the research gathered both qualitative and quantitative data and each brought unique benefits.

3.4 Data Collection Phases and Methods

The research conducted was broken into three phases. Each phase employed a specific research method, and each was carried out to establish a proper understanding of the case. While the phases were roughly sequential, there were instances where a phase was started before the previous one had ended. Therefore, the research phases were not mutually exclusive and did, at times, overlap. The order in which the phases were carried out was significant. Each phase successively built on the findings from the previous phase. Finally, research was only carried out after approval from the University of Waterloo's Office of Research Ethics was obtained. The text below outlines the timing of the three phases and the methods applied.

3.4.1 Phase One: Historical Research and Document Analysis

Phase one involved the use of historical research and analysis of documents. During phase one preliminary research material was gathered in order to identify the major issues, stakeholders, and the chronology of events that had taken place in Port Dalhousie. Borg (1963) has defined historical research to be “the systematic and objective location, evaluation and synthesis of evidence in order to establish facts and draw conclusions about past events” (p.113). According to Walliman (2005), historical research also provides an “interpretation of the meanings and an assessment of the significance of the events” (p.114). Robson (2002) has explained the key advantages and disadvantages in using historical research and document analysis. A brief summary of his point are listed below.

Advantages of historical research and document analysis:

- Documents are unobtrusive and can be used without imposing on participants
- Information can be checked and re-checked for reliability
- Documents can complement or refute other data
- Researcher is made aware of time and history

Disadvantages of historical research and document analysis:

- Sources/subjects many not be equally credible
- Background or context information may be missing
- Documents may not have been written for the same purposes of the research
- Level of analysis varies upon the researcher

After review, the advantages of document analysis far outweighed its disadvantages. Therefore, the method was incorporated into the overall research strategy.

The historical research method applied in phase one of the research also uncovered many old photographs from the community of Port Dalhousie. This visual data allowed for a “*before and after*” analysis (see appendix D). This was done with great simplicity as photographs from Port Dalhousie dating back to primarily 1969 were recaptured in 2007. All efforts were made to acquire the photographs from a similar angle and vantage point in order to allow comparison. Pictures from 1969 were acquired with consent from an honours undergraduate thesis authored by Thomas Salter (1969).

Phase one research commenced in late February of 2006. The research was carried out at the Brock University Library and its Special Collections room. Research uncovered official municipal documents and guidelines relating to Port Dalhousie. Moreover, correspondence letters between private citizens, lobbyist groups, and politicians were also analyzed, along with consulting reports, books, organizational newsletters and newspaper articles relating to land use development in Port Dalhousie and St. Catharines. Several books on Port Dalhousie’s history and development were particularly helpful in evaluating the events under study.

3.4.2 Phase Two: Interviews and Personal Observations

Phases two and three of the research were designed to gauge the various opinions and beliefs over the re-development in Port Dalhousie through the aid of interviews and questionnaires. With the end of phase one enough information had been uncovered to

indicate the major stakeholders of the community. It was then deemed appropriate to interview some of these major stakeholders embroiled in the community's development and heritage issues. Stakeholders were selected on the basis of either their involvement with the community or their knowledge of the issues under study. Phase two generated qualitative data, which was obtained through semi-structured face-to-face interviews.

Interviews have been identified as an excellent investigative tool in determining complicated feelings and attitudes. Bingham and Moore (1959) have defined interviews to be "the act of conversation with a purpose" (p. 8). Sommer and Sommer (1997) refer to interviews as a valuable information gathering technique which can often validate written documents that may be incomplete or have been edited with a particular bias. Phase two interviews offered participants a chance to verbally respond to questions, which allowed the participants to tell their story and experience in their own words.

Cohen and Manion (1996) and Berg (2004) have identified the following benefits and drawbacks of using semi-structured interviews. Advantages include:

- Interview is guided by some structure
- Questions can be reordered during the interviews
- Allows flexible wording
- Level of language can be adjusted
- Enables interviewer/interviewee to clarify the questions and answers
- Interviewer can add or purge probes between subjects
- Enables one to learn things that cannot be directly observed

Some disadvantages of semi-structured interviews include:

- Time consuming
- Sample sizes are generally small
- Quality of information obtained is dependent upon the interviewer
- Subject to interviewer/interviewee bias

Moreover, Ritchie, Lewis and Elam (2003) have suggested that semi-structured interviews can also allow for snowball sampling strategy to be incorporated. This strategy works when key informants suggest others that they feel should be contacted regarding the research. This allows the researcher to then gain access to other possible participants who may have been overlooked. After evaluating the pros and cons of semi-structured interviews, it was decided to use the method as part of the research strategy.

Interviews were based on comparative and evaluative research theories. Comparative research is commonly used in conjunction with historical research (Gillham, 2000). It can be loosely defined as the comparison of people's experiences of societies either between instances from the past, or in parallel situation in the present (Walliman, 2005). The comparative component of the interviews dealt with various perceptions of what had, and was taking place. The evaluative theory answered to the complexities involved in the cultural, economical, human, political, social, and the contextual elements of the research. This enabled the qualitative data to move from just mere facts and chronology of events, to making sense of the complexities involved.

The semi-structured interviews conducted were based on a heuristic approach, which recognized that a constant trial-and-error approach was required to uncover additional information. New information was uncovered through investigations made in earlier interviews. This was especially pertinent so as not to receive similar information from each interview, especially since the initial few interviews had established the facts and timing of events. All interview questions had common themes, and depending on the experiences of the interviewee, some were emphasized while others were completely ignored. Transcripts of all interviews conducted are included in appendix C.

Phase two interviews were carried out between May and September of 2006. In total, fifteen individuals were approached, of whom nine agreed to be interviewed. Each interview was recorded and later transcribed. Copies of the transcribed interviews were e-mailed to the participants, and this allowed participants to clarify or revise their comments.

Phases two of the research also employed a second method. The second method utilized is commonly referenced to be in origin from the Frankfurt school of thought. Its theory suggests that the use of personal experiences is a valid qualitative means of acquiring data. Gillham (2000) has suggested that a fundamental aspect of many good case studies is the fact that the researcher(s) observe, look, listen, and take in the culture of the study area. Because of the descriptive nature of the most case studies, Gillham (2000) has

argued that the ability to view the case from the inside out and vice versa provides the analysis with substantial advantages.

One short vignette or anecdotal story is also provided for the reader to give the researcher's point of view on the divisive nature of the re-development proposal. The vignette recounts observations made during a public meeting held over the Port Place proposal (see appendix E). Stake, (1995) has advocated for the use of vignettes in case studies, and has suggested the use of personal reflection be used as a means to communicate with the reader.

3.4.3 Phase Three: Questionnaires

The final phase of the research obtained quantitative data through the use of questionnaires. Since each phase successively built on the findings from the previous, the questionnaire distribution was the result of all previous materials researched. The questionnaire was designed predominantly around close-ended questions in order to allow for efficiency in completion and inputting of the data.

Sommer and Sommer (1997) outline the benefits of using close ended questions by encouraging its use for the following three conditions:

- a large number of participants are expected and many questions appear
- answers are to be interpreted using software, and the inputting of raw data is required
- responses from more than one group are to be compared.

Gilbert (1993) and Willem, S & Irmtraud, N. (2007) have derived short lists of the value and the drawbacks of using questionnaires. According to them, key advantages include:

- Time and cost effectiveness
- Less intrusive
- Data entry and tabulation of data is carried out with relative ease
- The standardized format makes the collection of responses objective
- Allows for quick collection of information
- Information can be collected from a large sample size with relative ease

Disadvantages of using questionnaires to gather data include:

- Standardized format makes it impossible to explain questions
- Participants may not be willing to answer the question
- Participants may answer superficially, especially if the questionnaire takes too long to complete

Time and cost effectiveness played significant roles in electing to use questionnaires to gather the data for the research. The questionnaire also featured several open-ended questions, which gave participants a chance to qualify and expand on their answer selections. A copy of the questionnaire appears in appendix F.

Fairness and neutrality of the questions were of major concern in designing the questionnaire. Willem and Irmtraud (2007) have suggested using three or five rank ordinal scales for close ended questions, with the mid-rank representing the “unsure” option. For example, in the questionnaire a five rank scale consisted of “strongly agree”, “agree”, “unsure”, “disagree,” or “strongly disagree.” In total there were thirty two questions, and on average respondents took approximately five to eight minutes to complete each survey.

The primary purpose for distributing the questionnaires was to determine how perceptions over Port Dalhousie’s development varied between the community’s residents and business operators. The questionnaire was administered through two techniques: in person and mail backs. Regardless of the technique employed, each household or business selected for the questionnaire was mailed an information letter approximately a week in advance of the distribution. The information letter outlined the intent of the study as well as contact and clearance of ethics information (see appendix F). The information letter was in turn followed by door-to-door visits, where the questionnaires were completed by both residents and business persons.

A contingency was planned for in the event that residents or business operators were unavailable. A package consisting of a letter with instructions, the original information letter, the questionnaire, and a return envelop was dropped off in the mail boxes. This technique suggested by Berdie, Anderson and Niebuhr (1986) had also been applied by a colleague (see Utz, 2007), who saw impressive response rates.

Resource availability affected the decisions made in terms of determining a representative sample size. As pointed out by Del Balso and Lewis (2001), selecting the target group is often the key issue in sampling. In mid October of 2006, three site visits

were made to the community of Port Dalhousie. Over ten hours were spent during these visits to determine the number of households within the Port Dalhousie heritage conservation district.

The visits were undertaken due to the increased re-development that had taken place within the residential district. Household figures from municipal/census sources were either not made available to the researcher from the St. Catharines municipal staff, or when available could not be relied upon. Therefore, the site visits became an essential element in getting an accurate sample frame (or the number of households that fell within the designated heritage district).

The entire Port Dalhousie heritage conservation district was initially chosen as the questionnaire study area. The final household count was necessary to establish the sample frame. The final numbers were determined through the use of a local yellow pages postal code finder and the heritage district map. Site visits then served the purpose of verifying the projected numbers. The use of three different sources gave an estimate of 669 households within the heritage conservation district. Due to constraints on time and money, it was deemed appropriate and economical to randomly target 30 percent of the 669 identified households.

Random probability sampling was used to select 201 of the 669 households from Port Dalhousie's heritage conservation district. A simple random sample using a random number generator was selected to determine the targeted households. The greatest benefit of using a random sample comes from its approach in allowing an equal chance for every unit (or in this case household) to be selected (Goodman and Law, 1999).

Some problems were encountered in getting an appropriate sample size for the businesses operating in Port Dalhousie's heritage district. Although the population and sample size for the residential component were large enough, quite the contrary held true for businesses. The Port Dalhousie Business Association was contacted in an effort to determine the number of businesses that fell within the heritage conservation district. It had also been the aim of the researcher to work with the Business Association in

distributing the questionnaires. It was thought that this would increase the credibility and response rates. However, such a strategy was abandoned at a later stage for several reasons.

In correspondence with the president of the Port Dalhousie Business Association, the researcher was informed that past response rates to questionnaire and surveys were often “very low.” Successful numbers had only been garnered through extensive contact and reminders to the business participants. Two primary reasons led to the abandonment of the strategy to work with the Business Association. One, it was discovered that not all businesses located within the district were part of the Port Dalhousie Business Association. Two, many businesses that were located outside of the district were part of the Association. Since the study area had been strictly defined to be within the boundaries of the heritage district a different strategy had to be adopted.

Site visits were made in mid October 2006 to the Port Dalhousie heritage conservation district to seek the absolute number of businesses within the district. At the time a similar approach had worked effectively for the residential area. Site visits determined the targeted businesses. However, substantially fewer businesses existed in comparison to the residential numbers, and concerns over “good” response rates were still an issue. With those factors in mind it was decided to target the whole (population or) set of businesses found within the district, without employing random sample.

The site visits seeking the number of businesses within the heritage district also determined the types of businesses operating within the district. It was with conscious realizations that all business enterprises were targeted in the questionnaire distribution. Limitations were not put on only targeting profit generating enterprises. Not-for-profit organizations were also targeted. Organizations that dealt with customers or clients, operated on budgets, had tangible buildings, or contributed in some way to the tax base of the neighbourhood, for example the Lion’s club or the Royal Canadian Legion were all grouped under the “business” heading. The site visits determined that 52 businesses had been in operation within the district and accordingly all were considered potential participants.

Questionnaire distribution commenced on 23 October 2006. Residential units including detached housing, apartments, and condominiums along with the businesses were visited at least once by the end. Phase three of the research concluded at the end of October 2006. Of the 201 questionnaires distributed to the residents, 103 were completed. Thirty one of the 52 questionnaires were completed by the businesses. Samples of all materials either mailed, or distributed during phase three of the research are contained within appendix F.

3.5 Methodology Summary

This chapter outlined the strategy and methods employed in researching the role of civic involvement in Port Dalhousie. As described, the research was based on a case study of Port Dalhousie. The case study was chosen because it allowed for multiple methods to be employed in investigating the events unfolding. The research timing was broken into three phases, and four different research methods were used to obtain data. Research methods were based on comparative and evaluative research theories, and both qualitative and quantitative data were gathered to investigate the role public participation played as the community of Port Dalhousie deliberated over the future of its built heritage.

Chapter 4 Findings

4.1 Introduction

The findings outlined in this section are the result of the three research phases carried out over nine months. As described in the preceding chapter, both qualitative and quantitative data were obtained to gauge the effectiveness of public participation in Port Dalhousie.

This chapter (in conjunction with the literature review) forms the basis on which the analysis, recommendations and conclusions are based. The text below outlines the major findings from each phase.

4.2 Phase one findings

During phase one of the research preliminary findings on the subject matter and the research site were gathered. Findings were obtained through historical research and document analysis. Selected newspaper articles from the St. Catharines Standard (appendix A) established the context and provided the background information on the case study. The newspaper articles are important for two reasons. First, they reveal how hotly contested the Port tower issue was in Port Dalhousie and St. Catharines. Second, the findings dictated the methods applied in phases two and three of the research. For example, it was through the newspaper articles that secondary issues such as parking and downtown business viability were uncovered and later investigated. These secondary issues were topics regularly addressed and debated at the public meetings, and in some cases justified the re-development proposal.

Early internet searches on the topic revealed that a very vocal community group existed in Port Dalhousie. This group was opposed to, and denounced a large scale re-development project within the community. The proposed re-development had been envisioned for the community's downtown, which was designated as a heritage conservation district under Ontario's Heritage Act. PROUD (Port Realizing Our Unique Distinction), the local community group that opposed the re-development had reached many notable experts and advocates of heritage – who after understanding the proposal were generally appalled and disappointed that the developer held little value for Port Dalhousie's built heritage. Research also indicated that legal planning frameworks (such

as guidelines for development and change and a secondary plan) were in place to specifically control development within the heritage district.

Later it was found that there were in fact two community groups with opposing views on the proposed re-development. PROUD and the second community group, NCSD (Niagara Citizens for Smart Development) held opposite views on the impacts of the proposed re-development by PDVC (Port Dalhousie Vitalization Corporation). NCSD supported the re-development proposal (see appendix H) and challenged the views held by PROUD. Both groups were competing to be the legitimate voice of the community. More issues became clear when it was discovered that not only did a heritage conservation district exist in the proposed development area, but that a previous attempt to develop a larger condominium tower had been thwarted by the mass public opposition organized by PROUD. For a complete chronology of events refer to Table 4.1.

Historical research uncovered considerable literature on the history surrounding the establishment of Port Dalhousie. The Welland Canals had played a pivotal role in Port Dalhousie's development and evolution. Construction of the Welland Canal had enabled water passage between Lake Ontario and Lake Erie, and was developed under the directions of the great Canadian entrepreneur: William Hamilton Merritt (Styran and Taylor, 1988). Port Dalhousie served as the northern terminus of the initial Welland Canal, which went into operation on November 27, 1829. Port Dalhousie gradually evolved to become an important economic hub of the region as trade on the canal grew. Changing technologies and increased use of the canal forced successive improvements and more efficient routes. The Welland Canal was re-built three more times, but Port Dalhousie remained its terminus for only two of those re-constructions. To date there have been four Welland Canals. Each re-construction of the Welland Canal positively affected the surrounding region of Niagara, as commerce and industry took advantage of the available hydraulic power and the vital transportation link it offered (Cowan, 1935; Warwick, 1979; and Greenwald et al., 1979).

Table 4.1: Chronology of recent events surrounding the re-development of Port Dalhousie's commercial core

Date	Event or story	References
1999	Alexander Muir's "historic" home under threat	Appendix C, Interview 1
1999-2000	PROUD (Port Realizing Our Unique Distinction), a community group is formed to support Port Dalhousie's heritage. Objective: pursue conservation district designation	Appendix C, Interview 1
Jun, 17 2002	Defined areas of Port Dalhousie are designated as a conservation district under Part V of the Ontario Heritage Act.	St. Catharines city By-law No. 2002-180
Mar 3, 2003	Part V designation is set to take effect in the defined areas of Port Dalhousie	St. Catharines city By-law No. 2003-63
Apr, 2003	The Part V designation is appealed to the Ontario Municipal Board (OMB) by at least three Port Dalhousie residents	OMB File No. M030057
Dec, 2003	Appeals against the heritage district designation (St. Catharines by-law 2002-180 and 2003-63) is dismissed by an OMB Board Member.	OMB case: PL030495; Decision/Order No. 1665
Feb, 2004	Announcement made that development will take place in the commercial core of Port Dalhousie. The area is understood to be within the defined areas of the heritage district.	Appendix C, Interview 3
Mar, 2004	Architect, Jack Diamond and PDVC (Port Dalhousie Vitalization Corporation) unveil the Port Tower (100 meter) massing model.	Personal correspondence with interview participant
Jun, 2004	Some citizens turn to PROUD as opposition to the proposed development becomes vocal.	Personal correspondence with interview participant
Sept, 2004	St. Catharines Planning services receives PDVC's Port Tower proposal for a high rise development in the commercial core. The proposal seeks to amend the City of St. Catharines' Official Plan and Zoning By-Law	Appendix C: Interview 1; www.saveport.ca/heritage_buildings.htm
Nov, 2004	NCSD (Niagara Citizens for Smart Development) is formed by five former PROUD members. Their mandate is to "inform the public" on the PDVC proposed development. They counter-argue and oppose the views of PROUD.	Appendix C, Interview 1 Appendix C, Interview 3 Appendix C, Interview 5
Jan, 2005	PROUD launches their initial SOS (Save our Seaport) campaign to denounce the Port Tower proposal	Personal correspondence www.saveport.ca/heritage_buildings.htm

Jul 14, 2005	Letter from Diamond and Schmitt Architects' to the St. Catharines Planning services suggests retention and restoration of some heritage buildings will be incorporated into the proposed development known as Port Tower	www.saveport.ca/heritage_buildings.htm
Oct 29, 2005	Port Tower proposal is withdrawn by PDVC, just as the St. Catharines' planning staff were about to release their report on the proposed development.	Personal correspondence Appendix C, Interview 2 Appendix C, Interview 6 www.portdalhousie.ca/home.html
Jan, 2006	Preliminary research finding commences	Appendix A, Article 1
Feb 6, 2006	PDVC unveils Port Place proposal, with the aid of architect, Michael Kirkland	www.portdalhousie.ca/home.html Appendix G
May 2, 2006	Peer review by ERA Architects suggests that the Port Place proposal is a good fit for downtown Port Dalhousie. The assessment is based on unclear "visions" for maintaining the character of Port Dalhousie	Appendix A, Article 3
Jun 14, 2006	Public meetings begin as city council hears both pro and anti development arguments over a 7 day period.	Appendix A, Article 8 Appendix A, Article 10
Jun 28, 2006	City council votes, and the Port Place proposal is approved in a close 7-5 vote	Appendix A, Article 18
Aug 16, 2006	NCSD (Niagara Citizens for Smart Development), the "pro tower" community group makes an offer on behalf of PDVC to restore a community heritage property in exchange for PROUD dropping their OMB appeal against Port Place.	Appendix A, Article 19
Sept 12, 2006	Allegations and controversy surface over the "secrecy" involving the June public meetings	Appendix A, Article 20
Oct 6, 2006	Regional planners contradict the assessments of city planners.	Appendix A, Article 27
Oct 12, 2006	Regional council "okays" the Port Place proposal	Appendix A, Article 28
Oct 28, 2006	All three phases of the research are completed.	
Nov 14, 2006	Brian McMullan is elected as new Mayor of St. Catharines. All case study research ends.	Appendix A, Article 32

Findings revealed that the geography of Port Dalhousie was integral in how it evolved and developed. Considerable information was obtained on the advantages Port Dalhousie had over other ports such as those of Burlington and Hamilton. In deciding where to locate the northern terminus of the canal, engineers noted that the physical make up of the soil in Port Dalhousie was better suited for construction. Also of importance was Port Dalhousie's southern Lake Ontario location, which provided greater shelter from lake storms (Randall, 1825). Port Dalhousie's success was intrinsically dependent on the operation of the industries that catered to canal related businesses. Port Dalhousie thrived economically as secondary and tertiary services such as ship building, tanneries, rubber factories, milling, textile manufacturing and aggregate refining enterprises were attracted to the canal (Jackson, 1997).

Port Dalhousie's periods of boom and decline paralleled the construction and re-construction of the Welland Canals. Two considerable improvements were made to the Welland Canal in the nineteenth century (Shipley, 1999). Rebuilding the canal with better construction materials and realigning its path led to more effective passage. The fourth and last rebuilding of the canal was initiated in 1913 and resulted in Port Weller, and not Port Dalhousie as the canal's north end.

The relocation of the northern terminus led to a severe downturn in Port Dalhousie's economy (WCPA and PDQ, 1986). Port Dalhousie's industries and businesses either relocated, or were lost to competition from surrounding regional communities such as Port Colborne and Thorold (Styran and Taylor, 1988). For a more complete and detailed history on the evolution of the canals and their communities see Jackson and Addis 1982; Styran and Taylor, 1988; and Jackson, 1997.

Port Dalhousie's location also allowed for recreational amenities to develop in parallel with commerce and industry. Sometime after 1887 (after the construction of the third Welland Canal), the Canadian Association of Amateur Oarsmen decided to use Martindale Pond in Port Dalhousie for their annual championships (Aloian, 1978). This was the origin of the internationally acclaimed Royal Canadian Henley Regatta Rowing Course (Jackson 1997). The community's summer resort appeal grew steadily and was

further boosted when the St. Catharines, Grimsby, and Toronto Navigation Company established a passenger steamship service between Toronto and Port Dalhousie. By the early 1900s Port Dalhousie was a well known summer recreational spot (Jackson, 1997).

The severe decline in Port Dalhousie after the closure of the third canal was partially interrupted by an up turn in the community. The community of Port Dalhousie vigorously promoted its summer resort appeal. Again the geography of the area was responsible as the bluffs and beach lands of Port Dalhousie made for ideal summer picnicking spots. Its accessibility by lake to steamers was a chief factor in the success. Residents from Toronto and other surrounding areas provided the impetus for the short lived insurgence. Boat loads came and enjoyed all that Port Dalhousie had to offer. Salter (1969) suggested that at its peak in 1944, Port Dalhousie and particularly the Lakeside Park had attracted nearly 77,000 visitors.

However, the upswing in the community did not last long. The Queen Elizabeth Way (QEW), a major access thruway was opened in 1939. By the mid 1940s the highway had expanded to link Toronto and Hamilton to Niagara. After WWII automobile travel dominated all other forms of travel. The late 1940s saw substantial declines in weekenders who opted to travel to Port Dalhousie. By 1949 there were fewer than ten thousand people who came to the Lakeside Park (Salter, 1969). Unfortunate fires may have also contributed to the downturn in visitation. Sweeping fires burned at least two sizable lake steamers, which were then never replaced (Aloian, 1978).

With recreational amenities being underused, other land uses soon started to take over. Much of the open beach lands underwent new residential developments, which further affected Port Dalhousie's summer village-resort appeal. The small resurgence that the community had undergone became the lost era of Port Dalhousie. This short-lived era, filled with cherished memories would later become the inspiration for several books that were authored by local long time residents (see Caplan, 1999; and Robertson and Serafino, 1999). Authors and official (planning) documents also reflected on the nostalgic good times of the bygone days and the severe dereliction that followed. Several sources credited the lack of development and the decline in the community to be the underlying

factor which led to the preservation of the late nineteenth and early twentieth century buildings in Port Dalhousie (St. Catharines planning department, 1979(B); Welland Canals Preservation Association and the Port Dalhousie Quorum, 1986; and Robertson and Serafino, 1999).

By 1960 the economic downturn in the community had taken its toll. Having faced years of neglect and unable to support municipal services, the Town of Port Dalhousie held a referendum over amalgamation with St. Catharines. On January 1 1961, the quaint town of Port Dalhousie amalgamated and became the north end of a larger St. Catharines (Jackson, 1997). The amalgamation had little effect and the economic suffering and the eroding of the community continued well through out the 1960s and saw many businesses and residents leave the community.

In contrast, the mid 1970s saw the ushering in of a new era. The dreary community saw a revival, which was largely attributed to a 1970s province wide program called the Neighbourhood Improvement Plan, or NIP (St. Catharines Planning Department, 1979 A). Funding for NIP was made available from provincial monies, which had been unused in the controversial urban renewal schemes of the 1960s. NIP targeted defined areas in Ontario where the urban structure was crumbling and urban renewal had not taken place. The province-wide program funded many communities such as Port Dalhousie, with two conditions in mind: a) a group comprised of local residents had to oversee the management of the provincial funding, and b) the financial aid could only be used for the purposes of aesthetically enhancing neighbourhoods.

Many residents from Port Dalhousie saw the NIP as an opportunity, and formed a citizen's group known as PDQ (Port Dalhousie Quorum). PDQ was formed in 1974 and empowered local residents who now had some autonomy over the fate of their community. It rejuvenated the spirits of many and with the financial help from the province, the group was able to repair and rehabilitate some of the more un-kempt areas of Port Dalhousie. PDQ's purpose evolved over the years. It had started off by only administering the NIP. As the group grew, more objectives were added which included keeping the residents informed and being the united voice of the community. More

proactive roles were established which enabled the publishing of a community newspaper and organizing of events. The group even aided the planning department and city council on future development steps for the community. For example, their efforts and input were sought in the compilation of the Port Dalhousie Harbour Plan and the Port Dalhousie Secondary Plan (St. Catharines Planning Department, 1979 B).

In the late 1970s, the Welland Canals Preservation Association (WCPA), a notable non-governmental organization (NGO), was also operating out of Port Dalhousie. The WCPA began as a citizen's action group in 1977, and took on many projects that involved the unearthing of old canal locks, planning community parks, and linking trails between Lake Ontario and Lake Erie (Shipley, 1988). A broader objective of the WCPA, which was also later adopted by the PDQ was to develop Port Dalhousie into a tourist site (Marshall Macklin Monaghan, 1988). However such an ambitious goal was never truly realized, and as time passed the two organizations folded (WCPA and PDQ, 1986 and Shipley, 1999).

Coincidentally and acting in concert with the NGO's were local entrepreneurs. Private capital and entrepreneurialism refurbished and regenerated much of the downtown core of Port Dalhousie. Lillian and Blake Harley set the course along with help from local resident Nino Donatelli and his colleagues. Their investments in the community are viewed by many as the catalyst to the economic rejuvenation in the area. The eatery/pubs known as *Murphy's* and *Port Mansion* are two businesses that were established by the efforts of the Harley's and Mr. Donatelli, and date back to the 1970s.

The economic re-vitalization of the community did not go unnoticed. Excitement only grew as the 150th anniversary of the first Welland Canal approached in 1979. Notable magazines and newspapers such as Ontario Showcase and the Toronto Star along with the local newspaper, the St. Catharines Standard published articles detailing the turnaround and the progress made within the community. The celebration of the most important industrial undertaking in Port Dalhousie and the region's history was even marked by a collectors edition stamp (Warwick, 1979).

Also contributing to Port Dalhousie's turnaround were the local municipal and regional governments. Port Dalhousie's recreational amenities were apparent and were further enhanced by investment into its infrastructure (St. Catharines Planning Department, 1979 A). A Secondary or Neighbourhood Plan, which provided detailed assessment of the community's character, was also created. The Secondary Plan was formally incorporated as part of the St. Catharines Official Plan, and recognized the distinct urban form and preserved heritage of Port Dalhousie. Municipalities use Official Plans as their long term land use planning document. Official Plans contain intended goals, objectives and policies to guide the orderly and desired future development of the municipality. Official Plans serve a vital component of growth management strategies, and are used to establish land use structure by outlining how land can be used and developed.

The most recent Secondary Plan at the time of writing, (dating from 1997) was preceded by two other significant planning documents that had analyzed the composition of the community, and addressed issues of appropriate growth within the community. These documents had recommended guidelines to encourage appropriate growth within the community. Key points from the city's 1979 reports (see St. Catharines Planning Department, 1979 A and B) included:

- the acknowledgement of the success from the province's Neighbourhood Improvement Program
- low density housing predominated the area, and 58 percent of the housing stock in Port Dalhousie pre-dated 1960
- new construction between 1976-78 was predominantly residential, and led to the subdivision developments of Cole Farm and Westport
- mixed land use in and around the commercial core was observed as generating competition over parking between the different users
- the need was recognized to control the expansion of the Port Dalhousie commercial core in order to prevent encroachment into residential areas
- vacancy rate of the commercial area at the time was 25 percent
- need to maintain and reinforce the historic character of Port Dalhousie's core

Phase one document analysis analyzed the City of St. Catharines Official Plan and the Port Dalhousie Neighbourhood (or Secondary) Plan from 1997. The Secondary Plan was in place when PDVC (Port Dalhousie Vitalization Corporation) issued their proposal(s)

to the city's planning services department. Key points from the Secondary Plan (see section 16 of the St. Catharines Official Plan) as they relate to this thesis include:

- the need to provide mixed housing, which catered to all levels of income
- maintaining the privacy and amenities enjoyed by the residents
- maintaining and reinforcing the atmosphere and character of the commercial core
- providing adequate parking facilities within the commercial core
- maintaining the commercial core boundary so it would not encroach in to the adjacent residential areas
- conservation of individual buildings of historic or architectural value
- conservation of historic and architecturally important areas within Port Dalhousie

Analysis of the St. Catharines Official Plan uncovered that no specific conservation guidelines from Port Dalhousie's heritage district were implemented or integrated into the Official Plan. Analysis of the Official and Neighbourhood Plans determined that an important municipal document entitled "Heritage Conservation District Guidelines for Change in Port Dalhousie" had not been annexed to the Official Plan or the Neighbourhood Plan. In fact, only minor revisions were apparent between the Neighbourhood Plan and the planning reports on Port Dalhousie from 1979. Thus, no official heritage conservation policies relating to Port Dalhousie were found in either the Official Plan or the Secondary Plan.

Finally, phase one of the research determined that development of recreational and tourism facilities had been the aim of several stakeholders throughout the 1980s. The private sector along with the WCPA, the PDQ and the Welland Canals Society had presented ideas for tourism related development to the local and regional government (Jackson, 1997). Trails and museums along with linked road passages and tours were all part of the schemes that were proposed for the area (Marshall Macklin Monaghan, 1988). The schemes were holistic in nature and incorporated many communities along the Welland Canals. But for several reasons (see Jackson, 1997 and Shipley, 1999), the tourism schemes were largely ignored by the local authorities, and the tourism industry failed to materialize.

Instead of turning Port Dalhousie into a tourist enclave, as had been envisioned, the community gradually evolved into a residential community with recreational amenities.

Water sports such as rowing and sailing, along with the use of the beach and parklands became common during the summer. Restaurants and pubs made use of outdoor patios in the summer and took advantage of the lake front setting. But increased visitation during the summer months also meant seasonal surges. Furthermore, issues such as parking and infrastructure development, which had been identified in the community's Secondary Plan, remained unresolved. Because of these issues Port Dalhousie continued to grow predominantly as a residential area that at times – mostly the spring and summer, provided only recreational amenities to the locals and regional visitors.

In 2003, the adoption of the heritage conservation district was intended to ensure that new development within the community would be sympathetic to the existing urban fabric. The intent was to keep the growth within the neighbourhood in line with the existing feel and character that had survived and evolved over the years.

4.3 Phase two findings

Phase two findings were derived from semi-structured interviews. Much of the findings are based on the participant's experiences and involvement with the proposals put forth by PDVC. Selection criteria for this phase required all participants to possess significant knowledge of the community, its evolution, and the re-development proposals.

In total 15 interview requests were made. Of those nine individuals agreed to an interview. The initial five interviews were conducted with local residents who were involved in either advocating or opposing the re-development proposal. The remaining four participants did not reside in Port Dalhousie, but were approached because of their positions, for example the President of the Port Dalhousie Business Association and the City of St. Catharines' Director of Planning etc. From the interviews held with the residents, it was suggested that the issues and the controversies surrounding the two proposals had evolved over a long period of time. Questions asked of the residents varied only slightly, but interestingly, most participants identified different points which they perceived to be the leading cause of controversy. Table 4.2 provides a list of all phase two participants along with their professions. For complete transcriptions of the interviews refer to Appendix C.

Table 4.2: Participants involved in the second phase of the research

Participants Initials	Professions
Interviewee 1	Local resident
Interviewee 2	Local resident
Interviewee 3	Local resident
Interviewee 4	Local resident
Interviewee 5	Local resident
Interviewee 6	Local Developer
Interviewee 7	Senior Official, City of St Catharines Planning services
Interviewee 8	Local Developer
Interviewee 9	Senior Civic Official

Generally all participants were excited to be participate in the study. They were also well informed about the topics brought up during the interview. However, many participants held differing interpretations on what *heritage* was, and based on their interpretation was the way in which they defended their opinions.

All participants also reflected on the recovery Port Dalhousie had made starting in the mid 1970s. The dereliction and the subsequent turn around of Port Dalhousie were emphasized by all to be an important “character defining” time in the community’s history. Accordingly, some respondents understood the Port Place proposal to be the mere continuation of a long evolution process. All participants also noted that Port Dalhousie had emerged into a recreational hub; a place known not only to the local residents, but a destination for visitors from across the Niagara region. Interviews with local residents revealed mistrust and contempt between not only rivaling PROUD and NCSD community groups, but also in elected city councilors. Appearing below are short summaries of each interview. Transcripts of all interviews in their entirety can be found in Appendix C.

Interviewee 1: The interview with this participant was the first in a series of interviews that were carried out between the researcher and residents of Port Dalhousie. The participant’s initial comments were on the establishment of the heritage conservation district in Port Dalhousie. This participant opposed the re-development proposal and felt that trust levels between residents and the municipal government were at an all time low. He commented on the developer’s desire to implement Community Improvement Project (CIP) designation in Port Dalhousie. He felt that such a designation was inappropriate and reduced private risks associated with the project. The participant also noted that

many of the major decisions relating to the re-development proposal were made during in camera council meetings, and this affected perceptions of transparency.

Interviewee 2: This Participant opposed the re-development proposal, and noted the importance of conserving the community's heritage attributes. This participant was also overtly critical of the approaches that had been adopted by the developer and their support group. He suggested that their tactics were cunning and were carried out with purpose to undermine the autonomy of PROUD. Furthermore, this participant was not appreciative of the fact that the initial planning report, which provided comments on the Port Tower proposal, had been withheld from the public. According to the participant, the report was withheld because the developer had threatened to take legal action against the city, if the report had leaked. This participant also felt that the Mayor's position to support the re-development proposal had been improper and inappropriate.

Interviewee 3: An advocate of heritage preservation, this participant expressed concerns over Port Dalhousie's re-development. She believed that efforts to retain local heritage in St. Catharines were often met with apathy from both citizens and the city. She questioned the merits and the many alleged benefits of the re-development proposal. Her comments on civic involvement were interesting and related to social and cultural capital theory. Finally, the participant's description of the social makeup of Port Dalhousie also provided evidence of place attachment and identity.

Interviewee 4: This participant was a long time resident and initially referred to the gradual evolution that Port Dalhousie had undergone. He indicated that the re-development proposal was part of that evolution, and Port Dalhousie's commercial core was in dire need of economic revitalization. According to him, the existing business mix in the commercial core needed change. The commercial core was unsustainable during winters, and negatively impacted nearby residents. This participant also suggested that the once friendly atmosphere within Port Dalhousie had perished. Polarized views over the re-development proposal had "poisoned" communal relationships. He accused PROUD for enticing the split within the community, and alleged they had spread rumors about the developer and the community group that supported the development.

Interviewee 5: This participant reflected on personal experiences and provided great insights from a developer's perspective. He shared his experiences of building in Port Dalhousie and dealing with public opposition. He alluded to the frustration involved in generating consensus, and hinted at the drawbacks of the current planning process and the peer review process. This participant suggested that PDVC's re-development proposal deserved more slack because of its positive overall impact on revamping the economic viability of Port Dalhousie.

Interviewee 6: This participant spent a great deal of time explaining the history and evolution of Port Dalhousie. He reflected on the economic decline of Port Dalhousie, and was highly knowledgeable about not only the area, but also the positive transition the community had undergone over the years. The participant, at one time, had both owned and developed properties in Port Dalhousie's commercial core. He recounted both positive and negative experiences of owning and operating those businesses. The participant suggested that retaining heritage and using the pleasant port setting could be made commercially viable in the future. His assessment and comments on the re-development proposal were rational and objective. Finally, he also outlined the reasons for selling his property to PDVC.

Interviewee 7: This participant elaborated on the difficulties faced by the St. Catharines Planning Department as it made its decision over the re-development proposal in Port Dalhousie. He admitted that a third party peer review on the proposed re-development greatly influenced the decision to support the proposal. He also disclosed that the Mayor could have informed the planning staff about the "committee of informed residents" which resuscitated the initial re-development proposal. Not knowing about the revised proposal caught the planning department off guard, and made the decisions regarding the re-development challenging. This participant also explained very clearly why the initial planning report on the first proposal was withheld from the public.

Interviewee 8: This participant expressed serious concerns about the economic viability of Port Dalhousie's downtown core. He also drew on his past experience of developing in Port Dalhousie, and argued that residents were against the re-development simply

because they did not wish for change to occur in their community. He used his development project in Port Dalhousie as an example, and suggested that once residents saw the new development and the diversity of goods and services it offered to them, they no longer had any objections over its form or shape. He explained that without anything tangible and physically present, residents and others alike would remain absorbed over secondary issues such as the scale and height of the development. As the President of the Port Dalhousie Business Association, this participant’s comments also revolved largely on the operation of businesses. His comments were especially pertinent and aided greatly in the construction of the questionnaires handed out in third phase of the research.

Interviewee 9: Serving as an elected senior civic official during the study, this participant highlighted in his interview the great role Port Dalhousie had played not just for the city, but for the whole region of Niagara. He was forthcoming with information and verified his involvement with the re-development proposal. He admitted that a committee of “concerned citizens” had in fact existed, which had channeled its resources together and had asked the developer to revise their initial proposal. This participant also commented on the council’s leadership style.

Most participants also elaborated on the large turnouts during the public consultation sessions held for Port Place. Some participants attributed the large turnouts to be a sign of civic involvement and community pride, while others suggested the turnouts were high because the issues were “emotionally charged.” There were three key findings that resulted from the interviews. Each of those has been summarized in a condensed table (see tables 4.3 to 4.5). The ordering of the tables follows the questions asked. Table 4.3 captures the reactions of the participants as they commented on their initial exposure to the Port Tower proposal, or the subsequent Port Place proposal.

Table 4.3: Comments from interview participants on the Port Tower or Port Place proposal.
* indicates that question was not posed in a direct manner.

Participants	Initial Reaction to Port Tower and/or comments on Port Place
1*	"With the hired services of a well-known architect (Jack Diamond) the developers were able to propose a scheme that undermined the local urban setting."
2*	"And I was in shock as anybody, but I didn't want to get involved. However, I couldn't resist it. I've been heavily involved ever since."
3	"That of horror. And the proposal was just simply a slap on the face" for all the effort spent on the heritage district.
4	"I was skeptical." But then "I started to actually come to like it. So I came around from hating it to

	realizing that first of all it is necessary, second of all I was stuck in a paradigm like everybody else. I was just stuck in a paradigm saying that 'you can't do that in Port Dalhousie'."
5	Fond of the initial Port Tower proposal with its iconic representation, but also in support of Port Place.
6	"So I have both officially and unofficially a completely neutral position on it"
7	"...the first tower, they had... a wonderful presentation...[but] my initial reaction was that it seemed so out of scale in the area that the alarm bells went off"
8	"I really liked the first proposal better than the second." But "I fully support the second one."
9	"I was shocked and I thought oh this is going to be interesting. But in the meantime I looked at it and said, 'I like the concept'."

From the initial five interviews some participants suggested that there were in some instances personal friendships and associations that had been severed and lost because of differences in opinion over the proposals. This hinted at the fervor at which the two sides supported their cause. However, contradicting the above sentiments were others who stated that no acrimony existed from differing opinions, and those who suggested the community had been split over the “tower” were in fact mistaken. Phase two did not reach any conclusive suggestions on whether the community had been divided or not, but the question was incorporated into the questionnaire distributed in phase three of the research.

All participants were also asked to comment on the role(s) played by the politicians as PDVC’s proposal(s) underwent planning approval. Majority of the interviewees chose to comment on the Mayor’s leadership. For a summary of their comments refer to table 4.4.

Table 4.4: Comments on the role and leadership demonstrated by politicians and city staff.

Participants	Comments on the role of politicians and city staff
1	"Well I think that he [Mayor] has been quite unprofessional in many areas in that he has for example been very openly been lobbying for this development, where as I think he should be on a more neutral position because of the influences that his office carries. A lot of people have objected to this secrecy that he tends to believe in, like setting up a secret committee to work with the developer..."
2	"I think he [Mayor] could have paid more attention to the majority of people, who think that both proposals are excessive [and] they should be moderated. He showed no signs that they at least should have been. In fact, he accepted the first one at face value. Of course now he accepts the second one at the same value. So a big disappointment."
3	"Well I mentioned before about how [Mayor] Tim Rigby has gotten campaign contributions from the developers."
4	"Yeah, I don't think that there has been any situation for conflict of interest with respect to Port Dalhousie. There is nobody [referring to the decision makers] that owns property in Port Dalhousie. Nobody that has anything financially to gain by this project going through or not going through, so I'd say yes, it has been adequately addressed."
5	"One way or another. He can't in my opinion, as a Mayor, he can't sit there saying well keep giving me the information. Well Jesus you know like – should I be doing this? You know I'm into this for 3 million now, have I got a chance? Tell me. You're the leader or tell me go home. I'll go home if you tell me to go home, but you can't just sit there and say "feed me the information." You need a leader, that's what Presidents do; that's what Prime ministers do; that's what Premiers do and that's what Mayors do. "
6	"Bruce Williamson is the senior councilor for Port Dalhousie. Why he gets re-elected I don't know. Bruce refuses to investigate an issue and then make a decision. Bruce instantly reacts to something then stays with it regardless what the facts are, and that to me is fine in an opinion columnist, but is antithetical to what a politician ought to do."

	"I very strongly am appreciative of the process that the City went through as initiated by the staff and endorsed by Council. In giving the project ample opportunity to be aired...it was a tempest in a tea pot over the issue over whether the report ought to be issued about the first application."
7	"Well I think that you should ask the politicians that question...I would suggest that you ask the Mayor to do an interview and then I would suggest that you ask Councilor Williamson to do an interview because those are the people who are on the two sides of the issue."
8	I think he, I'd be willing to say this to him if he was here. Once he decided that he wasn't going to run again – he became an excellent Mayor."
9	"My leadership style is quiet different than others. Yes, I think so. I don't and try not to interfere with others. But yes, I think so. I try and not interfere with...I don't interfere with staff. Now people may think that I do, but I don't. I very seldom try and speak to councilors and try and get them to see it my way. I believe that my directions are to try and find the best solutions to bring forward, and on that basis I think I did. "

Interviews held with the local residents of the community also revealed another noteworthy finding. In talking to local residents who belonged to the PROUD and NCSD groups, it was determined that PROUD members may have attempted to downplay the events that transpired during the initial few public meetings. Some interviewees suggested that the behaviour of several PROUD members during the public meetings may have caused the “rift” in the community. Perhaps conscious of this, most PROUD members interviewed asserted that the community had in fact not been split, and such conjecture was the work of the developer and their support group. Overall, both NCSD and PROUD members interviewed were candid in recounting the events and held no reservations in airing the “dirty laundry.”

Finally, all participants were asked to comment on the quality of life in Port Dalhousie. Table 4.5 provides a summary of those comments.

Table 4.5: Comments on Port Dalhousie's quality of life. * indicates that question was not posed directly.

Participants	Quality of Life offered in Port Dalhousie	Reasons
1	One of the best qualities of life in this country.	Village atmosphere, open spaces, friendly people
2	A delightful quality of life	Delightful and varied in the way that not too many places offer now
3	A mixed and good quality of life	Heritage buildings, mature trees, friendly neighbours, view of the water
4	Mixed feelings about Port Dalhousie	Because of personal attacks, but does enjoy the harbour, outdoor environment and recreation
5	An appealing quality of life	Water recreation, historic village-neighbourhood feel, pedestrian oriented
6*	Suggested that the City had taken a responsible approach to set up the mechanisms for preservation and development	
7*	Pointed to the improvements made in 1970s and 1980s, but also empathized with the struggling businesses operating in the commercial core	
8	Suggested that the area was still evolving into a better residential area	Some older blocks are still under renovations. Explained that the proximity to the water has made the residential area competitive
9	Exceptional with a caveat	In the summer it's a wonderful place to be at, but not a great place to live, (especially) if you're close to where the activities are.

4.4 Phase three findings

Findings from phase three were derived from a questionnaire distribution that was undertaken in late October of 2006. The goal of this research phase was to randomly distribute questionnaires within the Port Dalhousie heritage conservation district. 201 questionnaires were distributed at random to the residents, and 52 to the businesses within the district. Of the 201 questionnaires distributed, 28 residents either declined to participate, or were unavailable to participate because of vacancies or renovations. From the remaining 173, a total of 103 questionnaires were returned within the allotted time given to residents. Therefore, the residential return rate was 51.24 percent (103/201) and the response rate 59.54 percent (103/173). Of the 52 questionnaires distributed to the businesses, five either declined to participate or could not due to business closures. Of the outstanding forty seven, 31 questionnaires were returned, giving a return rate of 59.62 percent (31/52) and a response rate of 65.96 percent (31/47)

The questionnaires were distributed with two overarching objectives. One, to determine if the perceptions and attitudes over development, quality of life, and civic involvement held by the residents of Port Dalhousie differed from those operating businesses within the community. The second objective was to validate and verify the existence of relationships that had been uncovered in the first two research phases. Results from the questionnaire have been broken into six distinct sections, which allow for easy understanding of the results. For a complete list of the questions asked refer to Appendix F.

Section I - Perceptions of governance and due diligence

PDVC's re-development proposals generated a great deal of controversy as apparent from the selected St. Catharines Standard newspaper articles (Appendix A). Phase two of the research uncovered that a controversial "secret committee" formed by the Mayor did exist, and in-camera proceedings had taken place relating to the development proposal. Therefore, several questions were designed to gauge the perceptions of fairness and neutrality in decision making. Comparing the results between the residents and the business community showed that 34.65 percent of the residents believed that city council

deliberated fairly over the Port Place proposal. On the other hand the majority or 51.15 percent of the businesses suggested the same.

Participants were also asked if the Mayor had taken a neutral stance over the proposal. Both residents and businesses overwhelmingly suggested either “no” or “unsure.” Only 8.08 percent of the residents and 19.35 percent of the business community suggested that the Mayor had been neutral in his dealings with the proposal. Finally, in asking “*Should the mayor have taken a neutral stance in dealing with Port Place,*” 57.43 percent of the residents stated “yes” while 32.26 percent of the businesses suggested the same. For graphical representations see figures 4.1 and 4.2.

Figure 4.1: Resident responses to Section II questions

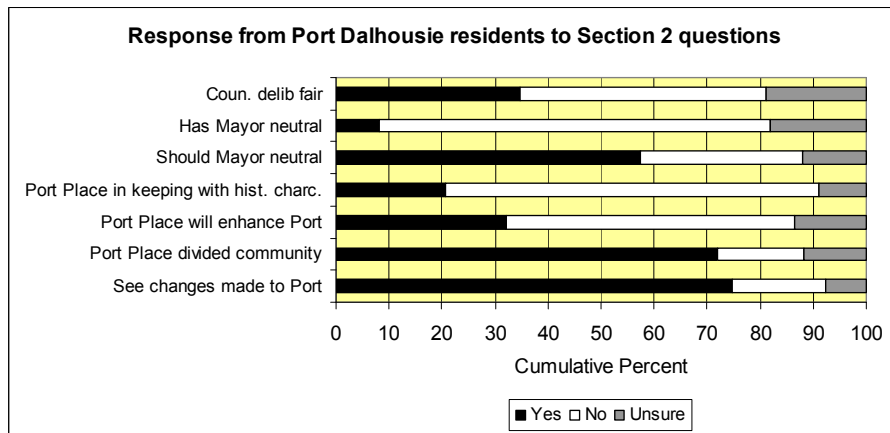
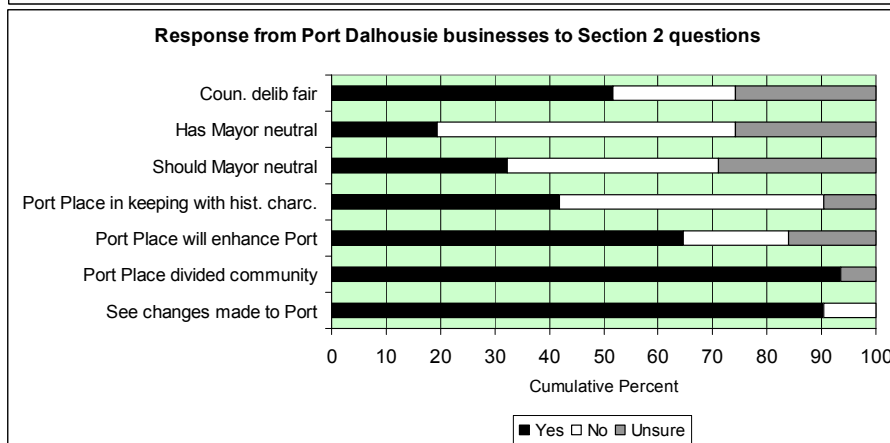


Figure 4.2: Business responses to Section II questions



Section II - Opinions of Port Place

Questionnaire results determined that opinions about Port Place varied significantly between the businesses and the residents. In asking “*Do you believe that Port Place is in keeping with the historic character of Port Dalhousie,*” 20.59 percent of the residents

stated “yes” while over twice as many or 41.94 percent of the businesses suggested the same. When asked if the “*Port Place proposal would enhance the community of Port Dalhousie,*” 32.04 percent of the residents stated “yes.” This was markedly different from the business community as again twice the number or 64.52 percent responded in the same manner.

The final question that dealt with the Port Place proposal asked if “*the Port Place proposal [had] divided the community of Port Dalhousie?*” Here both residents and business operators chose to respond with a resounding “yes.” 71.84 percent of the residents and 93.55 percent of the businesses agreed that the Port Place proposal had divided the community of Port Dalhousie.

Section III - Opinions over changes to Port Dalhousie

Resident and business operators were asked to provide their opinion on whether any changes were required to be made in Port Dalhousie. Both groups responded similarly to this part of the questionnaire. Both groups generally agreed that changes within the community were required. Majority of the residents (74.76 percent) and businesses (90.32 percent) suggested that they would like to see physical changes made to downtown Port Dalhousie. 45.63 percent of the residents and 67.74 percent of the businesses chose “revitalization” as the change required. 37.86 percent of the residents and 22.58 percent of the businesses elected to choose “simple upgrades” as the form of change needed. Refer to figures 4.3 and 4.4 for graphical representations.

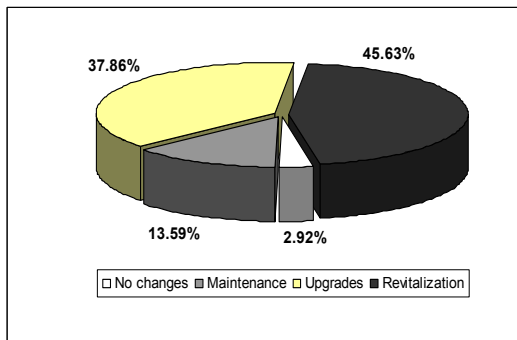


Figure 4.3: Residents opinions on the changes required to downtown Port Dalhousie

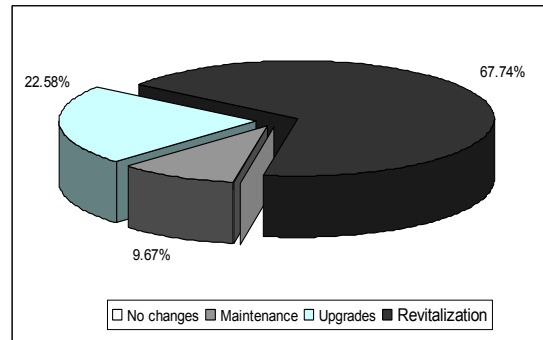


Figure 4.4: Businesses opinions on the changes required to downtown Port Dalhousie

Section IV - Perceptions of downtown Port Dalhousie and its businesses

Participants were asked to assess the viability of downtown Port Dalhousie and its businesses. General consensus existed in the responses give by the businesses and the residents. When asked *are most profitable businesses within downtown Port Dalhousie seasonal*, 74.51 percent of the residents and 80.65 percent of the businesses either “agreed” or “strongly agreed.”

In an attempt to gauge a generalized perception of downtown Port Dalhousie the following question was posed: “*Is downtown Port Dalhousie economically viable?*” 32.23 percent of the businesses and 31.68 percent of the residents indicated that downtown Port Dalhousie was unviable. On the other hand, 51.48 percent of the residents and 48.39 percent of the businesses indicated that it was viable.

A question also asked *what posed the greatest challenge to the success of downtown Port Dalhousie*. Over 53 percent of the residents selected the “unpleasant bar scene” to be the greatest challenge facing the community’s downtown. However, only 11 percent of the business operators indicated that the “unpleasant bar scene” was their greatest concern. Instead one third of the businesses suggested that “parking or access” posed the greatest challenge. Refer to figures 4.5 and 4.6 for graphical representation.

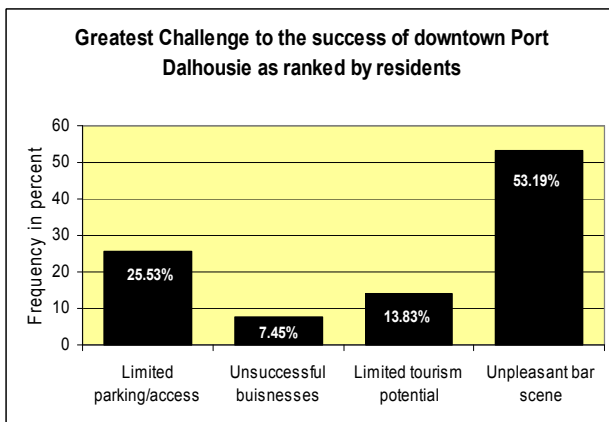


Figure 4.5: Challenges to the success of Port Dalhousie according to residents

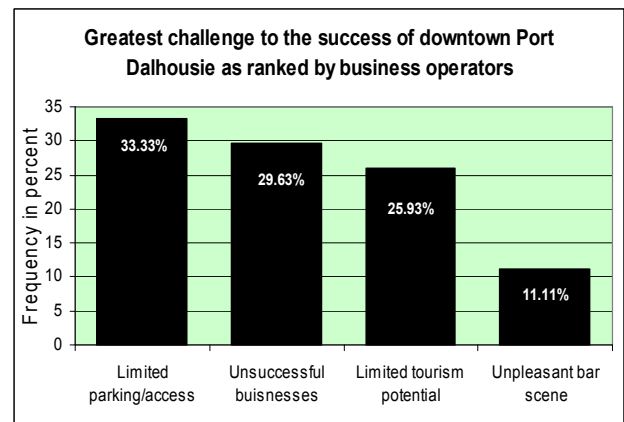


Figure 4.6: Challenges to the success of Port Dalhousie according to businesses

Section V - Quality of life measures

One of the five objectives extending from the initial research question attempted to measure, or rate the quality of life offered to Port Dalhousie’s residents. Most participants

from phase two of the research suggested that Port Dalhousie offered a “good” quality of life. But the question asked during the interviews was generalized, and offered few clues as to why the quality was good. A more comprehensive understanding required more residents and factors. Therefore seven different factors, which are commonly used to rank quality of life, were added to the questionnaire.

The first quality of life indicator dealt with safety within the community. 86 percent of the resident suggested that they were either in agreement or in strong agreement that *Port Dalhousie was a safe community*.

Housing affordability was the second quality of life indicator. 42.15 percent of the residents either agreed or strongly agreed that affordable housing was available in the heritage district. However, the mass majority or 57.85 percent suggested that they were either “unsure,” “disagreed” or “strongly disagreed” with the statement that *housing in Port Dalhousie’s heritage district was affordable*.

Ninety eight percent of the residents indicated that *Port Dalhousie was served by various amenities* such as schools, parks and recreational spaces. In terms of adequate housing, 80.81 percent of the residents agreed that there was “adequate housing in Port Dalhousie’s heritage district.” 97.09 percent of the residents also either agreed or

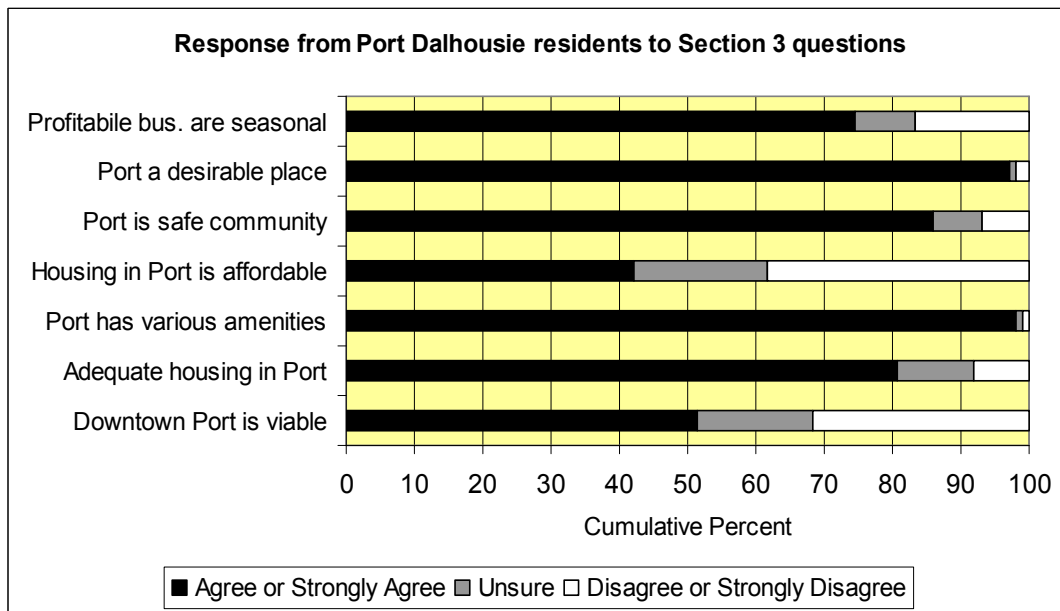


Figure 4.7: Resident perceptions of downtown Port Dalhousie and its businesses

strongly agreed that *the neighbourhood of Port Dalhousie was a desirable place to live in*. For graphical representation of responses and comparison between businesses and residents refer to figures 4.7 and 4.8.

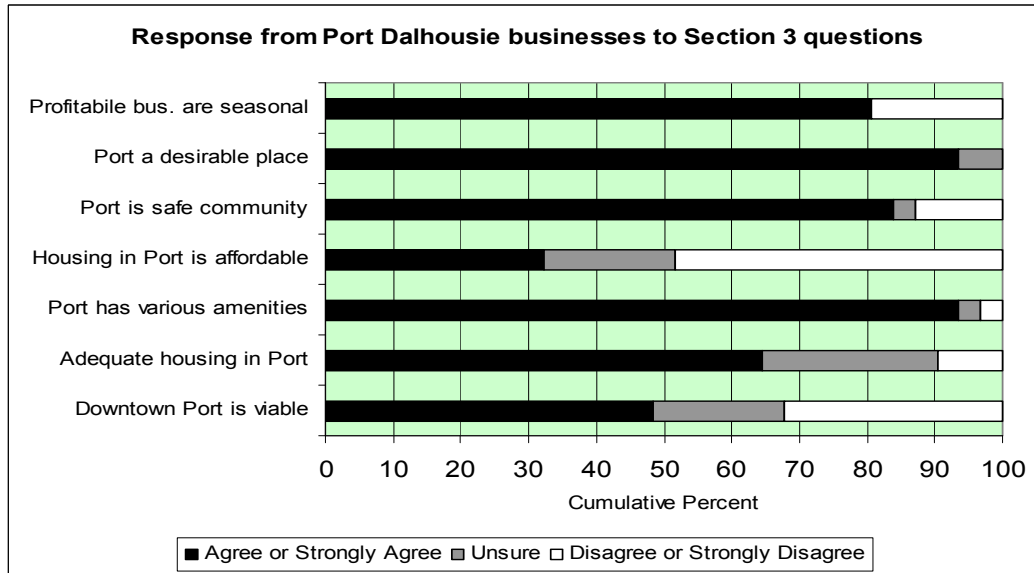


Figure 4.8: Business perceptions of downtown Port Dalhousie and its businesses

Finally, the following question was posed: “*How would you rank the quality of life in Port Dalhousie?*” To aid the participants, a five scale rank order was provided ranging from “excellent” to “very poor.” 95.10 percent of the residents ranked Port Dalhousie’s quality of life as either “good” or “excellent.” However, only 83.87 percent of the business community suggested the same. Refer to figure 4.9 for a graphical representation of the responses.

The questionnaire also asked both residents and the business operators “*What will the quality of life be like in five years time.*” Again, rank ordered responses were provided, which ranged from “improved,” “stay the same,” “gotten worse” or “not sure.” 37.86 percent of the residents suggested that quality of life would improve. 22.33 percent of them suggested that the quality of life would worsen, and 25.24 percent of the residents were unsure.

The business community was more optimistic in looking at the quality of life over the coming five years. Nearly half (48.39 percent) selected “improved,” and only 22.58 percent chose “gotten worse.” 12.9 percent were unsure about the future.

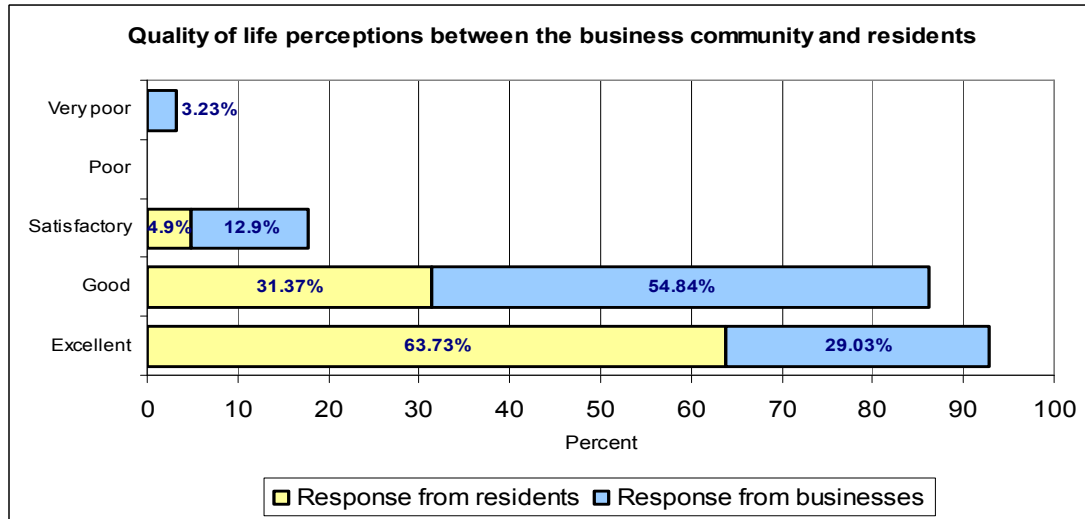


Figure 4.9: Ranking the quality of life - residents versus businesses

Section VI - Port Dalhousie’s demographics

Understanding the demographics of the community was also a key objective of the research, and the random distribution of the questionnaire provided the means to obtain the data. The questionnaire was designed to ascertain who lived and worked in Port Dalhousie. Questions focused on how long participants or enterprises had been established in the community. Additionally, business operators and residents were asked to provide their age, sex, and education background. Information on employment status and civic involvement were also obtained. The findings from each of these variables will now be elaborated.

Subsection i – Years resided in Port Dalhousie

Port Dalhousie’s residents were asked “How long have you been a resident of Port Dalhousie?” From the responses provided it was determined that the mean (or average) year of residence was 3.67 years. The median (or the number which had half of all responses higher, and the other half lower) was 3 years. And finally, the mode (or the

answer appearing the most frequently) was in fact 1 year. A brief inputting note: responses that indicated a value less than a year were grouped into the one year category.

For further analysis all reported figures were “banded” together into seven categories. The categories ranged from *five or less than five years* as a resident to *thirty one years or more* as a resident. The results revealed two end peaks in the histogram (see figure 4.10).

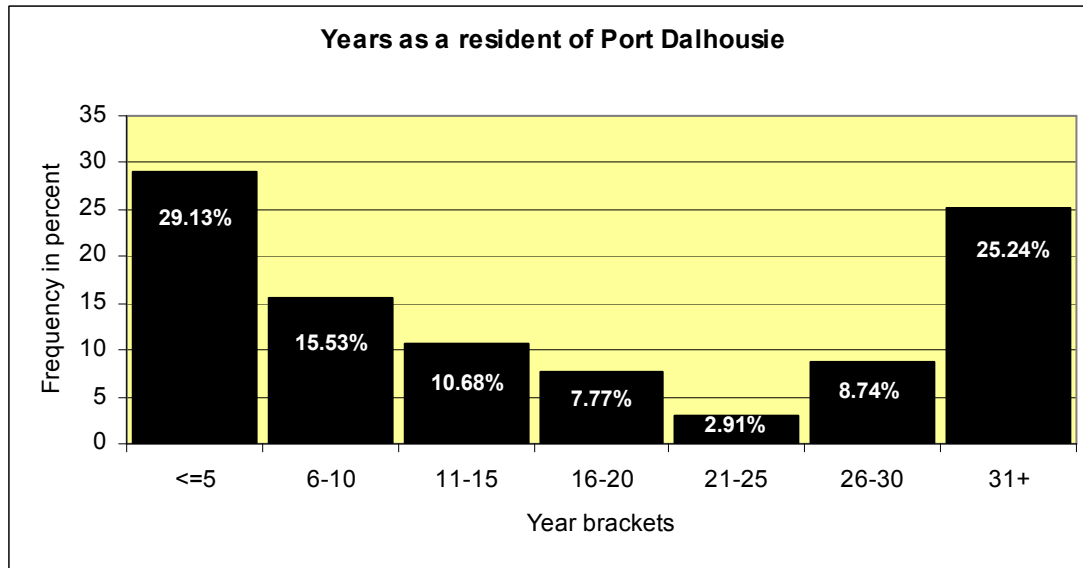


Figure 4.10: Years as a resident of Port Dalhousie. The “two end peaks” capture recent migration, and long term residency

The towers appearing at either ends of the histogram captured those that had recently moved to the community, and those who could be considered long term residents. Port Dalhousie’s business operators were also asked “*How long have you been a business person in Port Dalhousie?*” The average business operator in Port Dalhousie had been in operation for 11.79 years. The median was 10 years, and multiple modes existed. The lowest mode figure was 1 year, which had been the case with the residents. Again, a seven category histogram was compiled, which revealed a negative relationship between business operation and time. Figures revealed that nearly 38 percent of businesses in Port Dalhousie were in operation for five or less years. On the other hand, nearly one in four business operator polled suggested they had been in business for longer than 15 years (see figure 4.11).

Subsection ii – Participant’s age

Determining the age of participants was significant for several reasons. The finding established “who” resided and worked in Port Dalhousie, and what stage of their life they were in. In phase two of the research it had been suggested (by some interview participants) that Port Dalhousie was largely an older, mature community with a sizeable retired population. This could now be verified. Obtaining the average age also provided a glimpse of who was involved in the public process.

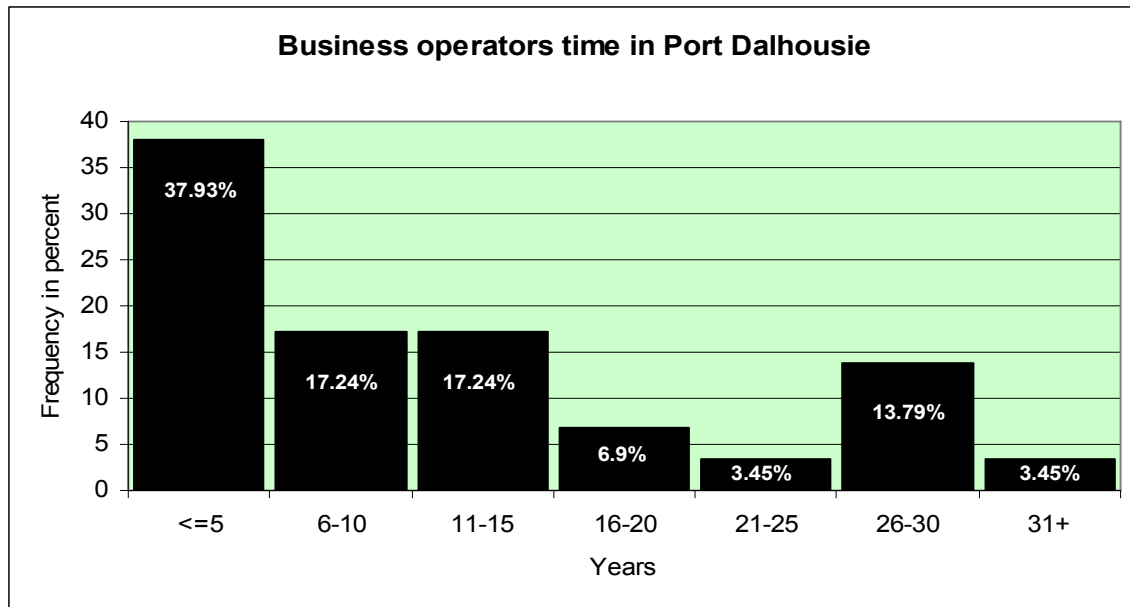


Figure 4.11: Business operators and the number of years in Port Dalhousie

Resident figures revealed that the mean age of a polled participant in Port Dalhousie was approximately 54 years. The median age was 55 years, and the mode was 48 years. Business figures revealed that the mean age was nearly 48 years, the median was 49, and the mode 54 years. Statistics Canada figures from the 2006 census revealed that the median age in St. Catharines was 41.7 (Statistics Canada, 2007), much lower in comparison to both Port Dalhousie’s residents and business operators. Figures 4.12 and 4.13 provide a banded age breakdown of the residents and the business operators polled.

Subsection iii – Education

Approximately 69 percent of the residents polled in Port Dalhousie had attained some form of post secondary education. Nearly 37 percent of the community’s residents possessed a university degree. 48.39 percent of the business persons polled indicated that

they had successfully completed college, and over a quarter, or 25.81 percent had a university degree.

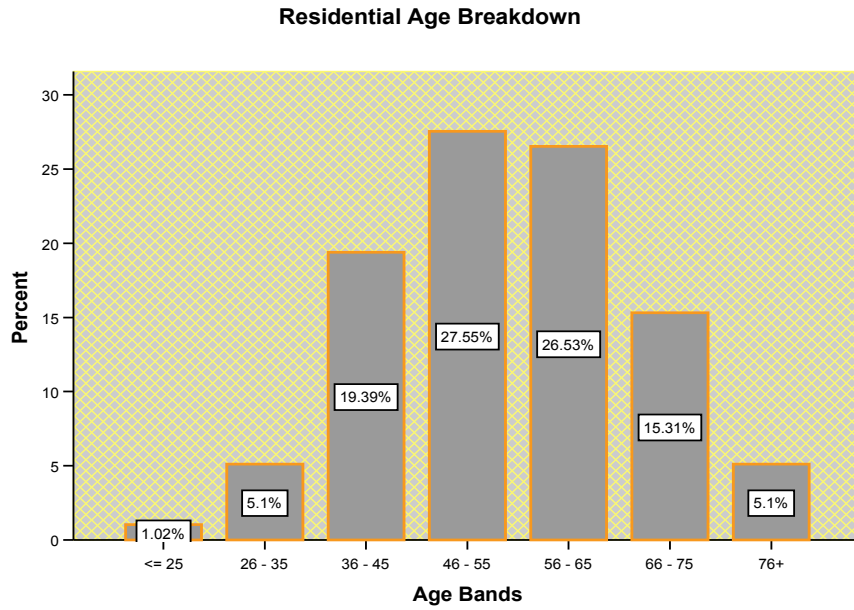


Figure 4.12: Residential “banded” age breakdown.

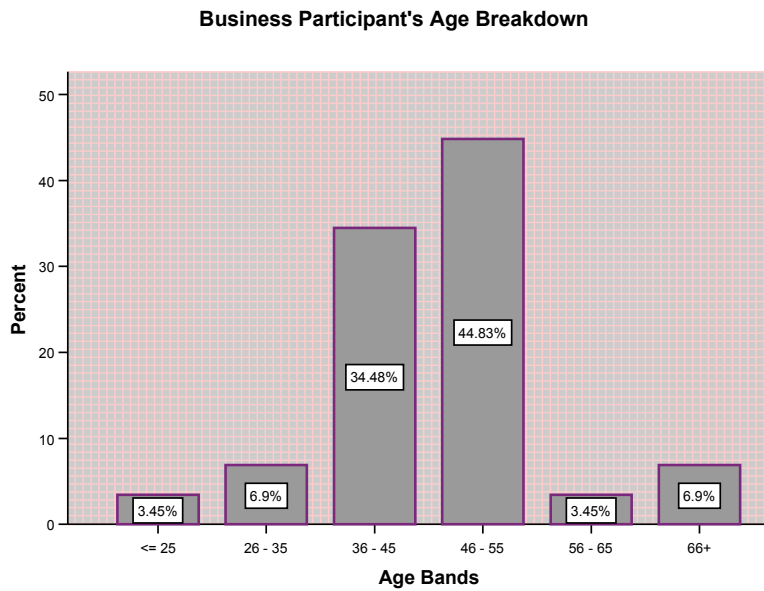


Figure 4.13: Business operator’s “banded” age breakdown.

Subsection iv – Employment status

Employment figures of the residents polled revealed that the majority or 57.28 percent were employed. 39.8 percent of the residents suggested that they were either semi-retired

or retired. Figures from the business community revealed that 12.91 percent of the business operators identified themselves as either semi-retired or retired.

Subsection v – Civic involvement

Three questions relating to civic involvement were included on the questionnaire. The first question pertaining to civic involvement asked participants to rank their involvement or knowledge of the Port Place proposal. 10 percent of the business persons indicated that they were “*directly involved in the discussion and debate over the Port Place proposal.*” Only a slightly higher 12.62 percent of the residents described themselves as also being “*directly involved.*” However, 33.98 percent of the residents, and 40 percent of the business community suggested that they were “*very well informed about the Port Place proposal*” (see figures 4.14 and 4.15).

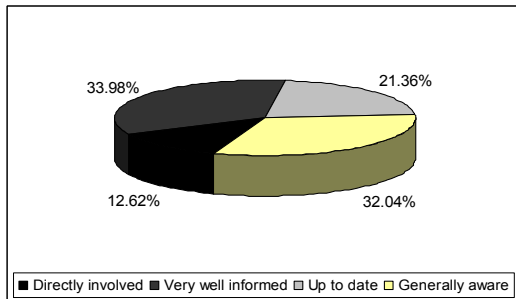


Figure 4.14: Residents involvement or knowledge of the Port Place proposal

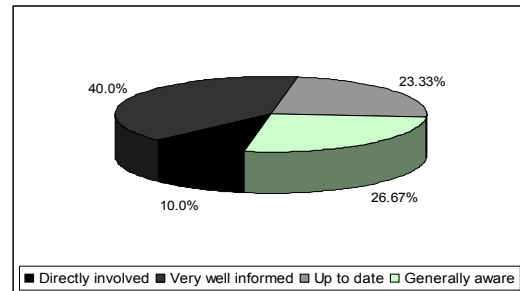


Figure 4.15: Business community's involvement or knowledge of the Port Place proposal

The second question pertaining to civic involvement asked participants if they had attended any public meeting(s)/information sessions related to Port Place. 55.34 percent of the residents and 54.84 percent of the business operators responded with a “yes.”

The final question that dealt with civic involvement asked all participants whether they were “*a member of a community group?*” The intent of this question was to find out how many of the participants were involved in their community through a formal, organized group. 32.04 percent of the residents and 43.33 percent of the business operators indicated that they belonged to a community group.

4.5 Findings Summary

The three different research phases presented in this chapter provided the data for this case study. Phase one of the research uncovered interesting facts about Port Dalhousie’s

history and evolution. Opinions and perceptions of Port Dalhousie's heritage, and the proposed re-development were offered in phase two of the research. Phase three of the research compared the perceptions held by residents and business operators on many issues, such as quality of life and the viability of the community's downtown. Phase three also provided demographic figures on the community, which yielded clues on who lived and worked in the community.

Historical research and document analysis in the first phase of the research provided a general understating of Port Dalhousie's past. Documents perused revealed the factors that shaped the development of the community. Findings from the document analysis make for interesting analysis in the next section of the thesis.

The structured interviews of phase two identified the stakeholders and their positions. Interview findings revealed the mistrust and contempt between the PROUD and NCSD community groups. Non residents interviewed also provided in depth background information on the issues surrounding the re-development proposals.

Phase three provided the researcher with remarkable insights into the community. Differing opinions and perceptions were often contrasted by surprising similarities between the residents and the business operators of Port Dalhousie. For instance, the researcher's assumption leading into the third phase of the research predicted opposing perceptions on what sort of change was required in the community. However, this was not the case. In fact, the businesses and residents held similar views on numerous issues.

Overall, the use of several research methods aided in revealing numerous facts about the community, and provided data for the analysis of the case study. Many complexities existed between the different issues, groups, and individuals involved in the case. However, valid and reliable findings were obtained despite of the complexities involved. This can be attributed to the three major research methods and their ability to maneuver around the shifting dimensions of the case study.

Chapter 5 Discussion of the findings

5.1 Introduction

This chapter is broken into two distinct parts that when combined will aid in answering the original research question. The first part of this chapter uses Mitchell's model of creative destruction (discussed in the literature review, page 31) to contextualize Port Dalhousie's evolution. Many of the research findings will be discussed with reference to the model. The second part refers to the five principles of good governance discussed in chapter 2 (page 40 and appendix B) to determine whether good governance was present and able to save the community of Port Dalhousie from over-development. The creative destruction model and the principles of good governance provide general frameworks upon which the research findings are organized and analyzed. The concluding remarks of this chapter take into account all the finding, and identify two specific causes that led to the controversy in Port Dalhousie's re-development.

5.2 The Creative destruction model

Mitchell's (1998) interpretation of creative destruction led her to devise a stage model of community development, which will be used to illustrate the findings from the research carried out in Port Dalhousie. The model of creative destruction is particularly useful in demonstrating the evolution in localities whose development has occurred around the commodification of heritage. The different stages of the model are reviewed first, followed by the analysis of the findings.

Mitchell's model is based on the interaction of three components: entrepreneurial investment/local boosterism, consumption of commodified heritage and the destruction of the heritage landscapes. First, the model predicts that entrepreneurial investment in the selling and marketing of heritage and tradition leads to the creation of a heritage landscape. Attributes of heritage attract consumers to the locality, and consumption (which at times is driven by nostalgia) generates profit. Second, the profits are re-invested to further re-create and commodify the heritage landscape. The re-investment for the additional production of goods and services is best understood by Harvey's (1985) cycle of accumulation. The result, ultimately, is the destruction or partial destruction of

the heritage setting, and often only remnants of heritage mark the landscape. According to the model, with the passage of time heritage settings or villages evolve through five stages of creative destruction.

5.2.1 Early commodification (Stage 1)

Supply and demand forces trigger the early commodification stage. Here local or non-local entrepreneurs recognize the potential to generate profit by investing in a community. By investing, the entrepreneurs engage in the early commodification of the locality. Old buildings of historical or cultural significance are purchased and adapted to meet the demands of visiting populations. Local residents perceive this sort of investment as enhancing the economic well-being of the community and receive such investment with favour. During this stage the heritage setting remains relatively undisturbed and intact.

According to Mitchell and Coghill (2000), a variety of factors create favourable locations for heritage commodification. Attractive physical settings, pleasant streetscapes, or unique traditions are ideal for the foundation of commodified landscapes.

5.2.2 Advanced commodification (Stage 2)

The stage of advanced commodification is achieved when investments levels escalate. A number of new businesses open and introduce new goods and services to meet the demands of visitors. Cooperative efforts among local investors and businesses are advanced at this stage to market the locality. The marketing usually leads to higher levels of consumption in the locality. Some residents, however, specifically those not benefiting economically from the commodification, will perceive and experience an erosion or partial destruction of their peaceful setting.

5.2.3 Pre-destruction (Stage 3)

At this stage many locals become aware of the negative consequences of development. Problems of congestion, illegal parking, and the loss of small town atmosphere concern and irritate the local residents. However, many residents continue to value the physical setting of the community and the quaint ambiance during off-peak hours and seasons, when visitation essentially stops.

5.2.4 Advanced destruction (Stage 4)

In this stage significant investments are made to cater towards an expanding tourism market. For example, major hotel or retail developments may be planned to supplement other smaller-scale accommodations and enhance consumption levels. As investment levels rise, consumption levels also see substantial increases. The significant investments made into the locality are often detrimental to the quality of life, sense of community, and erode the village-like ambiance. In advanced stages, such ill-effects of development may lead to an out-migration of local residents. Those who remain come to accept the changes and may be involved in the tourism market. It should be noted that advanced destruction only occurs “if residents are complacent and become resigned to the inevitability of ensuing change (Mitchell, p.277, 1998).”

5.2.5 Post-destruction (Stage 5)

Post-destruction outcomes have been difficult to predict. In instances where the investment levels continue to increase and a tourism base is established, consumers may react in two ways. A certain group of consumers may no longer be willing to purchase goods and services in an environment destroyed by overcrowding, noise and parking problems. In this case as the consumption levels decrease, opportunities for further investment fade and the community finds itself in some sort of equilibrium. But in an environment where a broader tourism appeal takes hold, a new type of tourist may emerge. These visitors would cause consumption levels to increase and further investment to take place. The end result in this scenario would be the complete destruction of the historic ambiance, and a complete alteration to the quality of life enjoyed by local residents.

5.3 Creative destruction in Port Dalhousie

The research for this thesis was concerned with whether development in Port Dalhousie followed the stages of creative destruction as predicted by Mitchell’s (1998) original model. If so, were all the stages of the model realized? Tonts and Greive (2002) have suggested that while the model is somewhat deterministic, it does provide a useful means of conceptualizing the over-development of heritage landscapes. The following section now discusses the specific findings from the case study.

5.3.1 Early commodification in Port Dalhousie

The period of early commodification in Port Dalhousie was relatively long-lived, beginning approximately in 1976 and ending in the mid 1980s. The initial entrepreneurial investments served to refurbish and revitalize the downtown core of Port Dalhousie. Investments were made towards the purchase and restoration of historically and architecturally significant properties. In combination, other initiatives led to the establishment of venues, businesses and recreational amenities which attracted visitors. Interestingly, the investments were not made solely by the private sector. The public sector was also engaged in infrastructure renewal that made Port Dalhousie more attractive to residents and visitors. According to a developer, who was interviewed, private sector initiatives to restore Port Dalhousie in the 1970s were carried out in unison with funding and agreements from the local and provincial governments (Interview 6).

The initial series of private investments in Port Dalhousie were made during a time when sympathy for heritage conservation was ubiquitous throughout the community. Historical research and document analysis revealed that the local citizen's group, the PDQ (Port Dalhousie Quorum) and an NGO, the WCPA (Welland Canals Preservation Association) were generating enthusiasm around local heritage, and enhancing the profile of the area by establishing recreational amenities. Private investments into historic and architecturally significant properties and community conservation projects were occurring together, and in many instances the interests of the different groups were very much in common. For example, document analysis revealed that one of the objectives of the WCPA and the private sector was to develop Port Dalhousie into a tourism site (Marshall Macklin and Monaghan, 1988). The interviewed developer also confirmed this. He suggested that the private sector was supportive of the preservation and restoration projects because not only did it positively affect all properties, but also because it encouraged visitation to the area (Interview 6).

The initial entrepreneurial investment capitalized on Port Dalhousie's decaying buildings, under-used amenities and pleasant physical setting. Between the latter part of the 1970s and throughout much of the 1980s, investment in tradition was taking place, and a strong sense of belongingness was emerging in the community resulting from heritage

conservation projects (Forrest and Kearns, 2001). The period of early commodification was also a period of harmony between investors, residents and visitors. The private investments into the community were received favourably by the residents. Local residents did not resist the changes being made to the community. In fact, they embraced it. Many were engaged in the public and planning processes that led to the upgrades. Two long time residents, who participated in phase two interviews, were involved and commented on the Port Dalhousie Secondary Plan and the Harbour Walkway Plan, which eventually led to the construction of the marina (Interview 2 and Interview 4). Secondary plans are municipal planning documents that comment on the character of areas, and provide guidelines for urban or rural development that should take place within specific areas of larger municipalities. The attitudes of local residents were favourable towards the investments because they generated financial benefits and provided cosmetic improvements to the community. During this stage the heritage character and the village-like ambiance of Port Dalhousie remained intact. However, as the restoration efforts intensified, the structure of the business community began to evolve as it entered the advanced commodification stage.

5.3.2 Advanced commodification in Port Dalhousie

The advanced commodification period in Port Dalhousie started in the late 1980s and lasted approximately two decades. It was triggered through rapidly increasing investments into the community. New businesses were established and others were converted to meet the demands of the visitors. During this stage there were two major development projects resulting in a substantial expansion of Port Dalhousie's downtown core. Interview findings revealed that a 6000 square feet commercial development known as the Lock and Main Marketplace was constructed in 1988 (Interview 8 and Visco Holdings, 2008). Upon introduction, the proposed development was met with opposition from within the community. The developer of that project in his interview (Interview 8) noted:

When we did the building at the corner to Lock and Main, which was initially two bars and a dental office... they turned it down. That building they looked at and said "No, we don't want this." Yes, the people of Port Dalhousie said that it would ruin Port Dalhousie. Now they like it. I don't have any more people objecting to it, they actually use them as examples of good development now.



Figure 5.1: The Lion Hotel circa 1887



Figure 5.2: The Lock and Main Marketplace located beside the historic Lion Hotel

Ten years after the Lock and Main Marketplace another commercial development was completed at 50 Lakeport Road. Dubbed as the “Tim Horton’s Plaza” by the locals, this two-storey development also provided space for commercial and retail businesses. This development differed only because efforts were made to re-create the old as it may have appeared in the commercial district. The development was architecturally motivated and designed to blend with the old. One developer, who participated in that development stated in his interview (Interview 6):

So we built that site...severed off the back and then built the plaza where the Tim Horton’s is. But we used reference – we have reference to the architectural and design window and door treatments so that it replicated, not replicated - it echoed the old Front Street (figures 5.3 and 5.4), which was what the Lakeport Road between Murphy’s and the Port Mansion used to be called because it fronted onto the canal. It used to run up like the building façade. So we wanted to put that piece of the puzzle back. The City were very helpful throughout. They saw in the sixties and the seventies that the use of the Port Dalhousie harbour as an industrial and commercial harbour related to fishing or transportation or ship building just wasn’t happening, but they did see a commercialized use of it for tourist and recreational purposes could work.



Figure 5.3: Old Front Street “echoed” in 50 Lakeport Road



Figure 5.4: Old Front Street, 1905

The new developments in Port Dalhousie attracted businesses that generally met the demands of the visiting populations. Restaurants and several bars with large patios attracted many to the locality, especially during the summer. But several craft, trinket and “one of a kind” stores also operated out of the newly constructed developments. During this stage, attempts were being made to serve consumer demands and provide experiences where goods and services could be obtained in an environment reminiscent of earlier times.

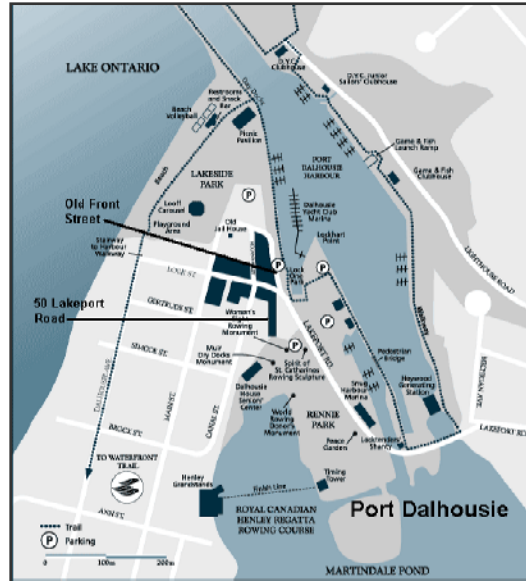


Figure 5.5: 50 Lakeport Road and Old Front Street in Port Dalhousie’s commercial core

Thus, tangible heritage was being adapted into new developments that served both economic and cultural functions of a contemporary society (Ashworth, 1994).

Besides the new construction projects, one successful initiative also saw Port Dalhousie progress through the advanced commodification stage. The Port Dalhousie Business Association, although launched during the first stage of the model, matured in this period. All individual marketing efforts were consolidated through the Port Dalhousie Business Association. Collaborative initiatives were used to collectively market and sell the community as a destination. In his comments, the former Chair of the Port Dalhousie Business Association highlighted this stage as he stated (Interview 6):

It [the Port Dalhousie Business Association] was founded in 1976 as part of a provincial initiative to create business improvement areas. So Port was identified as a BIA and the Port Dalhousie Business Association became the business community’s mechanism for operating within the boundaries of the BIA. And because it raised money...the Business Association could then pool resources to then do composite marketing. They tended to stay away from capital projects...But the idea is then you buy space in magazines and provide seed money for events and try and make the commercial community not only bond with the adjacent residential community but also give it exposure to the City, the Niagara region and then obviously to a lesser extent to try and attract international tours. Our involvement was as part of the crystallizing group or groups that took on individual projects and then worked hand in hand with the City to improve the public amenities to then give a reflective glory to the private sector initiative. And what evolved from it was a turn of the century, not turn of this century, twentieth century Victorian, Edwardian brick canal town.

The marketing efforts were essentially boosterist strategies designed to construct new images, and to attract further economic development through new residents, investors and tourism trade (Moline, 1971, Knight, 1974, Squire, 1988 and Knight, 1998). Port Dalhousie during this stage hosted a series of annual events that capitalized on the historically and geographically pleasant setting. The business association boosted the community as “*the best kept secret in the entire Niagara Peninsula.*” The Business Association’s efforts to attract visitors led to pamphlets and magazine advertisements that urged visitors to come and

...discover a treasure trove of heritage structures and breathtaking sites; including two lighthouses dating from the late 1800's, an antique carousel hosting rides at the nostalgic price of 5 Cents a ride and the smallest jailhouse in Ontario, which was built in 1845. Whatever the season, the engaging nature of Old Port Dalhousie is sure to please everyone. Smartly refurbished historic buildings house galleries, fashions, eclectic boutiques, casual/fine dining restaurants specialty services and boat cruises. Entertainment includes live theatre presentations. Come and be a part of our historical harbourfront village and rediscover Mother Nature's beauty, as you walk, jog or run along the beach, the Harbour Walkway or in the parks - all accented by vessels in the marinas and fishermen taking in their catch of the day (Port Dalhousie Business Association, 2007).

Interview participants noted that Port Dalhousie had hosted annual rowing regattas, summer festivals, carnivals and Canada Day celebrations. Port Dalhousie also had a dinner theatre where the performing, visual and artistic heritage were constantly being promoted, and visitation led to the consumption of both tangible and intangible reminders of Port Dalhousie’s heritage. This further contributed to the creation of the commodified landscape.

The successful completion of restoration and construction projects in Port Dalhousie led to a port setting that not only provided consumers with goods and services, but the setting itself emerged as a visual commodity (Zukin, 1992 and Mitchell and Coghill, 2000) that was consumed because of the presence of various amenities. Another important element of the advanced commodification stage was the consumption of land and housing. The investments and re-developments in Port Dalhousie created an idealized form of landscape and community. The “quaint” village-like image of the community was enhanced through residential and commercial restoration and construction projects that paid special attention to vernacular elements. This gradually led many to seek residence and homeownership in Port Dalhousie over this period. In 1999, towards the end of this

stage, a study seeking designation for a heritage conservation district in Port Dalhousie had commenced (Interview 1). This was a community led initiative based on consensus amongst residents, and realized the importance of Port Dalhousie's heritage character. At this stage a collective place identity and a sense of place had emerged within the community where the residents felt a special bond or connectedness with the physical and cultural character of Port Dalhousie (Girard, 2003 and Yuen, 2006).

5.3.3 Pre destruction in Port Dalhousie

It is estimated that Port Dalhousie entered the pre destruction stage sometime after 2000. Port Dalhousie's popularity continued to grow among young persons who frequented the area for its patio pubs and bars. However, interviews with developers and residents revealed that in-migration and gentrification of Port Dalhousie's residential area also continued during this period. Questionnaire results from 2006 indicated that approximately 29 percent of the residents in the heritage district had resided in Port Dalhousie for five or less than five years. Over time the popularity of Port Dalhousie during the summer months continued to increase, and with increased visitation came problems of congestion and parking, which at first were tolerated. These problems led many residents to experience a partial erosion or destruction of their community.

As more time passed, residents complained of the negative consequences from the increased visitation. Over time new issues of litter, safety, vandalism and disrespect for private property emerged. The period of pre destruction, towards the end, was one of growing irritation among residents. One resident (Interview 3) in an interview commented:

I live about – at the corner of Christie and Dalhousie and its three quarters of a mile down and on weekends it is backed up to my street. I can't go through the downtown. I don't bother in the summer. The congestion is terrible and you sometimes worry if there was really an accident or something at the beach – could an ambulance get to them?

Another resident (Interview 4) stated:

Right now the worst thing in Port Dalhousie is the late night bar crowd. Now where I live, I'm not affected by it because we're far up enough from the west side of the street. The late night partiers don't park their cars on our street. So we never get assailed with them at three in the morning shouting and screaming, cursing and leaving their litter and peeing on your walls. But my friend tells me... he and his neighbours stay up...you know he says that

he goes to bed on the weekend around nine o'clock and gets up at twelve o'clock so he can guard his house. That's the lifestyle here in summer. They come here on the summer weekends, by the time they get here it's usually ten o'clock and the parking spaces are all gone. So they park in the neighbourhood. When they come and get their car after the bars are closed... you know one thirty, three o'clock, they are rowdy, they are loud, they vandalize and you know this is what happens.

The questionnaire results also provided some insight into the partial destruction of Port Dalhousie during the summer months. In the questionnaire, 53% of residents (figure 4.9) believed that the unpleasant bar scene posed the greatest challenge to the success of downtown Port Dalhousie. Limited parking and access were also pointed out. One out of every four resident and one out of every three business operator indicated that limited parking or access to parking was the greatest challenge that plagued Port Dalhousie.

However, findings from the interviews and the questionnaire also indicated that most residents valued the quality of life in Port Dalhousie when visitation stopped. When asked "What kind of a quality of life does Port Dalhousie offer," one resident (Interview 2) responded "Delightful and varied in the way that not too many places do now."

Another (Interview 4) said:

What do I like about this town? I love the harbour. I love the fact that you can have outdoor entertainment on a Saturday afternoon. I love the fact that it's got theatre. I love the fact that there is so much recreation here: fishing, sailing, rowing, kayaking – all these things that you can do a step out of your door. Bicycling...it's very public and you can walk for miles. Public spaces...you meet people that you know, people that are your friends. It's a very comfortable place to live in.

Questionnaire results indicated that 9 out of 10 residents agreed or strongly agreed that Port Dalhousie had various amenities. Nearly eighty five percent of the residents also suggested that Port Dalhousie was generally a safe community, and 97% percent of the residents agreed or strongly agreed that Port Dalhousie was a desirable place to live (figure 4.14).

The presence of various amenities and the quaint setting of Port Dalhousie generated more than just economic growth. Increased visitation and the inflow of new residents led to conflicts that could be best characterized as social and economic. But as explored in the next stage, proposed changes to resolve the recurring seasonal conflicts would lead to

controversy that would eventually spill into the local political arena, and more importantly leave some wondering whether good governance was being practiced.

5.3.4 Advanced destruction in Port Dalhousie

In September of 2004, only nine months after the establishment of the Port Dalhousie Heritage Conservation District under Part V of the Ontario Heritage Act, a proposed 30 storey glass tower development was put forward by a group of local investors. Port Dalhousie Vitalization Corporation's Port Tower development proposed to re-build Port Dalhousie's downtown commercial core. The multi-million dollar, mixed-use development comprised of a boutique hotel, theatre, retail space and residential condominiums. Interview findings revealed that while some welcomed this announcement, many were shocked by the scale and mass of the development. Additionally, many residents felt that the proposed height and materials were not in keeping with Port Dalhousie's heritage and character. The proposal prompted local residents to action.

Concerned citizens turned to PROUD (Port Realizing Our Unique Distinction), the local citizen's group that had organized the efforts to obtain the heritage district designation. It appeared that many residents opposed the development. A barrage of public criticism campaigns against the development from PROUD frustrated the proponents of the project, and eventually the proposed re-development was withdrawn. Residents from the community had actively engaged against the developer and had stopped the development while it was still in the planning process. This represented a tremendous triumph for the community's social and cultural capital (Bourdieu, 1990 and Kretzman and McKnight, 1993).

In February of 2006, a second, revised proposal for re-development (Appendix F) was unveiled by the same group of investors. With the aid of a new architect, the height was reduced to approximately 17 storeys. The proposal was, again, for mixed-use development. The project consisted of retail, office and restaurant space that would measure nearly 39,235 square feet. The theatre was projected at nearly 22,000 square feet. The boutique hotel and residential condominiums represented over 170,000 square

feet of re-development. Also, this time the proponents had the support of a local citizen's group, Niagara Citizen's for Smart Development (NCSA). It quickly became evident that with the presence of both PROUD and NCSA, the citizen's of Port Dalhousie had a difference in opinion on the issue of re-development.

Proponents for the re-development argued that the project would benefit the city's economy, increase the tax base and support local businesses by making the downtown core a year-round attraction. More importantly, the proponents suggested that the development would solve the local problems of vandalism and parking by attracting a more up-scale clientele. The support group suggested that the development adhered to the principles of smart growth, and therefore made good planning sense. On the other hand, opponents argued that the proposed development was out of scale in height and mass for the quaint historic setting. They argued that the development was in contravention of not only international and national heritage charters and standards, but also Port Dalhousie's heritage district guidelines and zoning by-laws.

On June 28, 2006, after six public meetings, which allowed residents to comment on the proposed development, the St. Catharines city council decided to approve the 17 storey development known as Port Place (Appendix A, Article 18). Comments on the re-development proposal were then issued from the province's Ministry of Culture and the Regional planning department. The Ministry of Culture suggested that alternative solutions be considered for re-developing the commercial core (Appendix A, Article 26). The regional planning department, which acts on behalf of the province to approve or reject official plan amendments, agreed with the Ministry of Culture (Appendix A, Article 27). In October of 2006, regional planners issued a report that recommended not approving the official plan amendment sought by the Port Place re-development proposal. However, when the issue came to regional councillors, the vast majority of them voted for the approval of the official plan amendment, and in doing so ignored the recommendations of their own planning staff (Appendix A, Article 29). Municipal and regional decisions to approve the re-development were subsequently appealed to the Ontario Municipal Board, a quasi-judicial body that renders decisions on land use disputes. The impacts from the proposed development, if constructed, remain to be seen.

However, the proposed development and the action prompted by local residents suggested that the community was either transitioning towards, or was already in the preliminary stage of advanced destruction.

Port Dalhousie's quality of life was measured during the transition period between the pre-destruction and advanced destruction stages. Questionnaire findings revealed that 95 percent of the residents and 83 percent of the business operators perceived the quality of life in Port Dalhousie to be either good or excellent (figure 4.12). However, residents were also asked what the quality of life would be like in five years. One out of every four resident indicated that they were unsure, and approximately one in five suggested that the quality of life would worsen in the future. This indicated that Port Dalhousie was transitioning into the initial stage of advanced destruction.

5.3.5 Summary

The model of creative destruction was developed to hypothesize and describe the evolution of communities whose development was based on the commodification of heritage. The findings determined that such an evolutionary process had occurred in Port Dalhousie. Document analysis and interview findings revealed that entrepreneurial investments played a substantial role in the transformation of Port Dalhousie. Restoration of homes and the commercial core along with new developments created a heritage landscape replete with amenities. The presence of heritage saw the growth in cultural assets, which positively affected social ties, networking and reinforced the sense of place. Boosterist activities creatively marketed and sold the image and setting to encourage visitation. According to the questionnaire findings, with the visitation also came the partial destruction of the quaint setting as perceived by local residents. Lastly, the large scale re-development proposal planned for the commercial core confirmed that Port Dalhousie had entered the initial stage of advanced destruction.

However, certain events that transpired in Port Dalhousie suggested a deviation away from the creative destruction model. While the entrepreneurial desire for profit was present in the community, other forces were also active that sought the preservation of the heritage character and setting. The social and cultural capital of the community fused

together and prompted local residents and civic groups to take action against the proposed development. This prolonged the state of advanced destruction, and halted the community's progression into full-blown advanced destruction. Quality of life indicators also established that the community was threatened by advanced destruction.

Yet another important factor in the commodification of heritage landscapes is how land is used. In Port Dalhousie, a considerable amount of land surrounding the commercial core was used for housing. In some cases neglected properties were purchased and restored. In other instances, completely new housing projects were developed. Therefore residents along with visitors were active in the consumption of the heritage character. According to Tonts and Greive (2002), "while these changes can create new and locally specific accumulation opportunities, they also have the potential to make such areas the locus for new social and political conflicts" (p. 61). This point will be further elaborated in the following paragraphs and in section 5.5 of this chapter.

Mitchell and Coghill's (2000) application of the creative destruction model suggests that active citizen involvement can influence the development process, and therefore affect the stages of the model. Mitchell's work in St. Jacobs, Ontario (1998) concluded that a lack of public sector involvement in the development process accelerated the commodification and destruction stages. On the other hand, Mitchell and Coghill's research (2000) from Elora, Ontario determined that "if local residents continue to voice their concerns, and council remains receptive, developments that deviate from the heritage theme may be restricted and the community's entrance into advanced or post destruction may be prevented" (p. 101). In Port Dalhousie, while concerns and opposition were voiced by residents and civic groups, the local city council was unreceptive and decided to approve the proposed development. This occurred despite the development contravening system wide plans, which included policies for growth and development in the Official Plan (zoning by-law), the Secondary Plan and the Heritage Conservation District guidelines.

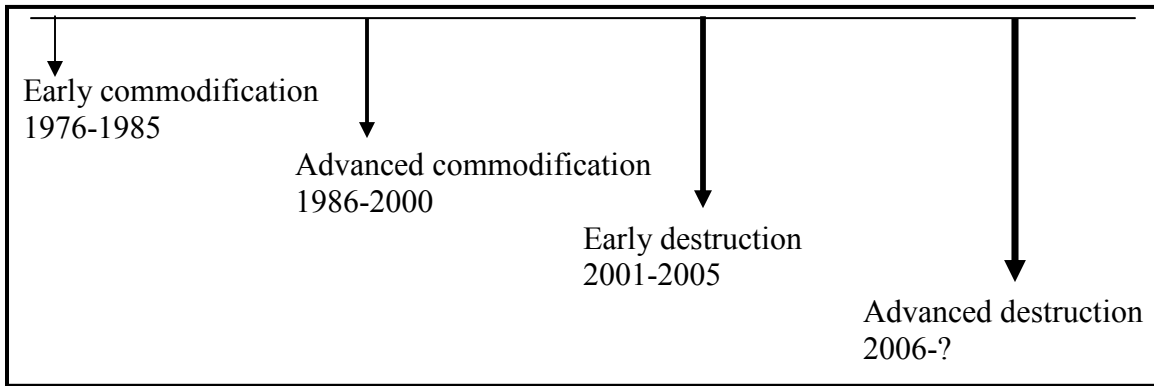


Figure 5.6: Port Dalhousie's progression through the different stage of creative destruction

The decision by city council to approve the proposed development created social and political rifts, and left many perplexed and wondering whether good governance was being exercised. In the next section of this chapter, principles of good governance evaluate the social and political conflicts generated from the proposed development. The following section will determine if good governance was exercised, and whether good governance could prevent the proposed over-development of Port Dalhousie?

5.4 Principles of good governance

Good governance should lead to the achievement of desired economic and social results that are consistent with values of democracy (IOG, 2003). Effective and good governance, in theory, should also lead to results sought by citizens. The United Nations Development Program established a list of good governance characteristics which were later refined by the Ottawa based Institute on Governance (2003) and Shipley and Kovacs (2005). The principles of good governance and their specific criteria as they appear in appendix B are used in the second part of this chapter to evaluate the events that unfolded in Port Dalhousie, specifically in light of the approved development.

The organization of this section, much like the first part of the chapter, will first explore the principles of good governance, and then discuss the findings and evaluate the events that transpired in Port Dalhousie. By evaluating the events from this case study against the principles of good governance, a conclusion can be reached as to whether good governance was present, and whether it was able to avert the pressures of over-development in Port Dalhousie. The five principles of good governance recommended for

the heritage sector are based on 29 relevant criteria. While all the major principles were useful in the analysis of the findings, only 13 criteria were applicable to this case study. The principles and their corresponding criteria are as follows:

5.4.1 Principle 1- Legitimacy and Voice

This principle is based on participation and consensus, and comprises of four criteria that are relevant to the findings. They include:

- Appropriate level of decentralization in decision making
- Citizen participation at all levels of decision making
- Existence of civil society groups and independent media
- High levels of trust

Appropriate level of decentralization requires decision making to be made by local bodies that have the capacity to perform their functions. The local bodies should have constraints and standards, which should coincide with national or international interests. Local bodies should also be held accountable by the local people, and the presence of independent media and civil society groups is vital in balancing the powers exercised by political leaders and managers. Other aspects of this principle involve citizen participation in decision making. Collaborative practices should be exercised in an effort to involve local people in the decision making process. Finally, this principle calls for high levels of trust to exist between governmental, non-governmental and local actors

5.4.2 Principle 2- Direction

This principle is based on strategic vision which includes human development and cultural, historical and social complexities. This principle consists of two criteria that are applicable to this case study:

- Existence of system-wide and management plans
- Demonstration of effective leadership

The presence of management and system wide plans requires that management plans be approved by appropriate authorities whose objectives are consistent with legislation and regional agreements. Additional aspects of this criterion require decisions to be made in accordance to system wide plans, which are based on consistent policy statements and guidance documents. Finally, the demonstration of effective leadership demands political

leaders and managers to provide inspiring and consistent visions for long term development of areas.

5.4.3 Principle 3- Accountability

This principle is based on accountability and transparency to the public and other stakeholders. Events from Port Dalhousie were evaluated against two criteria:

- Role of political leaders and
- Transparency

The role of political leaders refers to the appropriateness of responsibilities assigned to elected politicians. This criterion also requires the absence of corruption. The other important aspect of this principle refers to transparency and the ability to gain access to information relevant to the performance of management and their powers. Access should be provided to citizens, civil society groups and the media.

5.4.4 Principle 4- Performance

This principle is based on the effectiveness, efficiency and responsiveness of institutions and stakeholders. For this case study the criteria examined were:

- Coordination and
- Responsiveness

Coordination refers to the ability and capacity to arrange and involve principal stakeholders. On the other hand, responsiveness refers to responding or reacting to complaints and public criticism.

5.4.5 Principle 5- Fairness

This principle is based on equity and rule of law. Criteria used in the evaluating the findings were:

- Existence of a supportive judicial context
- Fair, impartial and effective enforcement of rules
- Fairness in the management of conservation sites

The existence of a supportive judicial context requires the respect of rule of law, and requires governments and their officials to base their actions and decisions on well defined legal authorities. This criterion also requires that citizens have the right to appeal and seek legal remedies against their government and other fellow citizens. Also, fair,

impartial and effective rules should be enforced. This means transparency in the rules, absence of corruption among public official, and the right to appeal when transgressions occur. The last important aspect of this principle requires fairness in the management of conservation sites. Here, practices should achieve a favourable balance of costs and benefits to local citizens, and mechanisms for sharing in management decision-making should be present.

5.5 Principles of good governance in Port Dalhousie

The events unfolding in Port Dalhousie were examined under all five principles of good governance. The following section now discusses the specific findings from the case study. Extensive references will be made to the findings from interviews and the questionnaire in order to relate and establish whether good governance was being observed.

5.5.1 Legitimacy and Voice in Port Dalhousie

The principle of legitimacy and voice was used to evaluate the proceedings in Port Dalhousie. Research findings from Port Dalhousie indicated that most criteria relating to the first principle were in effect and being observed. Appropriate levels of decentralization in decision making did exist. This was illustrated with the local city council making the final decision on the proposed development in Port Dalhousie. City councillors based their decisions on the feedback and reports from the city's planning and development services. The reports and feedback that were received by council were subjected to provincial planning regulations and standards, which coincided with the interests of all citizens in the province. Furthermore, Regional Council served as a commenting agency that approved the Official Plan amendments sought by the proposed development in Port Dalhousie (Interview 7).

Citizen participation and the presence of civil society groups were also observed. In an interview with a resident (Interview 1) it was revealed that city council, through its powers had established the Port Dalhousie Heritage District Advisory Committee. This advisory committee of council interpreted and administered the heritage conservation district guidelines in Port Dalhousie, and thus represented a form through which citizens

from Port Dalhousie could engage in the planning and political processes. Furthermore, both PROUD and NCSD were among other citizen groups that had formed within the community. Both groups were provided ample opportunities to voice their concerns and participate in the planning process. In an interview, one elected official (Interview 9) from the local government illustrated this point in stating:

You know what, when we finally got to public meeting part fortunately, you know we had preliminary meetings and all that, but when we finally got to the public meetings and I mean it was a long process. It was a lot of nights and it was tough. But we heard some good things from those who were opposing and there are some good reasons why people don't want it, and I certainly respect that. I'm not sure that they're all wrong in every aspect and there are good reasons for doing it. And some of them weren't. So I think there was a good balance. What surprised me was the number of people...generally when you have something proposed it's only the people who don't want something that show up. And it surprised me, the number of people who showed up that did want this and I think that tells you a story.

Independent media was also present and was not interfered with as they performed their function. According to the Mayor, Port Dalhousie's proposed re-development had "been a great story for the media." The growing controversy around the issues were covered extensively in print media, chiefly by the St. Catharines Standard (Appendix A), and to a lesser extent by radio and television. Interviews findings also indicated that both PROUD and NCSD had sought the attention of the media to raise awareness and spread their message to other parts of the city and the region.

Trust was perhaps the only criterion that was not conclusively achieved (or fully met). Four interviewed residents, representing both sides of the issue, complained over a lack of trust in their elected officials. In one interview a resident (Interview 1) said "I would think that trust, levels of trust from the community are probably at a low, if not at an all time low. You get the sense that they're not listening or representing us and there seems to be [that] saying that they know best. It's that father knows best attitude." Another resident went on to say:

I'd say that the trust is low because there are a lot of politicians that you just don't know where they stand and they won't tell you. They won't commit and a lot of them are fence sitters. So you can't trust people like that are going to make their decisions based on what is printed in the paper..."Oh this is what everybody thinks, I'm on that side. Ooh suddenly this is what everyone thinks, I'm on that side now," and I don't want politicians like that. I want a politician that takes sides. So I would say that overall there is very low trust levels in the politicians.

An independent participant, who did not have any associations with either PROUD or NCSD, stated:

Well okay if you talk about citizen's group in general I think it [the level of trust] is probably average, or good to average. That particular group right now, the PROUD group, probably I would say that there isn't a lot of trust because the municipality is doing something that they don't agree with. So I think that's difficult, but I think that there are lots of community groups that have good relations with city hall

5.5.2 Direction in Port Dalhousie

Document analysis uncovered numerous system-wide and management plans for not only Port Dalhousie, but also for the city of St. Catharines. These plans, which included the St. Catharines Official Plan, the Port Dalhousie Neighbourhood Plan and Heritage Conservation District Guidelines for Change in Port Dalhousie, had been approved by the appropriate authorities. Authorities ranged from the City of St. Catharines to the province's Ministry of Municipal Affairs and Housing, and the Ministry of Culture. However, some residents complained that certain decisions had not been made in accordance to the system wide plans. One resident stated:

Yeah, we think all of the legislation in place, the regulations in place are quiet clear. The fact that the municipal government seems to be prepared to ignore a lot of them is another matter. For example, we have had to retain a professional planner, just met with him today for the first time, and his assessment is that both the Official Plan and the Secondary Plan are quite clear in their statements on height restrictions and stuff like that.

According to PROUD, who opposed the proposed development, the secondary plan and the guidelines for change in Port Dalhousie's Heritage District were discounted and ignored when city council approved the proposed development in Port Dalhousie's commercial core.

Mixed reviews were gathered on the second principle of governance, and specifically demonstration of leadership. Interview findings revealed that several residents did not perceive the leadership from their elected council and mayor as being effective. On the other hand, some were appreciative of the efforts from council. In his interview, a resident who opposed the proposed development, said:

Certainly the feeling that we get from the politicians is that they don't understand what the Official Plan and the Secondary Plan call for. Otherwise they would be much more concerned about considering this development and some of them seem to think that just because this development is coming... like we have a plan, but whenever somebody comes in with some money, we'll just ignore the plan. Then there is no reason for having the plan.

However, a local developer, responsible for some of Port Dalhousie's development commented, "I very strongly am appreciative of the process that the City went through as initiated by the staff and endorsed by Council" (Interview 6). Furthermore, the developer felt that ample opportunities had been given to express all concerns about the development.

All participants interviewed were also asked to comment on the Mayor's leadership. A long time resident from Port Dalhousie stated:

Well I think that he has been quite unprofessional in many areas in that he has for example been very openly lobbying for this development, where as I think he should be on a more neutral position because of the influences that his office carries.

On the other hand, a participant owning property in the commercial core of Port Dalhousie stated "I think he...I'd be willing to say this to him if he was here. Once he decided that he wasn't going to run [for Office] again – he became an excellent Mayor...And so in his leadership he said 'you know what we need a project like this.' So I think he did a good job."

Since no conclusive judgment could be reached over how effective the leadership was, a question was posed to residents who participated in the questionnaire. The question asked Port Dalhousie residents whether the Mayor had taken a neutral stance in dealing with the proposed re-development. Results showed that nearly 92 percent of the residents indicated that he had not. In another question, residents were asked whether the Mayor should have taken a neutral stance in dealing with the re-development proposal. Over 57 percent suggested that yes, he should have (figure 4.4).

5.5.3 Accountability in Port Dalhousie

The third principle of good governance involved aspects of accountability. The two most important criteria of this principle relate to the role of political leaders and transparency.

While the first criterion was partially dealt with in the preceding text, instances where transparency was lacking were detected in the research findings. In the interviews conducted, several residents suggested that the revised proposal for re-development in Port Dalhousie's commercial core had been formed through a "secret" advisory committee created by the Mayor. A resident who opposed the development expressed his dismay by saying:

A lot of people have objected to this secrecy that he [the Mayor] tends to believe in, like setting up a secret committee to work with the developer...So I would assume that the Mayor has the best interests of the City at heart, but it is sad to see that he does not understand that it should be an open and transparent process, and that he should not be having secret committees and secret meetings.

Other complaints relating to access to information also emerged during the interviews. Those opposing the re-development in Port Dalhousie were unsure why the planning report on the first (Port Tower project) proposal was being withheld from the public. One local resident indicated that the "political group [had been] disappointingly wishy-washy, with an embarrassing love for secrecy." He continued, "They're the voted, making moves and keeping secrets from people like me. And we have actually had to make legal applications to get information that is actually in the public domain."

A better understanding was gained about the "secret" planning report in a later interview. During an interview held with a local developer, the subject was brought up and the following was stated:

...it was a tempest in a tea pot over the issue over whether the report ought to be issued about the first application. That was a non-issue. In legal terms that's called a moot issue. It isn't in the range of possibilities. Why do you need our opinion? You know a Judge will not say "gee if something were to happen, what would you do?" Well we don't deal with possibilities, we deal with actualities and it was entirely feasible in my view...entirely appropriate for the City and the policy to say that if it's not an active application we don't comment on it.

While certain lapses in transparency were detected, it was also noted that the overall decision making was free from secrecy and conflict of interest. In fact, the final decision that approved the proposed re-development was made in a public forum, open to all citizens and stakeholder in the community (Appendix A, Article 18). The democratic process also ensured the presence of accountability in two ways. One, the decision made

by council saw the use of democratic principles as elected councillors voted on the approval of the re-development. Second, citizens also had the opportunity to participate in municipal elections by electing or re-electing their municipal leaders based on the confidence and trust they had in the candidates. Municipal elections held in November of 2006 provided a chance for the St. Catharines electorate to hold their council accountable. Voters elected Brian McMullan as Mayor. In his campaign, McMullan had publicly taken a stand against the re-development in Port Dalhousie. In total, 10 of the 13 newly elected council members opposed the re-development.

5.5.4 Performance in Port Dalhousie

The performance principle of good governance evaluated the co-ordination and responsiveness of elected leaders. In an interview with the Mayor it was disclosed that a committee of like-minded individuals had been formed whose sole objective was to revive the initial re-development project in Port Dalhousie. The committee was heavily criticized as being secretive by PROUD and those who opposed the development. While coordination was evident in the formation of the committee, only a partial realization of this criterion was achieved. In an interview with one of the “secret” committee member, two admissions were made. One, the committee was mostly comprised of individuals from the business community, and that no one particular individual represented the heritage interests of the community. Two, it was unanimously decided by all the committee members, including the Mayor, to conceal the identity of the committee members from the public. Therefore, the coordination criterion was only partially realized.

The second criterion of responsiveness was assessed largely around the issues of secrecy. When complaints and criticism of the “secret” committee emerged, very little was done by the Mayor or any of the committee members to react or respond to those charges. In another instance, elected officials and municipal bureaucrats were slow in explaining why the initial planning report on the Port Tower proposal was being withheld from the public. Because a clear understanding was not provided to all citizens, some who opposed the development accused the government of withholding information. It was

only later discovered through interviews that the report was considered *moot*, because the application had been withdrawn (Interview 6 and Interview 7).

5.5.5 Fairness in Port Dalhousie

Finally, the last principle of good governance dealt with fairness. Three criteria were applied to the case study findings, and it was determined that in general this principle had been implemented effectively. Initially some gaps in impartiality were observed. For example, impartiality was challenged when councillors had to balance the social and economic costs and benefits of the proposed development. The perception of fairness and neutrality among citizens also varied. The questionnaire distributed within the Port Dalhousie heritage district asked residents to assess their council's deliberations over the Port Place proposal. Results from the questionnaire (figure 4.4) indicated that approximately 65 percent of the residents were either unsure or did not believe that their city council had deliberated over Port Place in a fair manner. However, well designed planning regulations and provincial legislation also enabled a fair public participation to take place. Provincial planning protocols meant that a forum was provided to those who wanted to comment on the proposed development. Citizens and experts expressed their opinions and participated in the public meetings and the consultation process. Furthermore, opportunities to challenge the decisions were also present through the appeal process to the Ontario Municipal Board. Transparency was observed in the enforcement of rules, and the absence of corruption among public officials ensured that the vast majority of the citizen's had confidence in the methods and approaches used to arrive at the decision.

5.5.6 Summary

The five principles of good governance were used in this case study to evaluate and provide useful analysis of the events that transpired in Port Dalhousie. Analysis of the findings identified a number of lapses or gaps in the application of good governance principles. The lapses were mostly associated with fairness in decision making, and trust in the actions of the elected officials. Through interviews conducted with residents, a small percentage also suggested that responsiveness was lacking from the elected officials in quelling doubts over secrecy. However, by and large, all five principles of

good governance and most of their relevant criteria were determined to be valid and in force. For example, individual citizens were given free reign to associate and form groups. Forums for public participation were organized where the voices of all were heard. Separation of power and representation in public debates were essential elements (Tyler, 1990) that were uncovered in the evaluation of governance. Independent media existed and was not interfered with as it carried out its functions. Public officials were free from corruption and transparency in legislation, system-wide plans, and regulations were evident. Therefore, the core principles of good governance, which included accountability, fairness, legitimacy and transparency were present within the rules, regulations and legislation of the general society, and could not be interfered with or overruled.

Examination of events from this study suggests that without good governance effective civic involvement could not have occurred. Interestingly, Robert Putnam’s (1994) research on civic tradition indicates that sound governance occurs in large part due to active civic engagement. His research suggests that civic involvement through church groups, sports clubs or neighbourhood associations encourages social trust, cooperation and generates social capital. High levels of civic engagement, co-operation, and trust translate into better governance, because citizens demand and expect it. Therefore, results from this and Putnam’s study reveal that there exists a two-way relationship between civic involvement and good governance (see figure 5.7 and 5.8). More specifically, this study suggests that effective planning policies can facilitate the creation of social capital.



Figure 5.7: Putnam’s analysis. Adopted from: Making democracy work: civic tradition in modern Italy, Putnam (1994); and Governance in the new Millennium, Plumtre and Graham (2000)



Figure 5.8: Analysis of events from this case study

5.6 Concluding remarks

So far the analysis of the research findings has established two important conclusions. First, Port Dalhousie's evolution has followed the stages of creative destruction, and at the time of the research the community was in the preliminary state of advanced destruction. Second, while certain lapses in good governance were detected, in general, good governance standards were adhered to, perhaps because many of the planning and participatory rules, regulations and legislation were designed around fairness, legitimacy and transparency. These conclusions, however, lead to four other interesting points.

First, it should be accepted that without good governance, opposition against the re-development could not have occurred. The previous section concluded that while uneven application of good governance was evident, most principles were realized. The manifestation of the first principle dealing with legitimacy and voice ensured that residents of the community could openly debate over Port Dalhousie's re-development. The heated debates in the community gave way to extensive public discussions, which could have only occurred through the general application of all other good governance standards. The delay and extensive discussion over the proposed development was also achieved through the principle of fairness. This occurred as citizens and other groups exercised their right to appeal and seek legal remedies against the decision of their government. Therefore it is important to recognize that opposition against the redevelopment was triggered through the enforcement of good governance principles

Second, opposition against the commercial re-development was integral in interrupting Port Dalhousie's descent into the stage of advanced destruction. Instead, the approval of the re-development, and the subsequent appeal against that decision represented only a gradual passage into advanced destruction. Findings from two other Ontario communities, St. Jacobs and Elora, confirmed that active civic and public sector involvement in the development process could restrict a community's entrance into advanced or post destruction stages (Mitchell, 1998 and Mitchell and Coghill, 2000).

Third, the unequal application of good governance principles was to be expected, and may partially explain the controversy that erupted over Port Dalhousie's re-development.

Graham and Plumtre (2000) have suggested that while in theory the existence of all attributes of good governance are plausible, in practice this is seldom the case. According to them not every principle of good governance can be given equal weight. Attempts to apply all aspects of good governance equally may give rise to disagreements. This may occur for two reasons. One, some attributes simply conflict. Two, excessive emphasis on one or several attributes may lead to undesirable results. For example, excessive public participation may lead to decision making and changes in policy by individuals who may possess limited knowledge and have little accountability. Additionally, the emphasis put on good governance also varies by setting, and different societies value different outcomes. In Port Dalhousie, for instance, some equated prosperity with economic growth and benefits, and therefore supported the re-development. On the other hand, others stressed more value and importance on heritage and the cultural setting of the area, and therefore objected to the proposed re-development. Thus, consensus could not be reached over how Port Dalhousie's future development would be incorporated into its existing heritage.

The fourth and final point also provides a partial explanation as to why Port Dalhousie's heritage and re-development became controversial. Tunbridge and Ashworth's theory of heritage dissonance (1996) refers to the lack of agreement or consistency in the meaning of heritage. Heritage dissonance is best understood as a mismatch between heritage and people, in space and over time. Graham, Ashworth and Tunbridge (2000) have suggested that dissonance is intrinsically the very nature of heritage and occurs for two key reasons. First, heritage is often contested between those who regard heritage places to be sacred and those who are involved in the marketing, selling and consumption of that heritage (through tourism). Second, the creation of heritage excludes those who do not embrace or accept the terms of defining that heritage. Heritage dissonance is caused by changes in the valuation and perception of heritage. According to Graham et al. (2000), the most obvious source of heritage dissonance is the fundamental diversity of societies. Ironically, dissonance emerges in societies much like Port Dalhousie where value is placed on inclusive decision-making and pluralism.

The findings point to issues that raise further concerns. Choices often have to be made between different types of land uses. While a simplistic assessment of Port Dalhousie would suggest the choices were between heritage preservation and economic growth, a more holistic analysis revealed more complex conditions. Because at the time of writing the decision to approve the re-development proposal was in the appeals process, it may yet prove that good governance will prevail and prevent the advanced destruction of Port Dalhousie. The future may still lead to opportunities where investment levels would yield financial benefits for the community, and at the same time retain the heritage character.

Chapter 6 Conclusion and Recommendations

This chapter summarizes the results and analysis from the preceding chapters, answers the initial research question, and provides recommendations for future studies.

6.1 Research Rationale

This case study research sought to uncover the complex social interactions in Port Dalhousie where matters of civic involvement, urban re-development, and governance came together around the specific issue of built heritage. Specifically, the purpose of this research was to investigate the effectiveness of public participation and the exercise of power as a community deliberated over the future of its built heritage. The study examined social and political behaviour of various stakeholders, and observed the struggle between two factions from Port Dalhousie who were decisively split over the approach and scale of their community's future evolution. The study also provided some understanding into how changes in the political-economy and evolving social standards affect a community's priorities and political decision-making. The various themes and findings from this research illustrate the complex nature of the planning issues involved.

In terms of planning, the research focused on the post-industrial evolution of a community where industrial remnants and older dwellings became the catalyst for modern economic rejuvenation. Port Dalhousie's pleasant setting and heritage attributes initially led to incremental growth and development in its commercial and residential precincts. The gradual evolution eventually led to a quality of life that was valued by the residents, and over time a collective place identity formed. The community realized the significance of their built heritage and were successful in establishing a heritage conservation district. However, controversy erupted when a local development company proposed to re-develop the commercial core by attracting upscale visitors and capitalizing on the community's pleasant setting. The re-development won support from some who saw the plan as stopping the disruptive "bar scene" that existed in the commercial core during the summer months. But the large scale re-development also challenged existing heritage guidelines and proposed to alter important heritage buildings. In doing so, the

proposed development threatened to destroy the idyllic heritage appeal of the port community.

6.2 Thesis summary

This section provides a succinct summary of the research findings and analysis, and concludes by answering the research question. Three fundamentally different research methods were carried out in three phases to obtain impartial findings. The findings revealed that the model of creative destruction developed by Mitchell (1998) was instructive, and aids in understanding the different evolutionary phases of Port Dalhousie's development and heritage commodification. Analysis of the findings made it clear that imminent threats of over-development had forced Port Dalhousie to enter the advanced destruction phase of the model. Examination of events, however, also revealed that active civic involvement had prolonged the transition into full scale advanced destruction. Local citizens who had voiced their concerns over the re-development engaged in effective public debate and consultation, and were able to appeal their council's approval of the project. This meant that the final decision over the proposed development rested with an independent adjudicator from the province's Ontario Municipal Board.

The findings also examined whether good governance had been practiced and what role, it had played in the events that unfolded in Port Dalhousie. Five principles of good governance were used as a benchmark to determine the effectiveness of public and planning policies. Analysis of the research uncovered variation in the administration of good governance. For instance, a number of lapses were observed with fairness in decision making and trust in the actions of elected officials. However, the findings also indicated that all five principles of good governance, which included accountability, direction, fairness, legitimacy and transparency, were present and were applied in varying degrees. Good governance enabled public participation, which eventually allowed the re-development project to be appealed at a higher level of jurisdiction. Finally, it was deduced that several important governance principles were embedded within the rules, regulations and legislation that governed land use planning, and these could not be

denied, interfered with, or overruled. Therefore, the core principles of good governance were determined to be valid and in force.

6.2.1 Answering the research question

The initial research question that guided this case study had asked:

Have good governance and effective planning policies, which include public participation, averted the pressures of over-development or creative destruction, thus maintaining the prized quality of life in Port Dalhousie?

The research findings and the subsequent analysis indicate that while good governance and effective planning policies were administered, pressures of over-development could not be completely averted. At the time of writing the decision to approve the re-development proposal was in the appeals process. At the time, therefore, it still remained to be seen whether good governance would prevail and prevent the creative destruction of Port Dalhousie. However, the findings did conclusively suggest that through effective governance and planning policies attention was drawn towards the proposed threats from the re-development. Therefore, good governance and effective planning policies were successful in identifying pertinent issues of the community and prolonged, if not prevented, the creative destruction of Port Dalhousie.

6.3 Research Implications

While the results from this research cannot be generalized, they do provide useful insights for planners and authorities engaged in heritage conservation. The findings emphasize that planning policies, which call for civic involvement and public participation, cannot be successfully implemented without the presence of sound governance. The findings also indicate that management and decision making over complex planning problems should not be made in secret; instead collaborative approaches, which seek input from all stakeholders, need to be adopted. Results also suggest that public participation affects the balance of power, and effective planning policies can facilitate the creation of social capital.

This research also adds to existing academic literature and research findings that have examined heritage commodification and the creative destruction of communities. Specifically, this research has confirmed that active civic involvement from local

residents does play an integral role in preserving heritage, and influences developments that deviate and threaten heritage.

6.4 Recommendations

This study puts forth three key recommendations. First, planning practitioners managing heritage and studying place attachments should pay particular attention to the role of politics. Literature on place attachment has emphasized feelings, experiences, participation and empowerment, but in most instances has overlooked the socio-political dimensions that either foster or deter such bonds (Manzo and Perkins, 2006). It is important to understand power sharing relationships within politics and governance, and how they influence both the construction and destruction of heritage settings. Several years ago Michael Dear (1992) wrote extensively on his understanding of the NIMBY (Not In My Back Yard) syndrome. He has explained that successful resolution of divisive and controversial issues can be attained through the use of politics. Plotkin (1987) and Dear (1992) have both suggested that politics is often the most integral component that ties socio-economic issues with land use development and decision making. Politicians have the ability to greatly influence the private and public sector, and are often the single most important stakeholder in conflicts over development. Political skills and legitimate authority are understood to be vital tools in establishing control, and yet these roles and the socio-political environment, in which planners operate, are often overlooked in planning.

Second, heritage planning should be more proactive in municipal land use planning. Heritage guidelines for conservation areas should be part of a more holistic heritage management program, which should be fully integrated into municipal planning and official documents. Heritage guidelines for isolated areas hold little value. Instead, heritage conservation studies, which occur prior to the designation of a district, should be part of a comprehensive management plan that should be implemented once the district is established. The formulation of the guidelines should occur in socially equitable environments where emphasis is put on collaborative approaches and input from all stakeholders is taken into account. Adoption of heritage conservation districts should coincide with the implementation of heritage management plans that provide more than

just protective measures. In addition to conservation measures, a progressive heritage management plan should include incentives and public information (or education) programs.

Heritage management plans should offer development incentives to reward conservation. For example, municipalities can provide financial assistance in the form of tax relief to restoration projects. Density bonuses and transfers in conjunction with exemption or relaxations of zoning and parking by-laws have also been used effectively in the past. Annual heritage awards that recognize efforts to conserve can also serve to be important aspects of heritage management. Raising public awareness of heritage issues is also part of the answer. Certain municipalities now distribute heritage stewardship kits, which are given to all property owners within the heritage conservation districts and to new owners when they move in. These kits emphasize the goals and objectives of the designation, explain the design guidelines, and outline the types of alterations that require permits. Providing awareness within the development industry should also be a mandate of heritage management. Local and regional examples of successful development should stress that profitability and conservation can be achieved mutually.

The third recommendation calls for the language used in heritage guidelines to be precise and clear in its intentions and leave no room for ambiguity. Part of the problem in Port Dalhousie grew from the various interpretations of the heritage guidelines. The direct confrontation between the citizens and the developer should have been resolved by the city's planning department by providing specific directives over the heritage guidelines. But the ambiguity in the heritage guidelines forced the planners to seek advice from a third party, and this further galvanized the controversy.

The findings and recommendations from this study are intended to assist communities, managers and planners in future efforts to conserve built heritage. The ideas presented suggest that civic involvement and participatory approaches can be effective tools in guiding the fate of communities and their built environment.

Appendix A: Select articles from the St. Catharines Standard relating to Port Dalhousie's re-development

Article 1

The Standard

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St. Catharines Standard

Magazine's 'NIMBY Primer' angers tower opponents

Article's references to Nazis and Jews offends minister

By Marlene Bergsma

St. Catharines Standard - Local News - Monday, January 30, 2006 @ 01:00

A sarcastic swipe at opponents of the Port Dalhousie tower project has some people saying tower supporter David Serafino has gone too far.

In "A NIMBY Primer," printed in the January issue of the Port Dalhousie Peer, publisher Serafino offers 24 tips on how to defeat a proposal.

Two of the tips compare tower opponents to Nazis and its developers to Jews.

"Developers are to NIMBYs what Jews were to Nazis," writes the unnamed author of the primer, published on the back pages of Serafino's monthly magazine. "Exploit the fact that most people believe developers only want to make money and don't care about creating something of value."

In the next point, Serafino, who has been a vocal supporter of the tower development, continues with the Nazi analogy.

"Create recognition with an iconic symbol. Develop a symbol that people can associate with your cause much in the way Hitler used the swastika. Emblazoned on hats, T-shirts, posters, etc., it identifies who's on your side and who's not."

The references to Nazis and Jews "offended me deeply," said Reverend Alan Minarcik, the minister at St. Andrew's Anglican Church in Port Dalhousie. The article "borders on anti-Semitism," he said.

"How distasteful, and what contempt it shows for those who don't agree with you.

"The most grotesque part of his diatribe is likening the developers and their proponents to the Jews of the Holocaust.

The Nazis systematically killed over six million Jews. To compare anyone to the victims of one of the worst atrocities of human history is sickening."

Even a tower supporter, who was having a coffee Sunday afternoon at Tim Hortons in Port and did not want to be identified, thought the references were too strident.

"I think PROUD used a lot of scare tactics," he said, "but this is pretty strong."

PROUD, the citizen's group that opposed the tower, would not comment on the article, except to provide a copy of the statement e-mailed to the group's members.

"The attacks in the January issue reached a new low and, in case you missed it, we are attaching a copy of an article entitled A NIMBY Primer," wrote PROUD chairmen Carlos Garcia and David Bergen in their message.

"While hate literature is unacceptable and repulsive regardless of the circumstances, this is particularly upsetting given the extreme lengths we all go to in order to ensure all our communications are accurate, truthful and fair." they wrote.

"We will continue our long-standing policy of taking the high road and not responding to these vicious attacks."

Serafino wouldn't talk about the article either. He did not return phone calls, and when he answered the door at his home office Sunday, he refused to speak to The Standard.

"I'm not letting you in; I'm watching a movie," said Serafino, who would not say if he was the author of the NIMBY Primer. "I refuse to be quoted. I'll talk to you socially, but I refuse to be quoted."

Al Caslin, another Port resident in Tim's for a coffee Sunday afternoon, said: "It's wrong to be associating the Holocaust with any development, good or bad. This is a poor choice of references. It could be seen as a desperate attempt to get attention."

Jim Rowbottom said: "If someone came to my door and asked me to sign this, as a petition, I wouldn't have anything to do with it. It's too aggressive, almost militaristic."

"It's absurd, making that comparison," said Adam Uppal, a Brock University history and politics student and Port resident. "To make that comparison is ridiculous. Of course you can take shots at their (opponents') tactics, but I would not say it was what Nazis were to Jews. There is no violent mass murder going on."

Port resident Sheridan Alder said: "It's sad when the level of public discourse has sunk to such a point that you can't disagree with someone without being called a fascist."

"It trivializes what the Jews suffered because I don't know one developer that's been put in a death camp in Canada," said Alder, who recently watched a television documentary on Auschwitz, the Nazi concentration camp..

"It's pretty offensive and pretty dismaying when you can't agree with someone without getting vicious."

Len Rudner, national director of community relations for the Canadian Jewish Congress, said: "This is tasteless and stupid. People who make use of Nazi analogies not only belittle the real experiences of the victims of the Nazis, they do their own cause a tremendous disservice. When reasonable citizens read these kinds of statements, they immediately put the authors in the fringe community.

"So in one fell swoop, they anger the Jewish community and they anger the wider community and they put themselves in the fringe. What kind of people would say those kinds of things? They should be ashamed of themselves."

"An attempt to trivialize the Holocaust is a desecration of it," stressed Minarcik, who composed a letter outlining his concerns.

"To say the developers are victims like the Jews is really odious. I am really concerned, as a minister in the area, with the level of discourse, and this was way too much. It went beyond the boundaries."

Grant Dobson, spokesman for Port Dalhousie Vitalization Corp., said: "He has every right to express his own opinion but it's certainly not our opinion,

"We see it as his personal statement."

Article 2

The Standard

63% support Port plan: developer

Survey for PDVC asked St. Cathariners about project that has 17-storey highrise

By **ERIK WHITE**

Local News - Saturday, April 08, 2006 @ 01:00

Surveys appear to be the new weapon of choice in the battle over the proposed Port Dalhousie development.

Port Dalhousie Vitalization Corp. released a study Friday, saying 63 per cent of those surveyed in St. Catharines approve of PDVC's controversial project.

"We had enough anecdotal positive feedback that it doesn't come as a total surprise," said Grant Dobson, a spokesman for the developers.

"I'm not aware of any development project with the plurality in favour of it. So, it's very impressive."

The survey is based on telephone interviews with 307 St. Catharines residents over two weeks in late February. The numbers were gathered by polling firm Research House and crunched by Paul Ryan of Toronto-based SR Consulting.

Ryan said interviewers presented it as "a survey on the Port Dalhousie area" and knowing the "polarizing" effect of the issue, said extra care was taken wording the questions.

He, too, was impressed by the approval rating, especially so soon after the unveiling of this version of the project, centred around a 17-storey highrise.

"Sixty-three per cent approval rating ain't too shabby from the get-go," Ryan said.

The citizens' group PROUD has doubts about the study because of the timing.

The data were collected just weeks after the second version of the condominium, hotel, theatre and retail complex was released. And PROUD co-chair Carlos Garcia thinks that taints the results.

"The validity of the results completely depend on the level of awareness of the respondents," Garcia said. "You might be aware of the proposal, but that doesn't mean you understand all the details."

He pointed to the survey PROUD commissioned, which was released in October, a week before city staff were to weigh in on the proposal. It showed 77 per cent of St. Cathariners were against the original design of the complex, which included a 30-storey condo tower.

The plan had been in the news for more than a year by that point and Garcia feels the 1,200 people polled for their single-question survey had well-formed opinions.

That first proposal was scrapped just a week after the poll was released and developers later cited its findings as a major reason why. But Dobson said it had more to do with the slant of local media than the survey itself.

"Was it the poll or the coverage of the poll?" he said. "And besides, that was a poll. This is a study."

But Dobson who would not release the specific questions asked in the survey or how much it cost said

the study is not aimed at influencing city council or heading off their opponents.

He called it an “important part of the public consultation process” and a good source of information for their marketing campaign.

“Through all this rhetoric and talk, this is the only scientific measure of interest in this development,” Dobson said.

St. Catharines Mayor Tim Rigby said the numbers are close to what he hears from citizens. And he doesn’t think opinions on this kind of project have or will shift much over time.

“I suspect if you did it today or before we vote on it, there would be very little change,” Rigby said.

The staff report on the development is expected to come before council in early June. PROUD is hoping to hold enough garage sales before then to afford another survey. They plan to ask for the developer’s help in drafting the questions.

Article 3

The Standard

Printed from www.stcatharinesstandard.ca web site Tuesday, May 02, 2006 - © 2006
St. Catharines Standard

Port plan finds favour: Project fits in with commercial core, says architect

Marlene Bergsma

Local News - Tuesday, May 02, 2006 @ 01:00

Toronto heritage architect Michael McClelland likes the second Port tower project better than the first.

McClelland's long-awaited second report evaluating the design merits of Port Dalhousie Vitalization Corp.'s proposal was released to St. Catharines city councillors Monday night, and eagerly snapped up by PDVC representatives.

McClelland concludes the project fits in to Port Dalhousie's commercial core, largely because the existing heritage guidelines don't provide enough "clear vision" for appropriate heights or maintaining character in the core, and because the project is an attempt to preserve the area's economic viability.

But if the city is going to approve the massive development, it should make sure PDVC puts its promises in writing, said McClelland in his 24-page report. Those promises include improvements to the carousel, helping to pay for construction of the Rotary skating path, creation of a canal attraction, reconfiguration of the Lakeside Park parking lot and an interpretation project for the historic jailhouse.

McClelland spent seven weeks reviewing the application submitted by PDVC in February, which proposes to build a 17-storey condominium tower, a hotel, theatre and shopping mall in the heritage district's commercial core. As directed by city planning staff, he commented on the project's visual impact, its shadow effect, its urban design and streetscape, the public plaza and pathways, and the heritage impact.

Although the project is bigger than anyone ever expected for Port, McClelland concludes architect Michael Kirkland's "stepped setbacks" and balance of brick and glass for the tower are in keeping with Niagara Region's guidelines for urban design.

He also concludes that Port needs to be redeveloped in order to survive.

"From our perspective, change is required to improve the commercial core and provide the economic engine for long-term preservation of the core's heritage character as an active commercial centre," wrote McClelland.

This is the second time McClelland has evaluated a PDVC development in Port.

Last year, he reviewed architect Jack Diamond's proposal for a project with similar features but featuring a 30-storey condo tower. But McClelland's comments and recommendations about that proposal are being kept secret at the request of PDVC, which asked city councillors to squelch the report and the planning department's recommendations after it cancelled the first project, saying the reports could have a negative impact on future development.

Councillors agreed to PDVC's request, and the reports have been kept secret, although that decision is currently the subject of four separate appeals to Ontario's information and privacy commissioner.

But McClelland's second report, released Monday night, hints that the first project was too tall and had

too much glass.

"In comparing the current proposal to the previous application, the new development creates more direct visual and spatial connections with the commercial core, through design, the use of materials and a scaled reduction in height," wrote McClelland.

"The new proposal relates to a more appropriate degree at both the immediate scale of the surrounding streetscape as well as to its broader urban context."

The balance of brick and glass makes the new project clearly a residential development, wrote McClelland. "In contrast, the tower of the previous scheme, which could have been quite appropriate in many other settings, imposes a material contrast that invokes thoughts of a cosmopolitan city centre, not a small town district."

OTHER HIGHLIGHTS OF MCCLELLAND'S REPORT INCLUDE:

VISUAL IMPACT ASSESSMENT

"The new development adds interest to the existing streetscapes without imposing a conflicting scale on the established form."

SHADOW STUDY

"The shadow study (provided by PDVC) is fairly and accurately presented. There will be no adverse effect on residential uses in the area, and the shadows from the development will have minimal impact on green areas within Lakeside Park."

URBAN DESIGN AND STREETScape

The broader base and shorter tower establish "a positive relationship with the existing heritage fabric of the streetscapes along Lock and Lakeport. The use of decorative awnings and banners adds visual interest to the street wall ... and relates well to the eclectic character of the existing commercial storefronts, a variety that was lacking in the previous design."

PLAZA AND LINKAGES

The public plaza planned for the space comprising Hogan's Alley "is predicated on the financial viability of the commercial uses and it is clear to us that there is a risk involved should the commercial uses facing into the plaza not provide sufficient draw to animate the space." It could be seen as blocking access to Lakeside Park, or it could "further animate this area as a destination of its own and support greater interest in the park."

HERITAGE ASSESSMENT

The commercial use of the district "in itself, has heritage value and it is crucial that the historic commercial core remain vital."

Councillors received the report without making comment Monday night, and referred it to the public meetings scheduled for June 13, 14 and 15.

PDVC's lawyer Tom Richardson and planning consultant Tom Smart also said Monday they did not have any comments on the report.

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STUDENT SUPPORT

Seven students agreed to be shown on a billboard for a group that supports the Port Place development. See page A4

CONDITIONS FOR APPROVAL

Heritage architect Michael McClelland of E.R.A. Architects Inc. in Toronto recommends the public benefits offered by Port Dalhousie Vitalization Corp. be guaranteed through a comprehensive heritage easement agreement. The public benefits include:

- The restoration and conservation work related to the heritage buildings on the property (the jailhouse; the Austin House Hotel, now known as My Cottage; and the McGrath and Union House hotels, now known as the Port Mansion) and to the Walkerly Confectionary and the carousel.
- The construction and operation of a professional theatre.
- The construction and operation of commercial and hotel uses such that they support and revitalize the commercial core.
- The quality of architectural design, materials and detailing consistent with that described in the submission.
- The guaranteed public access to the interior plaza and observation terraces as described in the submission.
- A financial commitment towards the public open space improvements as proposed in the submission.

Article 4

The Standard

Printed from www.stcatharinesstandard.ca web site Friday, June 09, 2006 - © 2006
St. Catharines Standard

Register for your say in the great tower debate; Public meetings held next week

Doug Herod

Local News - Friday, June 09, 2006 @ 01:00

Time is running out for fans and foes of the latest Port Dalhousie tower proposal to prepare for one last head-to-head debate.

On June 13, 14 and 15, Mayor Tim Rigby will host a public forum on the issue at the Quality Hotel Parkway Convention Centre on Ontario Street.

City planner Paul Chapman said the meetings will be the final opportunity for public input on the project before city council makes a final decision on Port Dalhousie Vitalization Corp's proposal to build a 17-storey condo tower in the lakeside heritage district.

The city is asking anyone who wants to speak at the meeting to register beforehand.

Chapman said it is not necessary to register, but those who do will know when they are speaking.

If you just show up, you'll have to wait until all the registered speakers have finished before getting a turn at the mike.

As of Thursday, 23 people had signed up to speak against the tower, and three had registered to speak in favour of it.

Chapman also said all presentations will be limited to 10 minutes and anyone wishing to bring a Power Point presentation should call city hall first to ensure the presentation will work with the computer equipment at the meeting.

Chapman said there is a set order to the presentations. He will give an opening presentation. After that, those wishing to speak against the tower proposal will step up to the mike.

Those in favour - other than the developer - will speak, leaving the developer with the final word.

He said the rules of conduct at the meetings will be the same as they are for meetings held in the council chambers.

Anyone wishing to register should call city hall at 905-688-5600.

Article 5

The Standard

Printed from www.stcatharinesstandard.ca web site Tuesday, June 13, 2006 - © 2006 St. Catharines Standard

Port tower opponents have their say tonight

MARLENE BERGSMA

Local News - Tuesday, June 13, 2006 @ 01:00

St. Catharines councillors are prepared for more than four hours of opposition to the Port Dalhousie tower proposal tonight, with 24 people registered to speak in opposition and bathroom breaks for councillors only permitted during scheduled times.

Councillors who miss any portion of the three days set aside for public input into the controversial development will not be allowed to vote, warned Mayor Tim Rigby at Monday night's council meeting.

Scheduled to start at 6:30 p.m. tonight, the public meeting will follow the format of all public meetings held under the Planning Act.

City planner Paul Chapman will describe the proposal. Opponents will speak first, followed by supporters. The developer, Port Dalhousie Vitalization Corp., will speak last.

Each presenter is allowed to speak for 10 minutes. If each of the 24 people who have registered to speak against the project takes the full time allotted, the first meeting will already be four hours long, said Rigby Monday, and that's without facing any questions from councillors.

Three consecutive days have been booked for the public meeting, each starting at 6:30 p.m. and ending at 11 p.m. The forum will be held at the Quality Hotel Parkway Convention Centre on Ontario Street.

Rigby said he intends to make sure speakers keep within the 10-minute limit.

"I will be bringing a stopwatch," he said Monday.

Jane Pepino, lawyer for citizen's group PROUD, which opposes the project, isn't available to speak tonight, said Rigby. She has been given permission to speak Wednesday.

Councillors are expected to make a decision on the controversial 17-storey proposal at a special meeting scheduled for June 20.

Article 6

The Standard

Printed from www.stcatharinesstandard.ca web site - Wednesday, June 14, 2006 - © 2006 St. Catharines Standard

Opponents pan Port tower proposal; Speakers urge councillors to reject lure of increased taxation in favour of preserving heritage streetscape

Marlene Bergsma

Local News - Wednesday, June 14, 2006 @ 01:00

It's too big, it's too tall, it will cause parking problems, it will cause traffic jams.

It could become a terrorist target, it will dwarf the streetscape, it will destroy the heritage of the original canals, it will set a precedent and cause environmental harm.

It also violates at least half a dozen policies and bylaws already on the books, including the City of St. Catharines official plan, the Port Dalhousie secondary plan, the Port Dalhousie heritage conservation district guidelines and the provincial policy statement.

Over the course of nearly five hours Tuesday evening, St. Catharines city councillors heard the objections and complaints of 22 citizens who spoke in opposition to a proposal to build a 17-storey condo, hotel, theatre, shopping and office complex in Port Dalhousie.

But that's just the beginning.

There are a total of 50 people registered to speak against the development, and roughly another eight registered to speak in favour.

The developers, Port Dalhousie Vitalization Corp., will speak last. With each speaker granted 10 minutes at the microphone, plus time for questions posed by councillors, the city will almost certainly need to use all three evenings set aside for the citizen input portion of the public meeting.

People can still add their names to the speakers' lists by showing up at tonight's or Thursday's meetings.

Next Tuesday, councillors will debate and decide whether to approve or deny what Mayor Tim Rigby called "one of the most important" issues council will face.

Eleven of St. Catharines' 12 councillors were on hand Tuesday. Grantham Ward Coun. Dawn Dodge, who was injured in a car crash in April and who has not attended any city council meetings since then, was not at the special meeting held at the Quality Hotel Parkway Convention Centre. Under the Planning Act, her absence means she will not be able to debate or vote on the proposal.

The meeting started with about 300 people in the audience, some sporting the white Save Our Seaport T-shirts of the development's opponents, and others wearing the green Build It shirts of the development's supporters. By the time the meeting ended around 11:15 p.m., the crowd in the hotel ballroom had dwindled to around 100.

"It's not in council's mandate to maximize profitability of developers. Council's mandate is to create a

great place," said St. Catharines businessman Sam Baio, saying Port's heritage charms must be preserved in a way that keeps them "authentic."

"Let's have the courage for quality," he said. "It seems very short-sighted to lose the long-term vision on a short-term gain."

Like Baio, many speakers urged councillors to reject the lure of increased taxation in favour of preserving what they described as a priceless heritage streetscape. Several wondered why both Michael McClelland, the Toronto architect who provided peer reviews of the first and second tower proposals, and city planning staff could have rejected the first 30-storey tower because it didn't fit, but found the second tower at 17 storeys to be acceptable.

Many pleaded with councillors to consider the legacy they would be leaving for future generations if they allow the development to destroy Port Dalhousie's heritage. Corbett Avenue resident Hank Beekhuis said rejecting the development won't mean that all developers will be driven away from St. Catharines. "That's simplistic nonsense," he said. "Rather, it sends the message that this city respects itself enough to lay out a plan, stick to published rules and create a level playing field."

Rollo Myers of the Heritage Canada Foundation told councillors the foundation put Port Dalhousie on this year's top 10 list of most endangered heritage places. If council rejects the development, "we would very much like to remove it and celebrate with you the future of your heritage," said Myers.

Council's choices

HAVING THEIR SAY

St. Catharines city councillors have five choices next week when they decide the fate of the Port tower proposal, city planner Paul Chapman said Tuesday evening. They can:

- 1) approve the development with the conditions as recommended by city staff;
- 2) approve the development with modified conditions or recommendations;
- 3) defer a decision;
- 4) defer a decision until the heritage district guidelines for the commercial area are amended as recommended by city planning staff;
- 5) deny the application.

Whatever council decides, the decision is likely to be appealed to the Ontario Municipal Board. Here's what some of the speakers said at Tuesday's public meeting.

Pat Robinson Malicki, Windsor, (graduate of Sir Winston Churchill Secondary School in St. Catharines, past president of the Architectural Conservancy of Ontario)

"Four years ago, you did the right thing. When you unanimously approved the bylaw that designated most of Port Dalhousie as a heritage conservation district, you followed your official plan, you followed sound planning principles and you put excellent heritage guidelines in place. For this you are to be commended.... Why, now, are you even considering the destruction of one of the last relatively intact 19th-century canal villages in the world?"

Pamela Minns, Carleton Street South, Thorold

"Heritage is what we inherit from the past and pass on to future generations.... We need to thoroughly consider how we will be remembered. Will our legacy inspire?"

Mike Sullivan, Sharon Street

"The development imposes a massive structure on an otherwise low-level area. The developer has not provided enough parking, especially in regards to the ... proposed theatre."

Bernie Slepko, St. Paul Street

"I ask that you consider approving a mid-rise."

Phil Baranoski, Kilkenny Drive

"I am currently involved in teaching business ethics at the university. For case studies like this, I apply my special MPG views on the conflicts: money, power and greed."

George Darte, Canal Street

"This is about putting money in the pockets of developers at a cost to taxpayers.... How stupid do they think you councillors are? How stupid do they think the citizens of this city are?"

Jeff Loucks, Port Master Drive

The theatre "is artificial and it lacks the critical mass to attract multi-day and midweek tourism."

Deborah Kehler, Dalhousie Avenue

"We are at a perilous point in the history of our city."

Christel Haeck, Queen Street

The development will be "a blight on the landscape."

Rollo Myers, Heritage Canada Foundation, Ottawa.

"The proposal is contrary to the legally recognized and protected heritage district.... A 17-storey tower represents inappropriate development in the Port Dalhousie heritage district."

Dianne Ferris-Doekes, Woodrow Street

"It's heartbreaking and doesn't belong at all, all that glass and metal just clashes greatly."

Sheridan Alder, Dalhousie Avenue

"There should be an archeological excavation in that area."

Patricia Waters, Oarsman Crescent

"Port Dalhousie is for the many, not the few."

Gail Benjafield, Glenridge Avenue

"Do you really believe this is the best you can do?"

Camille Genevieve, Rotary exchange student from France

Comparing the proposal to the much-maligned Montparnesse Tower in Paris:

"Do you know the best place to see Paris from? From the Montparnesse Tower, because at the top you cannot see it."

Article 7

The Standard

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Council's choices

Local News - Thursday, June 15, 2006 @ 01:00

St. Catharines city councillors have five choices next week when they decide the fate of the Port tower proposal. They can: 1) approve the development with the conditions as recommended by city staff;

2) approve the development with modified conditions or recommendations;

3) defer a decision;

4) defer a decision until the heritage district guidelines for the commercial area are amended as recommended by city planning staff;

5) deny the application.

Whatever council decides, the decision is likely to be appealed to the Ontario Municipal Board.

Article 8

The Standard

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Having their say

Local News - Thursday, June 15, 2006 @ 01:00

Here's what some of the speakers said at Wednesday's public meeting:

Jane Pepino, Toronto, lawyer for PROUD

"It is clear, on the material before you from the heritage advisory committees and beyond, that this proposal, as presented, is a disaster for the heritage aspects of Port.

"You are going into the Planning Act with one procedural and legal hand tied behind your back.... There should be no planning consideration without the heritage permits" regarding the failure of the city to deal first with the matter of heritage permits required for alteration or demolition of heritage buildings.

"The planning department report has put a surprising and, I venture to say, improper amount of weight on the alleged economic benefits of this proposal in the face of zero proof.... I would refuse the report and send it back and ask that there be the necessary heritage work done and the heritage process followed."

Greg Daley, Toronto, planning consultant for PROUD

"The heritage conservation district must provide clarity and certainty and the reason for the district must not be undermined when change occurs.... This development does not respond to the public interest and I recommend a reduction in both height and scale."

Laura Dodson, Niagara-on-the-Lake Conservancy

"This is a pernicious precedent that would undermine heritage legislation in Ontario."

Ruth Beekhuis, Corbett Avenue

"It is immoral to promise tax benefits, then apply for those benefits to line their own pockets and to claim they are needed because of deterioration, when the deterioration is because of their own negligence."

Sean Foley, Centennial Drive, reading from comments provided by Robert Shipley, former St. Catharines resident, now an assistant professor at the University of Waterloo school of planning.

"Community planning and development is not about making more money for a few. It is about managing change in our neighbourhoods in a fair and predictable way."

Carlos Garcia, co-chairman of citizens group PROUD

"We are all volunteers; we are not paid. The other group will tell you they are citizens who support the development, but they are not independent of PDVC. PDVC publishes their newsletter in the paper and they hold their meetings in the developer's offices."

Luisa Artuso, Main Street

"The economic sustainability of the PDVC proposal has not yet been demonstrated."

Robert Land, Bayview Drive

"Worse than an inappropriate project is an inappropriate white elephant, and that is what I fear we will get, an economic white elephant that will be a drain on the city."

Eleanor Lancaster, Lakeshore Road West

"Encourage development that revitalizes and restores the heritage values of this historic village."

Andrea McPherson, Michigan Avenue

"Are we so selfish or short-sighted we are willing to sacrifice the well-being of future generations? You are robbing my generation of the pleasures you enjoyed and we are the ones who are going to have to clean up your mess."

Bob Higenell, Thorold

"Let future generations say this was the council that saved Port Dalhousie. Let that be your legacy."

Article 9

The Standard

Printed from www.stcatharinesstandard.ca web site Thursday, June 15, 2006 - © 2006 St. Catharines Standard

Tower proposal shirks guidelines: lawyer

MARLENE BERGSMA

Local News - Thursday, June 15, 2006 @ 01:00

Support for the massive development proposed for Port Dalhousie's commercial core relies on height guidelines taken out of context, said Jane Pepino, the Toronto lawyer representing citizens group PROUD.

"It is an error" to rely on Niagara Region's model urban design guidelines to justify the height of the tower, said Pepino, referring to a letter from David Farley, Niagara Region's director of planning services.

"It neither agrees with or supports the local municipality's use of (the Region's) urban design guidelines," she said.

Pepino was one of 16 people to speak Wednesday night in opposition to the 17-storey condo, hotel, theatre and shopping complex proposed for Port Dalhousie's commercial core by developer Port Dalhousie Vitalization Corp. The speakers were among about 200 people at the Quality Hotel Parkway Convention Centre for the second night of a public hearing into the rezoning application.

Farley's letter, delivered at this week's council meeting, questions the conclusion of Toronto architect Michael McClelland, whose peer review is being used by city staff as justification for supporting the development.

"It is difficult to rationalize the Peer Review consultant's conclusions that the project is in keeping with the height guidelines set out in the Model Urban Design Guidelines.... More explanation is needed on how this evaluation supports the ultimate height of the proposal," Farley wrote.

That's one of the reasons why approving the development "is the wrong thing to do," said Pepino.

She also said St. Catharines councillors don't have enough information to support the claims made in the tower's favour.

One of the main reasons given for approving the proposal is the alleged economic benefit, said Pepino, "yet there is not a speck of evidence or analysis to support that claim."

St. Catharines resident Sean Foley suggested council could be sued for violating the provincial policy statement on heritage conservation.

Reading a letter from former St. Catharines resident Robert Shipley, now an assistant professor in the school of planning at the University of Waterloo, Foley compared the potential damage to Port's heritage to the damage once done to the environment by industrial polluters.

Just as citizens successfully took governments to court over environmental degradation, it may be up to "private citizens to seek the recourse available to them through the courts to bring these issues into proper focus," said Foley.

Colin Johnston showed slides of Port Dalhousie scenes with a version of the tower inserted into the streetscape. One was the view from the patio of the Kilt and Clover, a popular bar at the corner of Lock

and Main streets.

"The people having a beer will think they are sitting on Bay Street waiting for a bus," said Johnston.

Several speakers, including Port Dalhousie Ward Coun. Bruce Williamson, suggested the absence of Cogeco television coverage was an attempt to squelch citizen input.

But Rigby and city clerk Ken Todd denied there was any attempt to silence opinion, and promised there would be no coverage of the pro-tower presentations.

"They were requested to be here, but unfortunately they did not take us up on our offer," said Todd. Cogeco had commitments to televise other councils, he said.

Instead, sound technicians have been making an audio recording of the proceedings, he said, and copies can be obtained from city hall. Meanwhile, Rigby and senior city officials are meeting today to decide what to do about the possibility they are running out of time. Three days were set aside for hearing public input, with tonight being the last night, and there are still 14 more people scheduled to speak against the proposal and eight scheduled to speak in favour. The developer will speak last.

If they run out of time Thursday night, the remaining speakers may have to be accommodated next Tuesday, the night set aside for debate and a vote.

Rigby said he expected to have an answer at tonight's meeting.

Article 10

The Standard

Printed from www.stcatharinesstandard.ca web site Monday, Friday, June 16, 2006 - © 2006 St. Catharines Standard

More meetings added for tower talkfest

MARLENE BERGSMA

Local News - Friday, June 16, 2006 @ 01:00

The three public meetings initially set aside to hear citizen input into the Port Dalhousie tower proposal are over, and it's mostly the opponents who have had a chance to speak. By late Thursday night, there was only enough time for Walter Sendzik, general manager of the St. Catharines Chamber of Commerce, to speak as the lone citizen in favour of the massive development, after nearly 14 hours of opposition from 65 people over three evenings.

As the third - and longest - meeting drew to a close shortly before midnight Thursday at the Quality Hotel Parkway Convention Centre, a weary Mayor Tim Rigby announced that two more meeting nights have been set aside for councillors to hear support for the project and to hear from the developers.

Public input will resume on Tuesday, June 20, and, if necessary, continue on Wednesday, June 21, said Rigby. Councillors will debate and vote on the controversial proposal Monday, June 26. All the meetings will start at 6:30 p.m. at the Parkway.

Sendzik told councillors the chamber supports the project - which includes a 17-storey condo building, hotel, theatre and shopping complex - because of the jobs, taxes and tourism potential it would provide. He said it doesn't matter to the chamber how tall the tower is or what the development looks like. "Does the form of the development come into play for you?" asked Coun. Peter Secord. Sendzik replied that the size of the condominium only mattered "based on the tax revenue it would provide to the city."

But Sendzik also said the business group wants to make sure Port Dalhousie Vitalization Corp. follows through on its promises, and the chamber agrees that conditions should be imposed "to ensure the public benefits offered in the plan will be followed through to completion." Sendzik spoke Thursday after 27 people spoke in opposition.

St. Catharines resident Don Martens warned councillors not to believe the job-creation promises made by the developer, because many of the construction jobs will go to out-of-town workers. "You can't take the developer's report as fact," said Martens. "Just because he says it's so does not make it so." And he said council should reject the developer's request for tax breaks and waived development charges.

"If you were to say to any developers in Ontario, we are willing to give you the right to develop in Port Dalhousie, they would be lined up and they would be asking you for zero," said Martens.

David Bergen, president of citizens' group PROUD, said it's wrong to say Port is broken and needs to be fixed. The problems caused by rowdy bar patrons on summer evenings can be solved through a simple residential parking permit system, he said. Saying the development is a solution to the bar problem "is like using a sledgehammer to go after the fly that has gone into your house. You may kill the fly or you may not, but when the dust has settled, things will be different and they may not be better."

The public meeting resumes next Tuesday with people speaking in favour of the development. So far, eight people have signed up to speak in support of the project, including Sendzik, but additional speakers can register at the meeting. There will be no further opportunity for opposition input.

According to council policy, the developer speaks last, and PDVC's lawyer, Tom Richardson, said in an interview that six or seven people will be making separate presentations on the developer's behalf.

Several of Thursday night's speakers objected to the fact the developer and its supporters get the last word, because the tower's supporters will get a chance to refute everything the opponents have said, said resident Gordon Kinkley.

"So the last voice you hear in these proceedings will be pro-development with no chance for rebuttal," he said. "That puts a greater burden on you (councillors) to get it right and to act as our advocates."

COUNCIL'S CHOICES

St. Catharines city councillors have five choices when they decide the fate of the Port tower proposal June 26. They can:

- 1) approve the development with the conditions as recommended by city staff;
- 2) approve the development with modified conditions or recommendations;
- 3) defer a decision;
- 4) defer a decision until the heritage district guidelines for the commercial area are amended as recommended by city planning staff;
- 5) deny the application.

Whatever council decides, the decision is likely to be appealed to the Ontario Municipal Board. Here's what some of the speakers said at Thursday's public meeting: David Webb, Dalhousie Avenue, Parks Canada employee

"Spencer Higgins (PDVC's heritage architect) gives the clear impression the Parks Canada standards would support this development. I went through our standards and I disagree....Either Spencer Higgins does not understand how the policy works or he selected elements to bolster his argument."

Barbara Chambers, Queenston Street, on behalf of Claude Gidman

"A greater creative effort needs to be taken to open up a broader spectrum of (design) possibilities....St. Catharines deserves a more sensitive interpretation of Port Dalhousie, something we could all be pleased with."

Sharon Jarvis, Pawling Street

"Will they (future generations) say those councillors took the word of a greedy developer and it ruined the village or will they say those councillors had the sense to take the time...and they saved Port?"

Don Martens, Christie Street

"This is not going to be the boon you think it will be for the city of St. Catharines."

William McBride, Leaside Drive

"You won't hear anything new from me but I am the face of the normal guy in St. Catharines: it's too big."

Jim O'Reilly, Sculler's Way

"If you approve this, you will have opened up the floodgates of development...You will see many applications for development in Port Dalhousie and there will be no way to deny them."

Walter Sendzik, St. Catharines Chamber of Commerce,

"No development project will be perfect but this one appears to be reasonable and workable, so...we are asking council to approve the application with the conditions outlined by staff. In so doing, you will be addressing the economic realities facing our city."

Article 11

The Standard

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Proposal for 50-storey lighthouse put on hold

Local News - Tuesday, June 20, 2006 @ 01:00

A proposal to build a 50-storey mixed-use lighthouse and a parking structure designed to look like a cargo ship on public lands on the east side of Port Dalhousie Harbour has been put on hold.

City councillors voted Monday to defer any action on the proposal from David Holmes, president of 961895 Ontario Inc., until after November's municipal election.

A report from city planner Paul Chapman said the publicly owned land being considered by Holmes for the initiative is currently leased to other users, including the St. Catharines Game and Fish Association, the Dalhousie Yacht Club and Port Dalhousie Pier Inc. until 2011 or 2012 "without any termination clause."

Chapman also said implementing the next steps in the proposal would require "significant staff time ... (which) could result in the diversion of senior staff time from other projects currently underway."

Port Dalhousie Ward Coun. Bruce Williamson said it should be up to a new council to decide what to do with the idea.

Only Coun. Charles Gervais voted against Williamson's motion.

Article 12

The Standard

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Tower meetings the next big spectator sport?

Doug Herod

Local News - Tuesday, June 20, 2006 @ 01:00

The Port Dalhousie tower project stinks!

Sorry. That statement was so last week.

The Port Dalhousie tower project rocks!

OK, so I'm jumping the gun a bit.

The tower-as-economic-saviour stuff doesn't really get into gear until tonight's public meeting session.

I'm just trying to prepare readers for the abrupt change in reportage.

Otherwise, they might suffer from a severe case of the bends when perusing Wednesday's newspaper.

As you may recall, we celebrated Terrible Tower Days last week.

For three nights, from 6:30 to 11:30, citizens railed against the proposal from Port Dalhousie Vitalization Corp. to transform the village's commercial core into a happenin' kind of place.

Now, I know what you're thinking. It was pretty eye-glazing stuff, right?

Not really. It was fatiguing and, no doubt, mentally draining for city councillors and staff, but that was due more to the sheer length of the proceedings rather than the majority of messages being delivered.

(Confession time. I caught a break by skipping Wednesday's session. More on that later.)

Yeah, there was considerable repetition and people occasionally went over the top with conspiracy theories.

That's OK, though. Remember, it is a massive, developer-driven, village-altering transformation we're talking about here.

Most of the submissions were variations on three themes: the project is an inappropriate fit for the area, residents are quite happy with the way things are in Port and where the hell does council get off breaking every planning rule in the book to suck up to money-grubbing developers!

Some variations were more diplomatic than others.

A couple of minor things caught my fancy, too.

One woman referred to the landscape feature proposed by PDVC as the "pseudo-canal, fountain thing." I will hereafter adopt that phrase as my own, without any proper sourcing.

Then there was the woman on Thursday who spent 10 minutes essentially calling councillors lazy, condescending, good-for-nothing morons. And then expressed hope they would see things her way on the proposal.

It was a very interesting lobbying technique.

As noted, I couldn't make Wednesday's session, which was OK since I figured I'd just tape it. Alas, Cogeco chose not to televise any of last week's proceedings.

It took some heat over this decision at the public meeting.

There were even some dark mutterings about Cogeco conspiring with other forces to limit the spread of anti-tower sentiment in the community. No word on whether these people also believe that Lee Harvey Oswald didn't act alone.

Joann Tweney, Cogeco's programming manager, offered a simpler explanation for the absence of cameras.

Station officials determined that unless they could commit to airing every session, they wouldn't do any.

To show some speakers but not others would have left the station open to accusations of bias, said Tweney.

The major problem last week was Wednesday night when Cogeco covered both junior A lacrosse and Club Roma soccer, an effort that took up most of the station's resources and volunteers.

Tweney said Cogeco didn't want to blow off lacrosse or soccer in favour of the tower meetings because the games' coverage is part of its regular summer programming.

What, no conspiracy?

"Oh gosh, no," said Tweney, who noted the station had been following the issue up until now with keen interest.

"We looked at our schedule very seriously and tried to see if we could juggle it, but there was no way we could do it," she said.

I'm one of those who wish Cogeco cameras were at the Quality Parkway; I'm disappointed they weren't.

I was constantly having to stifle groans and screams at the public meeting while frantically pushing an imaginary fast-forward button to no avail.

Ah yes, the joys of watching a recording in the privacy of one's own home.

Those better have been great lacrosse and soccer games!

Tweney said Cogeco will definitely cover the special council meeting June 26 when a decision is expected to be made on PDVC's application.

That's because on that night the tower will stink and rock at the same time.

Doug Herod's opinion column appears Tuesday, Wednesday, Friday and Saturday.

Article 13

The Standard

Printed from www.stcatharinesstandard.ca web site Wednesday, June 21, 2006 - © 2006 St. Catharines Standard

Project will preserve Port: supporters

MARLENE BERGSMA

Local News - Wednesday, June 21, 2006 @ 01:00

Supporters of the proposed Port Dalhousie tower say they value the village's heritage, too, and that's precisely why they believe the controversial development should be built.

After three nights of opposition to the proposal last week, St. Catharines councillors heard Tuesday night from citizens in favour of the project, and many of them said the best way to preserve Port's heritage is to approve the project.

"The history of Port Dalhousie is an entrepreneurial spirit," said Al Visser, chairman of the Port Dalhousie Business Association, representing the 41 member businesses that will be most affected by the development. "The project represents the spirit of enterprise that is the basis of Port Dalhousie's heritage."

Visser said Port businesses struggle to survive on the seasonal traffic, and while the residential district may be in good repair, there aren't enough shops to make the commercial core a shopping destination.

"Without redevelopment, the core of Port Dalhousie will continue to deteriorate," he said.

Visser was among 24 people who spoke in favour of the development at the fourth in a series of public meetings being held to receive public input on the proposal, which includes a 17-storey condominium tower, a hotel, a theatre and space for shops and restaurants. The meetings are being held at the Quality Hotel Parkway Convention Centre to accommodate the large number of people attending. Tuesday night's meeting saw about 250 people in the audience.

Regional Coun. Bruce Timms, who is also a resident of Port Dalhousie ward, said Port thrived when it was a tourist destination for the Toronto crowd, with visitors coming by rail and steamship. Building the development could make Port a destination for Toronto tourists again, said Timms.

Some of the speakers congratulated citizens group PROUD for its opposition to the project, saying the group's criticisms ultimately led to Port Dalhousie Vitalization Corp.'s second proposal, which is offering better protection of heritage buildings, a shorter tower and more architecturally sensitive building materials.

But others criticized the tower opponents and accused them of spreading misinformation.

"When you are passionate and when you know you are in the minority, you become belligerent, untruthful and threatening," said John Deketele, a Dalhousie Avenue resident.

Four representatives of Niagara Citizens for Smart Development, a group formed to support the project, said they, too, support heritage preservation, but they differ from PROUD on how to do it.

"We believe creating a sustainable environment is the best way to preserve our heritage buildings, and the application before you is the best way to do that," said David Serafino.

The fact PDVC has assembled a block of land in the commercial core allows for a comprehensive

development, said Patrick Gedge, CEO of the Niagara Economic Development Corp., which is better than individual "Band-Aid approaches" to renewal.

Leonard Pennachetti, president of Cave Spring Cellars in Jordan whose restaurant in Port, Twelve, recently failed, said his experience has shown Port is missing two key building blocks of tourism infrastructure: an attraction and accommodations. With the proposed theatre and hotel, Port Dalhousie will be able to attract a reliable customer base and bring stability to businesses, he said.

According to city policy for all public meetings held under the Planning Act, opponents speak first, followed by supporters, with the developer speaking last. Each presenter is allowed 10 minutes.

Mayor Tim Rigby has said councillors will debate and decide on the issue at a special council meeting scheduled for Monday night, but there are still 20 or more people expected to speak in support, including representatives for PDVC. Presentations are continuing tonight starting at 6:30.

Council's choices

HAVING THEIR SAY

St. Catharines city councillors have five choices when they decide the fate of the Port tower proposal. They can:

- 1) approve the development with the conditions as recommended by city staff;
- 2) approve the development with modified conditions or recommendations;
- 3) defer a decision;
- 4) defer a decision until the heritage district guidelines for the commercial area are amended as recommended by city planning staff;
- 5) deny the application.

Whatever council decides, the decision is likely to be appealed to the Ontario Municipal Board.

Here's what some of the speakers had to say at Tuesday's public meeting.

Patrick Gedge, CEO of Niagara Economic Development Corp.

"From a Smart Growth perspective, this project is exemplary and entirely in keeping with the principles of Smart Growth embraced by the Region of Niagara and the City of St. Catharines."

John Storm, Business Liaison Committee

"With the recent closing of yet another auto parts maker, I ask once again, where will our taxes come from? If St. Catharines taxpayers think their taxes are high already, hang on to your hat, you ain't seen nothing yet. Our committee favours this development for its potential to give us taxes."

Jean Harley, Vine Street

"Arguments being spread which are solely founded on fear and resistance to change have created a shameful split in the community and taken away our civic pride to work as one for the future generations that will follow."

Nick Thanos, Grantham Avenue

"I urge you, don't procrastinate, don't hesitate. Approve the application."

John Deketele, Dalhousie Avenue

"You couldn't have a better proposal in front of you to take you in a new direction. Don't look a gift horse in the mouth."

Bonnie Cameron, Friends of the Carousel

"We look forward to working with the architect to design an attractive and protective enclosure that will be home to the carousel for the next 100 years."

Dwight Alguire, Main Street

"With the proposed enhancements to Lakeside Park, the developers have taken a global view that will ... benefit everyone."

Sylvia DeGrow, Ann Street, reading a letter from Linda Crabtree, accessibility advocate

"Port Dalhousie needs to be accessible ... the carousel needs to be accessible.... (Architect) Michael Kirkland has made assurances the development will be accessible to everyone."

John Petrowski, Brookdale Avenue

"If this development doesn't go through, you will literally kill the future of St. Catharines, and by the future I mean me, us, the kids, the people who love St. Catharines so much."

David Serafino, Pine Street

"To do nothing leads our city down a path of decline. Residents are not asking for deliberation and delay, they are asking for leadership and action."

David Bedwell, Dalhousie Avenue

"The more people found out about it, the more they liked it.... No matter which survey you use, the majority of St. Catharines residents now support it.... Port Dalhousie has always accepted change ... (while) the current use of Port's heritage assets is not appropriate."

Jim Henry, Clifton Court

"St. Catharines needs a catalyst for change. We have to do something to to make this community attractive to business and to our children.... The Port Place proposal may well be the catalyst."

Bruce Timms, Lakeshore Road West

"It is time for Port Dalhousie and St. Catharines to lose its fear of heights.... The spirit of the heritage of Port is building for the future."

Article 14

The Standard

Printed from www.stcatharinesstandard.ca web site Friday, June 23, 2006 - © 2006 St. Catharines Standard

Hmm ... Port tower meetings a dress rehearsal?

Herod, Doug

Local News - Friday, June 23, 2006 @ 01:00

More than 30 hours devoted to the public meeting on the Port Dalhousie tower project.

And the proceedings still aren't finished.

I'm not saying this is taking a long time, but apparently someone has already moved into the condo building.

The good news about the sessions being extended into next week is that I can continue to write non-stop about the tower.

Of course, that's the bad news, too.

Hang in there, readers. I've got a few nuggets to pass on from the past week.

For instance, there was this exchange between 80-year-old pro-tower presenter Jean Harley and anti-tower councillor Carol Disher.

For reasons unknown to humankind, Disher thought it was pertinent to ask Harley whether she alone had prepared her well-crafted presentation.

It was mostly hers, but she had some help, acknowledged Harley.

Very impressive, said Disher.

What's that? said an apologetic Harley, explaining that she was hard of hearing.

"It's GOOD," said Disher.

"It's good that I'm hard of hearing?" replied Harley.

You can catch their act next week at Yuk-Yuk's.

But I'm not here to pick on Disher.

Well, not today, anyway.

Rather, I will disparage the alleged inquisitiveness of Coun. Brian Dorsey.

Dorsey, not necessarily the sharpest knife in the council drawer, felt compelled to question almost every project supporter who spoke at the Tuesday and Wednesday sessions.

His inane, pro-tower, lob-ball, leading queries were framed in an attempt to elicit the following range of responses:

"Yes."

"Absolutely!"

"You're darn tootin'!"

"That's a question?"

We get it, Brian. You think the Port project will be great for St. Catharines. Thing is, we figured that out 10 minutes into Tuesday night's meeting. By the way, for those trying to keep track of these things, here, based on their actions and words during the public meeting as well as earlier, is my read on how the vote is shaping up.

Definitely pro-tower: Tim Rigby, Sue Erskine, Cam Donevan, Charles Gervais, Dorsey.

Likely pro-tower: Sheila Morra, Peter Secord.

Definitely anti-tower: Bruce Williamson, Disher.

Playing their cards close to the vest: Joe Kushner, Greg Washuta, Jennie Stevens.

Seven's a majority. Do the math.

Enough with these superficialities. What of the pro-tower arguments this week?

It was all about the need to embrace change. Change is inevitable. Change can be good. Change makes the world go around.

In fact, I heard so much about the glories of change, I went to the cashier at the Quality Parkway and traded in my bills for quarters.

Ba-dum, tssss ...

But seriously, folks, we were told this week that Port Place is an intriguing, mixed-use project whose ability to attract tourists to the area rests primarily with the success of the theatre component.

At least that's the impression I got from Cave Spring Cellars kingpin Len Pennachetti, who I thought made an excellent presentation Tuesday.

Pennachetti has credibility on two fronts when it comes to the Port project. His company is responsible for transforming Jordan's commercial core from a wasteland in the mid-1980s into the thriving, charming tourism hot spot it is today.

It also entered the Port Dalhousie market two years ago with the opening of the restaurant Twelve, next to the Legion, on the "naive" belief Port was a tourist centre.

It's not, said Pennachetti. It's a recreational attraction for St. Catharines residents in the summer months.

Twelve closed within two years due to lack of business.

Pennachetti said successful tourism centres must have a main attraction, from which other elements can spin off.

In Jordan, it's the wine. In Port, he suggested it would be the theatre. Makes sense to me. Whether the theatre works, of course, is another matter. More on that in Saturday's column. Doug Herod's opinion column appears Tuesday, Wednesday, Friday and Saturday.

Article 15

The Standard

Printed from www.stcatharinesstandard.ca web site Friday, June 23, 2006 - © 2006 St. Catharines Standard

Port debate: Six meetings and counting; City staff's schedule has some councillors worried they're being rushed to a decision

ERIK WHITE

Local News - Friday, June 23, 2006 @ 01:00

After listening to hours of arguments for and against the controversial Port Dalhousie development, St. Catharines city councillors will finally say what they think of it Monday night.

That meeting, the sixth on the Port Place project, will begin with the final four speakers and then move into the decision-making round, where councillors will ask questions of staff and then debate the issue.

If councillors run out of time to make a decision Monday, a seventh session will be held Tuesday evening.

At Wednesday's public meeting, planning staff said they might need a few days to prepare a summary of the presentations, pushing a decision meeting further into the week.

But planning manager Judy Pihach said setting a date closer to the Canada Day weekend and council's annual summer slowdown meant they couldn't ensure all councillors and key staff could attend the meeting.

"Time is of the essence" she said. "No one thought this would go on this long."

Pihach said city planner Paul Chapman will prepare a written response to the dozens of presentations and will reply to the final four verbally, just before taking questions from council.

But some councillors are not happy with the scheduling switch.

St. Andrew's Ward Coun. Joe Kushner said he thought council had agreed to take a week after the public meetings to consider the mountain of rhetoric dumped in front of them.

"There has to be a cooling-off period," Kushner said. "This is inappropriate."

He also believes debating immediately after four speakers - who happen to be from Port Dalhousie Vitalization Corp., including the development firm's president, Eric Moog - could taint council's decision.

But he doesn't think it will. Judging by how his council colleagues have approached the meeting, the 30-year council veteran believes the condominium, hotel, theatre and retail complex will be approved. "Given the questions that are being asked, I think it's clear which direction council is going in," Kushner said.

St. Patrick's Ward Coun. Carol Disher called the new meeting schedule "totally ridiculous." She said council needs at least 24 hours of contemplation to make a good decision.

"We're not supposed to have made up our minds yet, so give us a chance to think over what we've

heard," said Disher. "We've put too much work into this to decide so quickly."

But her ward-mate, Charles Gervais, is fine with the schedule change. He is leaving on vacation Wednesday morning but said he would put it off if he needed to.

"We've received 20 hours of info already," he said. "There are four speakers left and I don't believe we're going to hear anything new." Merritton Ward Coun. Sheila Morra agreed. While she said she hasn't yet made up her mind, after being absorbed in this issue for two weeks, she believes she is now able to.

"I feel we've been supplied with ample information over a long period of time," she said. "I would have no excuse to not be prepared to make a decision on Monday."

Article 16

The Standard

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Why the sudden rush to make a decision?

Editorial - Monday, June 26, 2006 @ 01:00

What's the rush? By the end of this evening, St. Catharines city councillors will have met with the public a total of six times to solicit its input into the Port Place redevelopment proposal in Port Dalhousie.

By the time the last four presenters are heard this evening - all pro-tower speakers, including the developer Port Dalhousie Vitalization Corp. - councillors will have heard well more than 30 hours of presentations, rhetoric and supporting arguments.

And then council will hurry right into its own debate with an eye to making a decision as quickly as possible.

With a decision as monumental as the one facing city council, a little time should be afforded councillors. They need time to digest all they've heard over the past week.

They could use some time to unwind and let their emotions settle before jumping into a string of questions for city staff and what is expected to be a lively debate on the merits and drawbacks of a retail and entertainment complex in Port Dalhousie centred around a 17-storey condominium and hotel tower.

City staff could use some time to properly summarize what councillors have heard from the public. More time would also allow city staff to properly address any of the points raised by the public and, possibly, correct any misinformation passed on to councillors.

As it stands, city planner Paul Chapman will verbally summarize the final four presentations before he takes questions from council. Given the passion that has surrounded this issue from the day the first incarnation of the tower was unveiled to the public two years ago, it was a given there was going to be a strong public reaction in the public meetings.

But that was apparently obvious to everybody but city staff, who didn't expect the public meeting portion of this process to go on as long as it has.

St. Andrew's Ward Coun. Joe Kushner was under the impression councillors would be given a week to digest all they have heard. At the very least, council's questions and debate should be delayed until Tuesday, giving councillors almost 24 hours between the last public presentation and their own discussion.

To this point, council has gone out of its way to ensure the process being followed is sound. It makes us question why the city feels the need to rush the decision now. We understand that we are into summer when many councillors and city staff are wanting to take vacations. But these men and women are working in the public service and have an obligation to the city to carry out its business in a proper way. Taking the time to hear from the public and then jumping into a decision to preserve some vacation time doesn't seem proper to us.

Article 17

The Standard

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Decision time on Port Place; Council votes tonight on controversial project following sixth public meeting at which planner, developers are grilled

ERIK WHITE

Local News - Tuesday, June 27, 2006 @ 01:00

After hours of arguing over studies and plans and guidelines and policies, St. Catharines city planner Paul Chapman laid out the question hanging over the contentious Port Place project.

Is Port Dalhousie a local playground or a hidden gem waiting to be discovered by a world of tourists?

"I believe the challenge of planning is to move from where you are today to a desired future," Chapman told the crowd of 130 at the Quality Hotel Parkway Convention Centre Monday night.

"There are two different visions for Port Dalhousie. Both of which could be viable."

Chapman said based on the city's long-term plans for the historic lakeport, his department gave a thumbs-up to the tourist-focused condominium, hotel, theatre and retail complex.

And after three years, two different designs and six public meetings over the last two weeks, city councillors will finally answer that question tonight.

But in questioning Chapman, and the final four speakers from Port Dalhousie Vitalization Corp., some councillors seem to have already made up their minds.



With Eric Moog, president of Port Dalhousie Vitalization Corp., projected on the screen behind her, Merritton Ward Coun. Sheila Morra asks questions following the developer's speech during the final public meeting on the Port Place project at the Quality Hotel Parkway Convention Centre Monday evening.

Photo: Staff photo by Julie Jocsak

"It was never my thinking it was our goal to turn Port Dalhousie into a tourist mecca," said Coun. Bruce Williamson.

The Port Dalhousie Ward representative led the attack on the developers, questioning how the company expected the community group PROUD to suggest viable changes to the design after the original 30-storey tower scheme was scrapped last year.

"I don't know how you can expect a community group to do that," Williamson said.

"I think that's exactly the point," retorted the company's lawyer, Tom Richardson.

Williamson took pointed aim at suggestions the 17-storey highrise wouldn't set a precedent for skyward development.

"To me, it's a simple cause-and-effect argument. If the tower goes up, how is that not a precedent for the next one and the next one?" Williamson said.

In response, Richardson said: "I find it's used to frighten people to say, 'We are going to come into your neighbourhood and do this.' But the circumstances will determine each individual case."

"It does frighten us," Williamson shot back. "A lot of us have our hearts in Port Dalhousie."

Chapman also waded into the precedent discussion, recalling that when the six-storey lakefront condominium building at the end of Geneva Street was first proposed 20 years ago, many predicted a wall of apartments would soon pop up along the lakeshore.

That development went to the Ontario Municipal Board before getting the go-ahead.

And many members of council were already anticipating the prospect of a return to the OMB for the next round of the Port Place debate.

In his summary report, Chapman suggested a "local solution" be found, perhaps under the guidance of a professional mediator, which is often suggested by the OMB as a first step.

But Richardson didn't hold out much hope his clients and PROUD could reach a compromise.

"We've seen nothing from the other side that would indicate they're interested in anything more than three storeys," he said. "I'm not sure why my client is still here."

When questioning Chapman, Port Dalhousie Coun. Sue Erskine asked if councillors should consider that taxpayers will be billed - likely around \$1 million - to defend their council's decision at the OMB.

"If council is not prepared to support an application, I believe council should vote it down," Chapman said plainly. "It would then be a question of community values."

Having their say

Council's call

Here's what some of the speakers had to say at Monday's public meeting.

Coun. Sue Erskine, asking about PDVC's lease arrangement with My Cottage: "So, you're not deliberately keeping them in there to make your case?"

PDVC president Eric Moog, laughing: "No. Definitely not."

Tom Smart, PDVC planning consultant, on smart growth:

"We will not be able to redraw urban boundaries in Niagara below the escarpment. Except ... in minor

re-jigs where the mapping is wrong. Got to watch myself. I might lose a client."

Tom Richardson, PDVC lawyer:

"I am not aware of any proposal that was backed up by more information or studies. I am not aware of any application that was the subject of more public discussion."

City planner Paul Chapman:

"The view from Lakeside Park will change and will change significantly, but I believe that change will be an improvement."

Coun. Carol Disher, on disruptive shadows from the new highrise:

"(In the winter) you have less hours of sun and people really need the sun. People still out to the park. They still go out to the pier."

Coun. Joe Kushner, on the suggestion a new council to be elected in November should decide this issue:

"To refer this to a new council would probably be the worst decision we could make. And we make plenty of bad ones."

Planner Paul Chapman, on what the process has been like for his department:

"I think people were very respectful of the position staff were in. I didn't feel undue pressure. This is another application. It happens to be a large application. Everybody wanted to get what they want. It's part of the job."

City council will debate and decide on the Port Place proposal at a special meeting today, starting at 6:30 p.m., at Club Roma on Vansickle Road.

The Standard on the Web www.stcatharinesstandard.ca

Article 18

The Standard

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Council gives thumbs-up to port Place; Controversial project approved 7-5

ERIK WHITE

Local News - Wednesday, June 28, 2006 @ 01:00

The last word in a long argument that often pitted the past and future of St. Catharines against each other went to the city's founding father. From the mouth of his great-great-great-grandson.

"Someone asked me, 'What would William Hamilton Merritt say about this project?' " Mayor Tim Rigby said Tuesday night, just before putting the controversial Port Place project to a vote.

"I think he would say, 'Get on with it.' Because he was an entrepreneur. He saw the future."



Mayor Tim Rigby, second from right, makes his final comments at the public meeting on the Port Place project at Club Roma in St. Catharines Tuesday. Flanking Rigby, from left, are city clerk Ken Todd, chief administrative officer Bob Puhach and city planner Paul Chapman.

Photo: Staff photo by Julie Jocsak

The future that city council sees for the lakeside village at the mouth of Merritt's First Welland Canal includes a 17-storey condominium tower.

In a special public meeting, the seventh on the controversial development, council voted 7-5 to approve the radical facelift for Port Dalhousie's commercial core.

Joining Rigby in favour were councillors Cam Donevan, Brian Dorsey, Sue Erskine, Charles Gervais, Sheila Morra and Peter Secord.

The nays were councillors Carol Disher, Joe Kushner, Jennie Stevens, Greg Washuta and Bruce Williamson.

Williamson, who represents Port Dalhousie, has been one of the proposal's most vocal opponents and continued to warn that the decision was being "made on the fly" and that more tower plans will soon

follow.

"After this, developers are going to be knocking on our door. We are now definitely on the radar screen," he told the crowd in the banquet hall at Club Roma.

"We're not a big city and I think it's incorrect we should share their values."

Kushner said he has wrestled with his own values in making up his mind, changing his vote twice over the past few weeks.

He said he had expected planning staff to propose a compromise, a building height somewhere between three and 17 storeys.

The St. Andrew's Ward councillor said he still hopes the opposing camps can agree to disagree and that this key decision won't be left up to the Ontario Municipal Board.

Stevens also hoped the developer, Port Dalhousie Vitalization Corp., and anti-development citizen's group PROUD (Port Realizing Our Unique Distinction) could work something out, avoiding an appeal to the OMB.

Those backing the project generally moved away from the well-worn points about job creation and smart growth, opting instead for a personal path.

Gervais, who tabled the motion to accept the staff recommendation, talked about riding the carousel and licking ice cream cones with his wife and four children.

Thinking back on the numerous nostalgic presentations from Port residents, he reasoned that the attachment St. Cathariners feel to Port is to Lakeside Park, not the businesses nearby.

"Regardless of whether there's a development in the background, our children, our grandchildren will have fond memories of Port Dalhousie," Gervais said.

Erskine, who represents Port Dalhousie, painted a portrait of the old-fashioned, self-contained fishing village she knew when she first moved to Port in 1946.

She spoke of long-departed stores and industries, the decay of the 1960s, the tourism visionaries of the 1980s, the perennial problems for retailers and the late-night rowdiness that was the hot topic before this tower came along.

Erskine said this moment in Port's history is a time for investment. She said the numerous checks and balances in place should ensure those idyllic architect sketches become Port's future.

"Hopefully, future generations and all my grandchildren living here will be able to enjoy a Port that is ... beautiful and restored," she said."

Article 19

The Standard

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Pro-tower group dangles carrot

But PROUD isn't biting on offer to restore building in exchange for dropping appeal of project

By Monique Beech

Local News - Wednesday, August 16, 2006 @ 01:00

Give up the fight to stop the Port Dalhousie tower from going up, and save a heritage building in return.

That's the offer a citizens group in favour of the controversial 17-storey condo tower is making to those opposed to the major development in the heart of Ports heritage district.



The citizens group PROUD says it isn't interested in an offer to restore the condemned Dalhousie House, above, in exchange for dropping its appeal of the Port Place project.

Photo: Staff photo by Denis Cahill

Project developer Port Dalhousie Vitalization Corp. would contribute \$250,000 to restore the condemned Dalhousie House, a city-owned heritage building and former dry dock on Lakeport Road.

In return, citizens group PROUD (Port Realizing Our Unique Distinction) would have to give up a likely Ontario Municipal Board appeal to stop the multimillion-dollar Port Place project, which has been approved by St. Catharines city council.

The estimated cost of an OMB appeal is a combined \$1 million, to PROUD, PDVC and the city.

The idea for the deal came from Niagara Citizens for Smart Development, a group in favour of the Port tower development, and has garnered support from the developer.

"It's a symbolic act", said smart development group spokesman David Roberts.

"Let us spend the money on behalf of the community instead of throwing it away on something we know we're going to win anyway."

But PROUD president David Bergen said his group is confident it can win an OMB appeal, and has been working hard to raise the \$250,000 needed to cover legal expenses.

If we didn't think we had a really good case at the OMB, we would just go away, Bergen said.

Bergen said an offer to restore the historic Dalhousie house built in 1865 is a nice idea, but it does not quell his concerns about the tower.

The primary concern is that putting a building that is equivalent to 20 storeys in the middle of a heritage district is going to change it forever, he said.

It's not going to feel like a heritage district anymore.

Bergen opined that this is PDVCs way of avoiding an OMB appeal by buying off opponents of the tower.

PDVC spokesman Grant Dobson said the developers do not fear an OMB appeal and believe they can win.

The developers just thought \$250,000 would be better spent in the community rather than covering legal fees, Dobson said. I think all sides are looking for an opportunity to come together for one shared objective, Dobson said.

But tower opponent Carlos Garcia sees saving the crumbling Dalhousie House and stopping a tower from rising in Ports heritage district as two different objectives.

We certainly applaud PDVC or anyone's effort to save Dalhousie House and would be happy to collaborate on that, said Garcia, PROUD executive vice-president. But I think it is also very important that the heritage streetscape be saved.

The city condemned the heritage building most recently used as a seniors centre as structurally unsound in 2001. A proposal to pay for repairs to the building would have to go through city staff for recommendations and be approved by council. Repair estimates were not available Tuesday.

Helen Harris, the city's property manager, said normally groups leasing a city-owned building pay for repairs as part of an agreement.

I don't think we've had anyone step in and offer to do (repairs) on behalf of the municipality, and just have (a building) remain for public use, said Harris.

Neither the pro-development citizens group nor PDVC has approached the city with their plan.

Article 20

The Standard

Printed from www.stcatharinesstandard.ca web site Tuesday, September 12, 2006 - © 2006 St. Catharines Standard

Tower tapes kept secret; Meetings are on video, but mystery lingers as to who paid for it

MARLENE BERGSMA

Local News - Tuesday, September 12, 2006 @ 01:00

There's reportedly a complete set of videotapes documenting seven nights of sometimes tedious meeting coverage, but so far, the Port Dalhousie tower tapes are being kept secret.

Omni Media, the St. Catharines video production company that videotaped the longest series of public meetings in St. Catharines history, is saying the tapes will only be released in October, after Niagara regional councillors make their decision on the controversial development proposal.

St. Catharines city clerk Ken Todd told city councillors Monday night Omni Media representatives told him "they did not want the tapes to be used until the process was completed, and I accepted their explanation."

In June, city councillors approved a development application for a 17-storey condominium tower, hotel, theatre and shopping complex in Port Dalhousie, a decision opponents have appealed to the Ontario Municipal Board, and which still must be approved by Niagara Region - likely in October.

Todd also told councillors he doesn't know if Omni Media was paid to be at the June meetings hosted by the city, and if so, who paid.

"I am certainly not aware (who paid) but it was certainly not paid for by us," he told councillors.

Port Dalhousie Coun. Bruce Williamson said he is suspicious about the way a private production company gained permission to videotape the controversial meetings held over seven nights in June when other members of the public were told they could not tape the meetings.

Todd said Monday the Port Dalhousie tower meetings, held to seek public input into the proposal and which ended up stretching out over seven nights, were structured like any formal public meeting held under the province's Planning Act, and tape-recording and videotaping are never permitted.

Only the media are allowed to record, said Todd, and although Cogeco television did not cover the Port tower meetings, he agreed to a request from Omni Media "to record the meetings basically for archival purposes.

"We viewed them as a media group, no different than any other member of the press," said Todd.

But Coun. Charles Gervais said he was baffled by Omni Media's refusal to release the tapes.

"It makes no sense," said Gervais on Monday. "Why would they withhold the video? What could anyone's vested interest be? If we requested, would they release it or provide a rationale for us?"

Todd repeated Omni's intention to release the tapes in October.

Williamson wondered if the videotapes were being altered in any way, but Todd said the tapes have never been in the city's possession.

The city does have complete audio recordings of the proceedings, which are available on loan from city hall, said Todd. The audio recordings were made by a private production company hired by the city, he said.

Todd said Omni Media agreed to provide a copy of the videotape version to the city in October, and "we will make it available as soon as it is available to us."

Williamson said that will be too late.

"Unfortunately that is something that is missing" when regional councillors make their decision on the proposal, he said.

"This could be important evidence in court."

Omni Media was not available for comment Monday night.

Article 21

The Standard

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Nothing sinister in Port tapes secrecy, says video company; Record of tower meetings will be released after Region makes ruling

MARLENE BERGSMA

Local News - Wednesday, September 13, 2006 @ 01:00

There's no conspiracy to keep the Port Dalhousie tower tapes secret, says the St. Catharines video production company that recorded seven nights of public meetings this summer.

"We filmed this for archival purposes," said Joyce Murray, director of sales and marketing for Omni Media, who first suggested her company record the series of public meetings when she realized Cogeco Television would not be able to do so.

The meetings, which stretched over seven days in June, led to a St. Catharines council decision to approve a controversial 17-storey condominium, hotel, theatre and shopping complex for the heart of Port Dalhousie's heritage district.

That decision has since been appealed to the Ontario Municipal Board, but first, Niagara regional council must rule whether to approve city council's decision.

That's why Murray says the tapes aren't being released.

Shortly after the meetings ended, Murray says she was approached by a Port Dalhousie resident who asked for a copy of a certain tape "for regional council."

Because Murray had said the tapes would be duplicated and forwarded to city hall "when it was over" and because it wasn't over yet, she decided to wait until the Region has made its ruling.

"After regional council, I will make them available," said Murray.

"We filmed it for archival purposes, but if gets taken and used (for a presentation) at regional council, it becomes a political tool."

Murray said Omni Media donated staff time and recording equipment in order to provide a public service and offered a copy of the finished tapes to city hall for its records.

"Honest to God, we thought we were doing something out of a sense of social conscience," said Murray, who is surprised by the suggestion there is something untoward about the timing of the release.

Coun. Bruce Williamson said at this week's city council meeting the tapes aren't being released and wanted to know why a private production company would be permitted to videotape the meetings when other members of the public weren't.

But city clerk Ken Todd said the public is never allowed to record council proceedings - only the media are. He permitted Omni Media to record the Port tower meetings as a public service.

"We viewed Omni Media as the media and they were going to record the whole thing and provide a copy to us," said Todd in an interview Tuesday.

Murray said her company also occasionally provides video footage to television or documentary crews, and Omni Media considered there might be future potential for the tapes. But the company's main goal was to record an important community event for posterity.

Meanwhile city clerk Todd said anyone interested in reviewing a record of the tower meetings can borrow the city's audio tapes.

As part of the microphone and sound system set up for the meeting, a private sound technician offered to provide an audio recording, said Todd.

The seven meetings are captured on about 35 tapes and several people have already visited city hall to borrow one or two, which surprises him.

"I didn't view this as a big issue," said Todd

Article 22

The Standard

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Time limits on both sides in next round of Port talks

MATTHEW VAN DONGEN

Local News - Thursday, September 21, 2006 @ 01:00

In the next battle over Port Place, development supporters should speak first. Or last. Or both.

Tower opponents need more time - or less time - to express their views.

The project proponent should be given a half-hour to rebut opposing submissions. Make that 10 minutes, or even five.

Niagara regional councillors will decide next month whether to approve the official plan amendment for the controversial condominium and commercial development in historic Port Dalhousie.

But first, councillors will receive a staff recommendation and hear public presentations at a committee-of-the-whole meeting Oct. 12.

On Wednesday, they spent two hours debating how to save time at what is expected to be a long meeting on Oct. 12.

Not all councillors were happy with the proposed solution: limiting speakers and speaking time, as well as forbidding speakers from addressing council at decision time.

"The problem is the pure logistics of getting that many speakers in," said planning committee chairman Bill Smeaton.

"That's just the reality this council will face."

Meetings on the Port Place proposal held in St. Catharines earlier this summer included 16 hours of public submissions.

To avoid a repeat of those marathon sessions, regional staff submitted a report Wednesday recommending:

All public presentations be heard only at the committee level, rather than at a full council session.

A time limit of 11 1/2 hours in total for those speaking in support of the proposal.

A time limit of 11 1/2 hours in total for those speaking against the proposal, plus an extra half hour for speakers not associated with an organized group.

Lawyer Tom Richardson, speaking on behalf of pro-tower group Port Dalhousie Vitalization Corp., praised the staff report but argued the developer deserved time at the end to rebut "ill-informed or uninformed" presentations.

Bruce Cordner, a member of the opposing group Port Realizing Our Unique Distinction, argued for at least two hours of presentation time per side.

"It seems likely many opponents won't have an opportunity to express their views," he said.

St. Catharines Regional Coun. Judy Casselman agreed, suggesting more time for the presentations.

She also expressed concern the committee meeting won't be televised. "I'm requesting we ask Cogeco to record this," she said.

Niagara Falls Mayor Ted Salci, by contrast, said the Region doesn't need a repeat performance from presenters.

"It would be unreasonable to sit here for nine hours," he said.

The committee eventually decided to limit all presentations to a committee-of-the-whole meeting at 1 p.m. Oct. 12.

The final decision on the amendment is scheduled for the full council meeting Oct. 19.

But Fort Erie Mayor Wayne Redekop wondered how council could stop citizens from repeating their presentations at the full council session.

Council members also couldn't agree on how to organize or limit the speakers' list.

Staff was eventually asked to come up with a suggestion for next Thursday's council meeting.

Several councillors asked if the presentations could be heard as early as next week, but planning commissioner Corwin Cambray said the staff recommendation wouldn't be ready.

Lincoln Regional Coun. Jill Hildreth said the Region shouldn't have left its decision so late.

"The timing stinks. I think it's appalling that we could leave it until two or three weeks before the election," she said.

"May God bless us all for this one."

Article 23

The Standard

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More twists in plot for Port Place saga

Doug Herod

Local News - Friday, September 22, 2006 @ 01:00

It's b-a-a-a-ck!

Just when you thought it was safe to read the newspaper again, the Port Dalhousie tower project is rearing its ugly - uh, I mean architecturally controversial - head again.

Oh sure, there was a bit of a kerfuffle this summer over the unavailability of a videotape made of St. Catharines city council's marathon public meeting held in June.

Omni Media, a local video production company, was granted permission by the city to tape the Port tower gabfest after Cogeco declined the opportunity to do so.

The company determined it didn't want the tape to be used for political purposes and, thus, opted not to release it until Niagara regional council dealt with the development application.

It was a decision that triggered in the fevered minds of some anti-tower types the usual conspiracy theories about how developer Port Dalhousie Vitalization Corp. was pulling strings behind the scenes.

For those of us not being sustained intravenously by non-stop tower chatter, the dismay over the lack of public-hearing video evidence is a bit bewildering.

After all, assorted anti-tower gang members were seen taking copious notes during the hearing.

Alas, when members gathered later to compare notes, perhaps everyone had simply written down the same thing, page after page: "PDVC sucks!!!"

Along, of course, with unflattering doodles of PDVC kingpin Eric Moog and project architect Michael Kirkland.

To be fair, we're told the anti-tower forces would have liked the opportunity to show selective video evidence to regional councillors.

This strikes me as dangerous. You set up the point, attempt to drive it home with the supportive video, and, well, your kid's soccer game comes up on screen.

Of course, this comes from a guy who accidentally taped over his wedding video.

Anyway, the Port Place project popped up again in the news this week when the Region's planning committee members deliberated over how to conduct next month's meeting, where PDVC's application for an official plan amendment will be heard.

They took two hours discussing how to make the Oct. 12 meeting shorter.

Not exactly a good sign, huh?

While one might reasonably suspect a lot of the same old, same old will be presented at the regional meeting, a couple of new reports, commissioned by anti-tower citizens group PROUD, were dropped

in councillors' laps.

One offers an unkind heritage evaluation of the Port Place proposal. Thus, we now have a hired-gun heritage consultant from PROUD combating PDVC's hired-gun heritage consultant.

The other report is a devastating, detailed critique of the live theatre component of the project.

I've always thought the assertion a 415-seat, privately owned theatre would succeed in Port was astoundingly dumb. In her report, theatre consultant Janis Barlow says so, too, only much more eloquently.

Whether either of these latest additions to the debate will help sway regional council's decision in PROUD's favour is, of course, unknown at this point.

Don't count on it, though.

For one thing, the developers will presumably launch a counterattack.

More importantly, there is the traditional reluctance of regional council to go against the wishes of a local municipality on a major planning /development issue.

Some of St. Catharines regional councillors may speak against the proposal, but you can count on Mayor Tim Rigby making an impassioned speech about how it was his council's view that Port Place offers a great opportunity for economic revitalization.

Who are politicians from Fort Erie, Lincoln and Wainfleet to suggest otherwise?

Well, they serve on a council mandated to uphold the planning principles of Niagara.

Sounds great in theory.

However, faced with accusations they'd be holding back one of the their member municipalities from achieving economic glory, it seldom, if ever, works out that way for regional councillors.

Article 24

The Standard

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Port theatre bad idea: report; Developer, proponents dismiss feasibility study that says the 400-seat venue doesn't make sense

MATTHEW VAN DONGEN

Local News - Friday, September 22, 2006 @ 01:00

Port Place's much-hyped proposal for a 400-seat live theatre has been panned in a new consultant's report released to Niagara regional councillors.

Toronto theatre consultant Janis Barlow prepared the feasibility assessment free of charge at the request of project opposition group Port Realizing Our Unique Distinction (PROUD). But the St. Catharines resident opted to give the report first to councillors, who will debate an official plan amendment for the development Oct. 12.

"I'm aware it's a contentious issue," Barlow said, adding she's not a member of PROUD and hasn't followed the controversy closely enough to offer an opinion on the development as a whole.

"I didn't interact with either the proponent or (PROUD) in making this report. I wanted it to be about the message, rather than the messenger." Barlow called her report a "preliminary assessment," noting the developer hasn't provided many details about the proposed theatre.

But her written opinion of the theatre, billed as a way to attract tourists to the adjoining hotel, is bleak.

"Based on the limitations of the Niagara market, the nature of the programming proposed by the developer and the seating capacity . . . the theatre component is not financially viable or sustainable.

"The details they've provided don't make sense," she added Thursday, a day after councillors received her report.

Developer Eric Moog disagreed, dismissing the assessment as "yet another PROUD report." "I'm sick and tired of those reports," he said. "We wouldn't be spending \$10 million if we didn't think it would work. I think that says it all."

Moog said he trusts the expertise of former Shaw Festival director Christopher Newton and Port Mansion founder Dan Raseta, who are both involved in the project. The theatre is slated to seat 400 patrons and operate as a full festival-style theatre eight months of the year. It would be available for community and touring companies the rest of the year.

Raseta didn't return phone calls Thursday to discuss the report.

In the past, Newton has said the theatre can be successful. He was in Calgary Thursday and was unavailable for comment. Port Dalhousie Vitalization Corp. lawyer Tom Richardson later added the developer was disappointed Barlow didn't talk to Newton in preparing her report.

Moog described the theatre as an important element in the mixed-use design of the development.

"I could understand (PROUD's) concern if we were asking for government money. But it's not government money, it's our money. "If it's not your money, why are you concerned about someone else taking the risk?"

If the theatre proposal isn't feasible, perhaps regional councillors should take a closer look at the rest of the development, said PROUD spokesman Carlos Garcia. "If the theatre doesn't work, what else doesn't work?" he asked Thursday.

St. Catharines Regional Coun. Judy Casselman had similar questions after reading the report. "I think (the report) is relevant," she said. "I already had some questions about the theatre's sustainability." Casselman said if supporters are willing to overlook heritage in the name of economic development, the theatre assessment "raises some pretty big concerns." "This is supposed to be part of an economic driver, an important part of the development."

St. Catharines Mayor Tim Rigby, on the other hand, called the report irrelevant. "It could provide some interesting information, but it has nothing to do with what regional councillors have to decide," he said.

The Region is deciding whether to approve an official plan amendment based on provincial policy and heritage guidelines, he said.

The economic feasibility of the theatre "is not what we're there to talk about," he said.

PROUD will release another heritage assessment of the Port Place project today.

A closer look

Concerns "meriting further investigation" in Barlow's report

Barlow is "unaware of any other stand-alone, 400-seat theatre in North America that consistently sustains the types of productions and lengths of run" envisioned for Port Place.

She notes "significant omissions" in figures related to the business operation plan for the theatre.

She found no information offered on how the new theatre may affect or be affected by the Shaw Festival.

She found no information about how the theatre will establish itself in an Ontario theatre market that has been in decline for the last five years.

Facility design is "promising but deficient in a number of areas." For example, Barlow suggests 2,800 square feet of auditorium seating isn't adequate for 400-plus seats.

Article 25

The Standard

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Region limits tower input

MATTHEW VAN DONGEN

Local News - Friday, September 29, 2006 @ 01:00

Only the early birds will get a chance to make a Port Place pitch to Niagara Region councillors next month.

The Region is scheduled to decide in October whether to approve the official plan amendment for the controversial 17-storey condominium tower development in Port Dalhousie. Regional councillors will hear presenters for and against the proposal in a committee of the whole meeting Oct. 12.

But unlike the city's public sessions in June, which included 16 hours of presentations, the Region is limiting speakers to a maximum of three hours. And it's first registered, first served.

Councillors voted Thursday night to have presenters register ahead of time with the clerk's office by 4:30 p.m., Oct. 10, either by e-mail or in person.

The developer will have 25 minutes to speak, but all other presenters, for and against, will be limited to five minutes each. Councillors will hear as many pre-registered presenters as possible within the time limit, but Regional Chairman Peter Partington acknowledged everyone may not have a chance to speak. By law, the Region is not required to hold a public meeting on an official plan amendment, he noted. "But we'll try and do the best we can to let people have their say," he added.

Anyone who wants the chance to address councillors at the meeting can register:

By e-mail, to janet.pilon@regional.niagara.on.ca

In person, at the clerk's office, Niagara Regional Headquarters, 2201 St. David's Road, Thorold.

Presenters should include their names, addresses, telephone numbers, details about any person or group they represent and a brief statement outlining their position.

Any materials to be distributed can't exceed five double-sided pages.

Anyone wishing to make only a written submission must do so by the same deadline, 4:30 p.m. on Oct. 10. Regional staff's recommendation on the official plan amendment will be available to the public Oct. 6.

Seating, including a lobby overflow area, is limited to 140 people. Cogeco Cable will broadcast the meeting. For more information, contact the Region at 905-685-1571.

Article 26

The Standard

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Provincial ministry offers its two cents on Port Place

MATTHEW VAN DONGEN

Local News - Saturday, October 07, 2006 @ 01:00

Ontario's Ministry of Culture is the latest agency to wade into the raging Port Place controversy. Regional planners studied the proposal for a condo tower and commercial development in historic Port Dalhousie for several months. They released a recommendation to councillors Friday, but beforehand, they asked the ministry to review the proposal.

In a letter, provincial staff suggested deferring the final decision on the proposal "to allow for further consideration of alternative solutions" that better reflect local and regional planning policies. The letter infuriated some project supporters.

Andy Petrowski, a spokesman for Niagara Citizens for Smart Development, noted provincial staff admit in the letter they didn't visit the site for their evaluation. "How can they, sitting in armchairs in Toronto, comment on the scale of this project accurately?" he asked.

Tom Richardson, a lawyer representing the project developer, added he was surprised to see comment from the provincial agency. The Region acts on behalf of the province in approving or rejecting the official plan amendment, he said. "Why they went to the province for comment, I don't know," he said.

Deborah Kehler, on the other hand, called the review "powerful" and comprehensive. The member of PROUD (Port Realizing Our Unique Distinction) added the Region is obliged to seek guidance from the province on significant official plan amendments. "If you're standing in place of a higher body, you obviously want to find out what expectations that higher body has," she said. Ministry conservation adviser Karla Barboza and heritage planner John MacDonald authored the ministry response.

Excerpts of what they said:

"The six-storey, eight-storey and 17-storey sections of the project are a significant departure from the built form anticipated by the current official plan, secondary plan, zoning bylaw and heritage district plan.

"...neither the Heritage Impact Assessment nor the Peer Review has explained how the proposed development fits with the objectives of the municipality and its approved documents."

"... the overall result is a development that seems likely to draw attention to itself rather than contribute to an established character of the district, and which is in clear conflict with existing guidelines and policies...."

Article 27

The Standard

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Region planners say no to Port Place; Council to consider recommendation at committee meeting Thursday

MATTHEW VAN DONGEN

Local News - Saturday, October 07, 2006 @ 01:00

Don't approve a condo tower in Port Dalhousie. Regional councillors have heard that mantra from community groups. Hired consultants. Heritage buffs. Now, they've heard the same message from regional planners.

Regional staff released a report Friday recommending against approving an official plan amendment for Port Place, a controversial condominium and commercial development in historic Port Dalhousie.

Councillors will consider the recommendation, combined with public presentations, at a special committee meeting Thursday. The recommendation is "certainly disappointing," said lawyer Tom Richardson, who represents project developer Eric Moog. "We don't agree with it," said Richardson, who will speak to councillors at next week's meeting. "We support the process and decisions of the city planner ... we're hoping regional councillors will do likewise."

The 19-page regional report focused on heritage in recommending against approving the amendment. The report noted that city, regional and provincial planning policies exist to govern changes to the lakefront village, a designated heritage district. "The project does not fit that framework and it does not fit its setting," the report said.

The report heartened members of the community group opposed to the project, Port Realizing Our Unique Distinction. "I'm pleased, but I'm not surprised," said PROUD spokesman Carlos Garcia.

"All along we've said this proposal contravenes the city's official plan, the provincial policy statement, heritage guidelines, everything. Now we have regional planners reiterating our view. What surprised us was the city's decision."

St. Catharines city council approved the project in June, but it can't go ahead without an official plan amendment. Garcia said he hopes regional councillors realize the project is more than a local issue.

"This is a regional and provincial issue. It's precedent-setting," he said. "If this goes through, heritage districts all over the province are fair game for condo towers."

Project architect Michael Kirkland argued his project will protect, not destroy, the village's heritage.

"To say you have to choose between heritage and economy is a completely bogus dichotomy," he said.

"If you don't do economic revitalization, you lose the economic wherewithal to restore heritage buildings," he said. "The village's heritage buildings are disintegrating."

Personally, Kirkland feels the development "is the most polite and sensitive insertion of new buildings into an older area that I know of."

"Hopefully, we'll do the job explaining to fresh ears and eyes why we should go ahead."

City politicians saw plenty of reports and opinions from heritage consultants throughout the decision-making process.

A new PROUD-commissioned report - and a developer-sponsored rebuttal - were added to the pile for regional planners to review.

David Roberts, chairman of Niagara Citizens for Smart Development, called the regional recommendation "flawed" because it relies on a narrow view of heritage.

Regional planners were "heavily influenced by negative heritage reports solicited by a special interest group," he said.

The emphasis on heritage "came at the expense of other important aspects such as economics and quality of life."

Roberts said he's confident pro-project speakers can make that case to regional councillors on Thursday.

George Darte is hoping to argue otherwise.

The Port resident and funeral home director is on a waiting list of residents who want to speak at the special committee meeting.

"This would just shatter any heritage hopes we have for this community whatsoever," Darte said. "That's one of about 10 points I want to make."

Darte, who is not a PROUD member, said he's glad to hear regional staff haven't dismissed residents' concerns outright.

"Nobody's against development. I believe this isn't an appropriate development for the setting and I'm not surprised at (regional staff's) decision," he said.

St. Catharines Mayor Tim Rigby was surprised, however.

"If that's their recommendation, we'll just have to deal with it," said a disappointed Rigby, who spent the day in Windsor and hadn't seen the report Friday afternoon.

Rigby said it's unfortunate regional planners "couldn't get it right the first time," noting he felt regional comments earlier in the process "didn't seem to be objecting, overall."

No matter what regional councillors do, the decision will likely be appealed to the Ontario Municipal Board.

PROUD and 19 other residents have already appealed the city's initial decision.

Garcia said regional planners have now provided the group with extra ammunition for any OMB hearing.

"What was already a strong case for us just became stronger," he said.

Article 28

The Standard

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Region gives Port tower the OK

MATTHEW VAN DONGEN

Local News - Friday, October 13, 2006 @ 01:00

It seemed destined to be a real battle. Planner versus planner. Heritage consultants on both sides of the dispute. Clashing theatre experts.

Impassioned speeches by St. Catharines regional councillors - both for and against a condo tower and commercial development in Port Dalhousie. In the end, it wasn't even close.

In a 16-4 vote - and after seven hours of presentations and debate - regional councillors approved an official plan amendment for the divisive Port Place proposal in a special committee of the whole meeting Thursday.

In doing so, councillors ignored a recommendation by their own planning staff to reject the amendment. The decision must still be ratified in full council session next Thursday.

Project architect Michael Kirkland was confident that vote will be a formality. "It will pass," said a relieved-looking Kirkland, suggesting the result won't change, even with the additional presence of nine councillors missing at Thursday's vote.

"It's been a wrenching issue, but what this council has recognized is that the future of smart growth is a real thing." Kirkland said he believes the development meets the province desire for both heritage preservation and intensification.

"And if we waste money going to the Ontario Municipal Board, they will confirm it as well," Kirkland said. Deborah Kehler thinks otherwise. Kehler, an executive on the anti-tower group Port Realizing Our Unique Distinction, said the opinion of regional planners will hold more weight with the OMB.

"The planners' report is clear and firm," she said. "This is what (members of the OMB) will be looking at, the real planning issues."

Kehler said she wasn't surprised at the result, but disappointed at the one-sided vote. "I didn't think so many would vote in favour," she said. "I think councillors really missed the boat."

Kehler said PROUD members will attend next Thursday's regional council meeting, but added she didn't expect a different result.

The focus now, she said, is to raise money for the group's OMB appeal of the city and Region's decision.

More than 80 people showed up to speak or listen at the marathon session Thursday, filling seats inside council chambers and outside in front of a large-screen television. But by the time councillors began debating the issue, after listening to several hours of presentations, only a few dozen audience members remained.

The debate was almost exclusively between St. Catharines regional councillors.

It was also evenly matched.

Mike Collins and Brian Heit argued against approving the amendment, in particular because of the height of the 17-storey condo tower. Heit, a former city councillor, said the intent of existing heritage guidelines in Port Dalhousie "was to keep it a quaint village."

"I fear to see this sort of project in Port Dalhousie. Seventeen storeys is too much, too tall."

Judy Casselman, who dominated the floor during questioning of public presenters, said politicians are obligated to "protect the integrity" of Port Dalhousie's heritage designation. Allowing the project, she said, will "set a precedent for change" in other heritage districts.

Bruce Timms, Ronna Katzman and St. Catharines Mayor Tim Rigby spoke in favour of the proposal.

Jamie Almas had to leave before the vote. Katzman said she wasn't in favour of the proposal, but voted in favour because the Region "should not micromanage municipal decisions." She called the duelling planning reports from the city and the Region "duplication at its finest." She drew gasps from the audience in adding that if Niagara-on-the-Lake council decided to erect a 17-storey tower in its heritage village, "that should be their prerogative."

Timms called the project a critical step in the evolution "of the city, the region and the community of Port Dalhousie." "We have to lose our fear of height," he said.

As he did for city council in June, Rigby referred to his canal-founding ancestor, William Hamilton Merritt, in asking regional councillors to vote in favour of Port Place.

He also took pains to point out the city's exhaustive study of the issue, including more than 30 hours of public presentations.

He suggested everyone has the same goal - to improve life in Port Dalhousie and save heritage buildings. "You can't do that without money," he said.

SOUND BITES

Excerpts of a seven-hour meeting:

"This will be electroshock therapy for this economic area."

- architect Michael Kirkland, on the effect of a 17-storey condo tower and commercial development on Port Dalhousie

"Elsewhere, heritage districts thrive without a large development in the middle."

- Historian and Port Dalhousie resident Nancy Cameron

"This is a classic example of how ineffectual our two-tier system of government can be."

- Al Simpson, president of the St. Catharines Chamber of Commerce, on the opposing recommendations from city and regional planners

"The best waterfronts open up the water to regular folks, not just condo owners and hotel guests."

- Port Dalhousie resident Ted Gould

"It's not the height that matters, it's how (the building) is integrated into the landscape."

- Port Dalhousie resident Dave Bedwell, in support of the proposed condo tower

"This (proposal) has precedent-setting implications. ... It's a needless destruction of heritage."

- Herb Stovel, Heritage Canada Foundation

Article 29

The Standard

Printed from www.stcatharinesstandard.ca web site Friday, October 20, 2006 - © 2006 St. Catharines Standard

Last-ditch effort fails to block tower

MATTHEW VAN DONGEN

Friday, October 20, 2006 - 01:00

Local News - A last ditch appeal to Niagara regional councillors to quash the Port Place proposal failed Thursday night.

In an 18-7 vote, councillors ratified last week's decision by committee-of-the-whole to approve an official plan amendment for a proposed 17-storey condo tower and commercial development in Port Dalhousie.

Last week, a large crowd of supporters and opponents heard seven hours of debate before councillors voted 16-4 in favour of the project - and against regional staff's recommendation.

A smaller crowd of about 50 people showed up Thursday night to hear St. Catharines Regional Coun. Brian Heit ask his colleagues to reconsider.

Heit said Port Dalhousie has "retained its character" in spite of amalgamation into the larger city of St. Catharines.

"Last week was the first time in 45 or 46 years the city - and in theory, the Region - has gone against the express wishes of the neighbourhood."

New voices also spoke out for and against the proposal.

Niagara-on-the-Lake Lord Mayor Gary Burroughs, who didn't vote last week, opposed the project in the name of heritage.

"We're talking about development here - but development in a heritage district," said Burroughs, noting his own council's strong commitment to its designated village.

"I'm not against appropriate development, but the key word is appropriate."

Thorold Mayor Robin Brock, also voting on the issue for the first time, said she felt conflicted.

"I'm in a quandary ... I'm a dedicated heritage preservationist," she said. "(But) I'm going to let the people of St. Catharines decide their own destiny."

St. Catharines Regional Coun. Jamie Almas declared a conflict and didn't vote, citing his law partner's land interests in Port Dalhousie.

The final vote didn't change the plans of anti-tower group Port Realizing Our Unique Distinction (PROUD).

"We're going to appeal. That's an absolute certainty," said group member Deborah Keller, adding she's confident the group can make a compelling case to the Ontario Municipal Board.

She pointed to the regional planner's report, which recommended against the project, as well as comments from the provincial Ministry of Culture.

"If council had shot down this proposal but regional planners had supported it, I think we'd be in worse shape."

She estimated PROUD will have to raise at least \$200,000 to fund an OMB appeal. "It will stretch us, but it's do-able," she said.

David Roberts, chairman of Niagara Citizens for Smart Development, said it's unfortunate both sides will spend money on the hearings.

"We would have preferred to keep that money in the community," he said.

However, Roberts said he expected the project to get a thumbs-up at an OMB hearing.

He called Thursday's vote "pretty overwhelming."

"This is a democratic result. The process was well-vetted."

The OMB decision probably won't be made until next summer, said Tom Richardson, a lawyer for the developer.

Richardson said opponents will have until about mid-November to appeal the Region's decision to the OMB.

The board will likely hold a pre-hearing sometime in March or April to determine the length, date and issues involved for the hearing. That hearing, he suggested, may not be until June or July.

Article 30

The Standard

Printed from www.stcatharinesstandard.ca web site Saturday, October 07, 2006 - © 2006 St. Catharines Standard

City hall secrecy assailed

MARLENE BERGSMA

Friday, November 10, 2006 - 01:00

Local News – A City of St. Catharines staff report on the Port Dalhousie tower proposal: secret.

A staff report on cost overruns at the four-pad: secret.

A decision not to buy Lakebreeze School for a city park: secret.

A proposal to renovate Jack Gatecliff Arena for an OHL team: secret. Negotiations to lease the four-pad restaurant to a Hamilton firm: secret.

Negotiations to sell the lower-level parking lot: secret.

St. Catharines citizens are often kept in the dark on some of the biggest issues facing their city, and there's little evidence things will change.

Although Port Dalhousie residents clamoured for the tower report and north-end residents are asking why they didn't get a chance to debate the future of Lakebreeze School, it's rare for a city councillor to demand openness and accountability.

Current councillors and staff defend their legal right to discuss certain issues - the buying or selling of property, legal matters or personnel reports - behind closed doors.

Council veteran and deputy mayor Sue Erskine, who is the only member of council running to replace departing Mayor Tim Rigby, says council never meets secretly to discuss matters that should rightfully be public.

In her six years on council, the only issues discussed behind closed doors are those that are required by the Municipal Act to be secret, said Erskine at last week's mayoral debate, sponsored by The St. Catharines Chamber of Commerce and The Standard.

"There has never been an item discussed in camera that was not within the law," said Erskine.

Brock University dean of social sciences and council-watcher David Siegel says Erskine may be right.

"The business of openness is a continuing issue among a lot of municipal councils, and it would be awkward to say St. Catharines is better or worse than anyone else," said Siegel, adding many recent secret council discussions do seem to fit within the legal definition.

If a public discussion about who messed up in designing or building the four-pad could lead to "tipping the city's hand about what it is going to do in terms of taking legal action," the information should be kept secret, said Siegel.

"If it gets out, it could compromise the case the city could make. As long as there is a possibility of

legal action, I could understand why it would be" kept secret, he said.

But Siegel said once a decision has been made, it's important for council to be accountable.

"Accountability means someone needs to take responsibility and explain the decisions that are made," he said. "Ultimately, they have to be accountable for the decisions that are made, regardless of the process leading up to it."

It's such an apparent lack of accountability that has north St. Catharines residents riled up about council's decision not to buy Lakebreeze School and turn it into a park.

The information was only revealed when The Standard guessed a property matter under discussion at a closed-door meeting might be Lakebreeze, and Rigby later confirmed it. Since then, attempts by the residents to get more details about the reasoning behind council's rejection of the park have been fruitless.

Now members of the Walker's Creek Neighbourhood Association have filed an application under the province's Freedom of Information Act.

"The purchase should be done in camera," said Siegel, "but once they have made the decision not to purchase, I don't understand the rationale for not releasing it."

Council's handling of the restaurant and construction contracts at the Seymour-Hannah Sports and Entertainment Centre has hockey dad and arena committee volunteer Kim Bauer similarly perplexed.

Bauer, who regularly attends city council meetings when the arena is on the agenda, agrees some things need to be done secretly, but he would be satisfied with better explanations.

He doesn't know why a failed tender for the restaurant contract was held publicly, but then city staff ended up negotiating a deal with a Hamilton firm behind closed doors.

He is also anxiously awaiting some explanation on the \$3-million cost overrun on the construction project.

City Hall's silence creates a bad impression, he said.

"It sure appears that there is no one being held responsible, whether it's staff or someone they hired," said Bauer. "If there is litigation, it could be public knowledge. Perhaps not the details, but the community should know if something is being done or not. It's important for them to be as open and accountable as possible." Council may be within its legal rights in choosing to bar the public from certain reports and discussions, but that doesn't mean the perception of secrecy doesn't exist, agreed Siegel.

The public has to trust council, but council doesn't deserve blind trust, he said. It's up to members of the public to let council know they want explanations.

"It's important for the public to convey that they are interested in these things, and they are going to hold council accountable for the decisions that are made," he said. "The public should be aware there are sometimes solid reasons why there has to be privacy, but the public shouldn't just sit back."

Article 31

The Standard

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Port sees rash of sign thefts; A couple of candidates wonder if they are being targeted for tower stand

PETER DOWNS

Friday, November 10, 2006 - 01:00

Local News - Is it just vandals?

Or is something darker behind the disappearance of election campaign signs in deeply divided Port Dalhousie?

Several candidates in Monday's municipal election say their campaign signs have either been removed outright or badly damaged over the past few weeks.

And a couple of them are speculating their views on the village's controversial tower development proposal may be to blame for their vanishing signs.

"That would be my guess," said St. Catharines regional council candidate Carlos Garcia.

Garcia, a vocal opponent of the tower project, said between 20 and 25 of his signs have gone missing, primarily from properties in Ward 6, which includes Port Dalhousie.

"We certainly think it wasn't kids, but, I mean, we haven't got proof," Garcia said Thursday.

"It does seem to be a Port Dalhousie Ward effort, whoever is doing it."

Mayoral candidate Sue Erskine, who has served Ward 6 as a city councillor for the past six years, said approximately 45 of her signs have disappeared or been damaged, including four large ones Wednesday night.

Erskine - who voted in favour of the tower proposal - said she's doubtful her sign problems are retribution for her political stance on the project.

"It's kids, vandals, I don't know. I'm not taking it personally," she said.

However, Erskine acknowledged the tower-motivation theory has crossed her mind.

"I know certain people's (signs) are left standing and untouched, so you have to think, 'Well, maybe they just want to get rid of mine,'" she said.

Mayoral candidate Brian McMullan, who has said he doesn't favour the tower proposal, has also had a small number of signs disappear.

"We've had the odd one go throughout the city," he said.

"Given that (Ward 6) is a sixth of the city, one ward, a higher percentage has, for whatever reason, disappeared in Port Dalhousie." But vanishing signs and vandalism are common in all elections, said the former regional councillor and St. Catharines city councillor.

"My feeling at this point is that what we're seeing is really not that different from other elections and it's part and parcel of election campaigns," he said.

Ward 6 incumbent candidate Coun. Bruce Williamson said he didn't want to speculate why more than 30 of his campaign signs have gone missing.

"There's always a certain amount of attrition, but I would say there's more disappearing this time around," said Williamson, who voted against the development proposal.

Candidate Norm St. George also didn't want to say what he thinks is behind the disappearance of more than 35 of his signs.

"Who knows who's doing it? It could be anybody," said St. George, who has taken a stance against the tower project.

St. George, a former St. Catharines councillor, said he's never had as many signs vanish in past campaigns.

"These signs are just disappearing. I've never seen that before," he said.

Candidate Tim Atherton said he's had a small number of signs either moved or removed.

"I'm finding them on other people's lawns," said Atherton, who's not in favour of the tower. "Mine go missing and they show up somewhere else. That's a good thing, I think."

Candidate David Prentice hasn't had to worry about his signs being targeted by vandals or thieves - he doesn't have any.

"I don't believe in them," said Prentice, who opposes the tower. "Mine are safe. No one's stealing mine."

Article 32

The Standard

Ambitious goals; Mayor-elect McMullan is confident the next four years will be better for St. Catharines

MARLENE BERGSMA

Wednesday, November 15, 2006 @ 01:00

It's his first day in the glare of public attention, and Brian McMullan is running on very little sleep.

Up doing radio interviews at 6 a.m., having hit the pillow only three hours before ("and I didn't get to sleep right away,") St. Catharines' Mayor-elect greets a photographer in his comfortable west St. Catharines living room, surrounded by his four children and his family's four pets.

On the morning after his resounding election win - beating out seven other candidates and earning 40 per cent of the popular vote - McMullan exudes energy and enthusiasm despite the assertion his wife, Ruth, "will kill me" for agreeing to receive visitors at a remarkably tidy post-election home.

Welcome to the new working world of 70 or 80 hours a week in a \$117,000-a-year job that is often seen as gruelling and thankless.

But McMullan doesn't mind. He is convinced the next four years will be better for St. Catharines because he brings "a proven track record" of accomplishment in both his political and volunteer experience. The Welland Canals Parkway trail, the St. Catharines Santa Claus parade, Niagara Region's support of Community Improvement Plans, and the household blue box recycling program are all examples of his leadership, he said.

"Lots of people are able to identify the problems, but it's being able to identify solutions and knowing how to implement those solutions, that is leadership," he said.

McMullan, who earned 15,067 votes compared to runner-up Rob Welch's 6,047 votes, attributes his phenomenal success to his campaign team's ability to communicate his platform - and partly to his youngest daughter, Patricia.

The 13-year-old joined her mother and older siblings (Jennifer, 23, John, 19, and Robert, 18) and a host of other extended family members in actively campaigning for her father. Patricia quickly became known as "the closer."

"If there was a house we thought would be tough, we would send in Patricia," McMullan said with a laugh. "I am so proud of all of them, but people had trouble saying no to Patricia. She always came back with a vote and a sign."

Indeed, voters delivered a whopping plurality to McMullan, and he woke up Tuesday morning reflecting on the strength of the mandate he was handed. It's a huge responsibility, he said, but also an affirmation of the direction he wants to set.

McMullan does not interpret the result as an anti-Port Dalhousie tower message. Nor does he attribute the defeat of several pro-tower candidates as punishment for their stand. "I would prefer to see it as holding people accountable," he said. "What the voters were saying was they want somebody as their Mayor who respects their city's heritage and they want a Mayor and council that will listen to them."

"The tower became a symbol of a local council that was not listening to its people. They (voters) were responding to the type of individual they wanted as Mayor. I think they were holding people accountable."

The 48-year-old former recycling company owner and manager (he quit his job in September and tendered his shares) lives with his wife and children in a new bungalow on a nine-hectare (23-acre) farm on Fifth Street. A tenant has most of the property planted with corn, while McMullan is also part owner of a nearby 18-hectare (45-acre) vineyard with Henry of Pelham winery. He doesn't work on the farm or make wine, but "I have picked grapes."

McMullan admits he is idealistic, "but people who know me would say it's a good quality. I hope I will never get complacent."

He believes his optimism is what appealed to voters.

"I think I spoke about issues that are important to them and also gave them a hope and an optimism." A vote for McMullan "was a vote that meant things could be better in St. Catharines."

McMullan is confident he can accomplish his ambitious goals, because his high approval rating "means there is a lot of goodwill towards myself and council." He intends to harness that optimism "so that every resident, every citizen will get involved in making St. Catharines better. "It's a big boat and it takes a lot of people to row that boat," he said. "But the more people who are rowing, the faster we will get to our destination."

ST. CATHARINES Mayor-ELECT BRIAN MCMULLAN REFLECTS ON THE ISSUES

On the new hospital in west St. Catharines

"I would not support anything that would delay even by one single day the construction of the hospital and regional cancer centre." While McMullan says he generally supports smart growth principles, which would direct key services to the city core, he accepts the Niagara Health System's choice of the Fourth Avenue location. "I support that we get that hospital built and I would not support anything to delay it. It is proceeding in the west St. Catharines location."

On whether the Port Dalhousie tower decision can be reversed by city council

"My understanding is no. It will be decided at the Ontario Municipal Board. That is our current planning process."

On two-way traffic downtown

Changing traffic flow is not enough. "We need an overall plan for downtown." It needs the wine route, a performing arts centre built in conjunction with Brock University, a new parking garage with development included, and more residential development. "St. Catharines should be the cultural and economic heart of Niagara region."

On police presence downtown

"There needs to be a lot more police presence. I will contact the chief (Wendy Southall).... It's not an unreasonable request to make."

On council's closed-door decision to not buy Lakebreeze School

"I believe it was wrong to deny the public the opportunity to have input. I will certainly look into it."

On acrimony between St. Catharines firefighters and Fire Chief Tony Mintoff

"When you have 70 grievances in one year, it's unacceptable. It shows there is a problem. My job as Mayor is to try to find a way to bridge that."

On whom he would support for Niagara Region chair

"I have a good working relationship with (current chair) Peter Partington, but it's a bit premature. I don't know who is in the race."

On his unsuccessful bid in 2003 for a seat on Niagara regional council

"I learned more from my loss than I have from all of my wins. I learned how to run a better campaign."

On the focus of a promised incubation centre

"We need to look at the jobs of the future, such as biotechnology or nanotechnology. It's premature to say what it should be, but we have to be a centre of excellence for something. All major universities have this type of facility, and we have to keep our young graduates here."

On who would pay for such an incubation centre

He proposes a partnership among Brock University, Niagara College, and municipal, provincial and federal governments, which McMullan says he can accomplish. "I believe experience and leadership do make a difference. I am confident I can present a business case to provincial and federal government as to why we need such a centre." On making it happen

"I will be contacting the new president of Brock University and asking to meet with him next week. I may be going to Ottawa next week to explore opportunities there, and will work through (St. Catharines MPP) Jim Bradley to contact Queen's Park."

On the establishment of his promised prosperity council

He expects to launch it early in the new year and will be tapping "the tremendous amount of talent" that exists in the community. "It takes more than one person, but as the leader, I am responsible for the spark that moves our community forward."

On the Mayor's salary

\$117,000 represents a pay cut from his former job as recycling company owner and manager. He resigned in September and tendered his shares in order to focus on running his campaign. If he had lost, he had plans for a restaurant franchise.

On the timing of his Mayoral bid

"I would not have considered it before now. The kids are of an age where, although family time is still very important to us, the balance is easier now than with a young family. I didn't want to look back 10 or 15 years from now and say, 'I could have or should have.' "

On why he wants to be Mayor

"With my background and experience, I believe I have something to offer the community."

On being judged on his promises

"I intend to work hard and I intend to have a lot of checkmarks beside the things I have talked about during this campaign."

On how he wants to be seen four years from now

"That I had integrity, that as their Mayor I was always open and accessible to people, to listen or to explain."

Appendix B: Principles of Good Governance

Principles of Good Governance	Relevant Criteria
<p>Legitimacy and Voice Principle based on <i>participation</i> and <i>consensus orientation</i>.</p>	<ul style="list-style-type: none"> ▪ Existence of a supportive democratic context ▪ Appropriate degree of decentralization in decision-making ▪ Collaborative management in decision-making ▪ Citizen participation occurring at all levels of decision making ▪ Existence of civil society groups and an independent media ▪ High levels of trust ▪ <i>Proper weighting of technical expertise in decision making</i>
<p>Direction Principle based on <i>strategic vision</i> which includes human development and historical, cultural and social complexities</p>	<ul style="list-style-type: none"> ▪ Consistency with international direction ▪ Existence of legislative direction ▪ Existence of system-wide plans ▪ Existence of management plans ▪ Demonstration of effective leadership ▪ <i>Leadership free from conflict of interest</i>
<p>Performance Principle based on <i>responsiveness of institutions</i> and <i>processes to stakeholders</i> and <i>effectiveness</i> and <i>efficiency</i>.</p>	<ul style="list-style-type: none"> ▪ Cost effectiveness ▪ Capacity ▪ Co-ordination ▪ Performance information to the public ▪ Responsiveness ▪ Monitoring and evaluation ▪ Adaptive management ▪ Risk management ▪ <i>Involve people with appropriate levels of skill, knowledge, expertise and professionalism</i>
<p>Accountability Principle based on <i>accountability to the public and institutional stakeholders</i> and <i>transparency</i>.</p>	<ul style="list-style-type: none"> ▪ Clarity ▪ Coherence and breadth ▪ Role of political leaders ▪ Public institution of accountability ▪ Civil society and the media ▪ Transparency ▪ <i>Assurance against conflict of interest</i>
<p>Fairness Principle based on <i>equity</i> and the <i>rule of law</i>.</p>	<ul style="list-style-type: none"> ▪ Existence of a supportive judicial context ▪ Fair, impartial and effective enforcement of conservation rules ▪ Fairness in the process for establishing new conservation sites ▪ Fairness in the management of conservation sites ▪ <i>Careful balancing of decisions when conflicts occur among different principles</i>

Adopted from: Principles for the governance of the heritage conservation sector in Canada, Shipley and Kovacs (2005); Governance in the new millennium, IOG (2000); and Governance and Sustainable Human Development, United Nations Development Program (1997).

Appendix C: Interview invitation letter, consent form and transcripts

University of Waterloo

Dear Participant:

This letter is an invitation to consider participating in a study I am conducting as part of my Master's degree at the School of Planning at the University of Waterloo under the supervision of Professor Robert Shipley. I would like to provide you with more information about this project and what your involvement would entail if you decide to take part.

Over the years the planning process, of which public participation is a part of, has played an integral role in how communities are planned for and built. In North America the planning process has closely paralleled the progress of the democratic process, which in theory should lead to more livable places.

My research is a case study of Port Dalhousie, a ward of St. Catharines. It will be the aim of the case study to uncover land use changes along with the changes in local mindsets that have taken place. It is hoped that such an understanding will yield clues as to what is happening currently as a controversial re-development (otherwise known as "Port tower" or "Port Place") is being proposed in the commercial area of Port Dalhousie's heritage conservation district.

The purpose of this study is to describe the workings of the present day planning process, specifically civic involvement. Public participation in community planning and community building are the focus. The study is being carried out in a setting where municipal and provincial conservation measures are competing directly against the forces of free market capitalism.

I would like to include you and others like you, who in the past have contributed greatly to Port Dalhousie. I believe that because you are actively involved in voicing your concerns and initiating citizen organization, you will be best suited to speak on various issues, such as the implementation of the heritage conservation district and the proposed re-development put forth by Port Dalhousie Vitalization Corporation.

Participation in this study is voluntary. It will involve an interview of approximately 25 minutes in length to take place in a mutually agreed upon location. You may decline to answer any of the interview questions if you so wish. Further, you may decide to withdraw from this study at any time by advising the researcher. With your permission, the interview will be tape-recorded to facilitate collection of information, and later transcribed for analysis. Shortly after the interview has been completed, I will send you a copy of the transcript to give you an opportunity to confirm the accuracy of our conversation and to add or clarify any points that you wish. All information you provide is considered completely confidential. Your name may appear in the thesis or reports resulting from this study, however, only with your permission. Data collected during this study will be retained for 11/2 years in a locked office. There are no known or anticipated risks to you as a participant in this study.

If you have any questions regarding this study, or would like additional information to assist you in reaching a decision about participation, please contact me either by email at felahi@fes.uwaterloo.ca, or by phone at (519) 888-4567 ext. 8059. You can also contact my supervisor, Professor Robert Shipley at (519) 888-4567 ext. 5615 or email rshipley@fes.uwaterloo.ca.

I would like to assure you that this study has been reviewed and received ethics clearance through the Office of Research Ethics at the University of Waterloo. However, the final decision about participation is yours. If you have any comments or concerns resulting from your participation in this study, please contact Dr. Susan Sykes of this office at (519) 888-4567 Ext. 6005.

I hope that the results of my study will be of benefit to those organizations directly involved in the advancement of community relations in and outside of Port Dalhousie, along with the citizens of St. Catharines and the research community in general.

I very much look forward to speaking with you and thank you in advance for your assistance in this project.

Yours Sincerely,

Fazeel Elahi

INTERVIEW CONSENT FORM

I have read the information presented in the information letter about a study being conducted by Fazeel Elahi of the School of Planning at the University of Waterloo. I have had the opportunity to ask any questions related to this study, to receive satisfactory answers to my questions, and any additional details I wanted.

I am aware that I have the option of allowing my interview to be tape recorded to ensure an accurate recording of my responses.

I am also aware that excerpts from the interview may be included in the thesis and/or publications resulting from this research and these excerpts will be attributed to me.

I was informed that I may withdraw my consent at any time without penalty by advising the researcher.

This project has been reviewed by, and received ethics clearance through, the Office of Research Ethics at the University of Waterloo. I was informed that if I have any comments or concerns resulting from my participation in this study, I may contact the Director, Office of Research Ethics at (519) 888-4567 ext. 6005.

With full knowledge of all foregoing, I agree, of my own free will, to participate in this study.

YES NO

I agree to have my interview tape recorded.

YES NO

I agree to the use of attributed quotations in any thesis or publication that comes of this research.

YES NO

Participant Name: _____ (Please print)

Participant Signature: _____

Witness Name: _____ (Please print)

Witness Signature: _____

Date: _____

Interview 1

May 11, 2006

F: There are about six sub-headings that will cover the questions, so the first sub-heading will deal with your involvement in the community – what's your involvement in Port Dalhousie? Do you belong to any community groups? And the reasons for your involvement along with past and present roles?

C: My wife and I about 7 years ago were walking down our own street here and we saw the home, I think on 53 Dalhousie Avenue, which is the home where Alexander Muir of the Muir Dry Docks used to live in. It had gone on for sale because the widow who had lived there had died. We were concerned that someone could take this historic home and demolish it.

We phoned the City and the City put us in touch with Ken Blozowski, who is the heritage planner for the city and he said "You're right, there is no protection really other than if you were...there would be some protection if you were to have the area designated as a heritage conservation district. However, it is a lengthy process. If you want to put a group together, I will come and talk to you."

So we set up a group of friends and he came down, and we met in this very room. We decided that yes, we wanted to pursue this, and we went through a very length process that took about five years. We first asked for volunteers and got more volunteers and then we worked closely with the city to get information and provide information, questions and answers. We had a number of public meetings and articles in the paper and so on. We disseminated information from door to door, about 700 homes and commercial enterprises and then we distributed a survey that was prepared by the Planning department that asked "whether you, based on the information you had, wanted to proceed further with the heritage designation – yes or no?"

We got, I think about 84 percent in favour and we decided to take it to council, council unanimously decided to proceed with the next step, which is the district designation study. That was done by a company called Archaeological Consultants, I don't know if you have heard of them?

F: Yes, I've heard of them.

C: And they did the study, attended all the meetings, developed the guideline and that was then approved by Council, who then passed a by-law. It went to the OMB, and it was finally approved it in December 2003.

Since then our organization, we called it PROUD standing for "*Port Realizing Our Unique Distinction*" – thought it was a good acronym. We have since incorporated because when this development came into being, 2 months after the designation was requested. And about 4 months after this development came along we had the official designation ceremony on the street here.

Mr. Bradley from the Province was here and the Mayor and everybody congratulated us, and in the mean time this proposal came along. It started out as being low rise condos. And then in February they ended up meeting with us and they said they would put in low rise condos, a theatre and so on and we were very excited. This was in February 2004. In April or so they presented to Council their proposal and by that time they had decided on an Architect, a very well known Architect and they had come up with the tower, which at first was supposed to be according to what they presented to Council, 20 storeys or about 180 feet high and they quickly moved to 326 feet or so.

F: We kind of covered a lot of topics here, the designation and the proposal. So the designation process began in 1999. Just to back track a little bit, why did the designation process go to the OMB, was there a challenge?

C: Yes, it went to the OMB for a couple of reasons. Part of it in my mind was a bureaucratic bungling of it, in that once Council had approved of it, staff decided that the properties that were within the district, that were individually designated already under Part IV. That to make it all very simple, they would re-designate these first and then everything would be re-designated as part of the area designation. The consultant from the Archaeological studies recommended against that, staff decided to do that and Council approved the recommendation.

So what happened was they de-designated these, they had to give notice – public notice and one person who was opposed to the designation because he thought that it could be too restrictive, which it isn't, appealed or opposed the de-designation. So that had to go before the Conservation Review Board and it took months to happen. Then once that was cleared the by-law was passed, but in the mean time there was an interim revision of the Heritage Act, if you remember around 2002 or maybe...

F: Yes, around the time the Liberals came in.

C: Some where in there...part of that changed the process of whether an OMB appeal was required or not. And I believe that it said that OMB ratification was not necessary unless there were objections, where as before you had to go regardless. The bureaucrats again decided that they were going to...that this fit in under the new revision of the Act, and that therefore an OMB hearing was not necessary and that could be avoided.

Unfortunately, the OMB decided that yes, it fit under the new revisions, but also according to the new revision they had not given proper notice, because the requirement used to be to put notice in the paper, and under that revision they had to send out individual notices to property owners so they were then required to send some 650 registered letters to all these property owners. And out of those 650 owners, three objected. One withdrew the objection and the other two carried it through. Neither one was serious, well I shouldn't say wasn't serious, but significant. One of them was the same fellow who was opposing it on the grounds of anarchy essentially. He just felt that he didn't want anyone telling him

what do with his property and we just emphasized to him that he already had to get the building permits and other things that people aren't telling him what to do with his property. The other couple of individuals said essentially "we agree with the designation, but we have some plans for our property that we want to get through before the designation and the Board rejected them both.

F: The city's role during the designation process – was the Council supportive?

C: The Council was totally supportive, interestingly enough which is something that makes an interesting...makes it interesting for your case study, it was the same Mayor who sat in all our meeting and was fully supportive who is now totally on the developers side and actually attacks our organization and bad-mouths us...

F: Some inconsistencies there?

C: Yes.

F: And you talked about the guidelines that were brought in with the heritage conservation designation, were there any development guidelines that were put forth when Port was designated?

C: I'm not sure what you mean by the development guidelines, there are heritage conservation district guidelines, which are guidelines to guide changes within the district and the rule that was established with the designation which is very loose, I mean it is not particularly honoured, only those changes that require a building permit would require a heritage permit.

So I don't know if you have seen the guidelines, but you can get those from the City. So what they did is they set up a Port Dalhousie Heritage District Advisory Committee to interpret and administer these guidelines. They asked for volunteers and being a sucker for punishment, I volunteered so I chaired that committee, but it is an advisory committee of Council, so if you were to apply for a building permit, they would tell you that you have to apply coincidentally for a heritage permit. There is no extra cost and the building permit won't be approved until the heritage permit is approved.

F: And so this was an Advisory committee just for Port Dalhousie?

C: Strictly for Port Dalhousie Heritage District. I think it is typical to do that when you set up a district, there were such committees for the other two districts in St. Catharines, the Yates and Queen, but after a while there wasn't enough work for them, so they were all rolled up into the St. Catharines Heritage Committee.

F: And your role on PROUD is?

C: Since we incorporated, we have an executive, Dr. David Bergen who I was just talking to, is the President and I am the Executive Vice President and we

have a treasurer, but we are all volunteers. Nobody gets paid and nobody has received any money whatsoever.

F: Do you believe that heritage conservation districts place constraints on development or re-development?

C: Well, ideally they should. I am questioning it now since we have before us an application that first proposed to put in a 30 storey tower in a low rise heritage district and now to put a tower that is approximately 20 to 21 storeys high, although the developer says it is 17 storeys, it is 63 meters. And the fact that Council is seriously considering this, and now we have had a peer review by a respected architect, Michael McClelland saying that it seems to fit in because of the way it is staggered up and so on.

To us it is a very clear question of it is totally not in keeping with the district, which is 19th century and early 20th century. The guidelines are very specific, while they don't give a specific height restriction the guidelines themselves, the zoning by-law says that it can be 11 meters high and they are asking for 60 of course. The guidelines just say that it should be compatible with other buildings and no higher than the existing buildings. Existing buildings are maximum three storeys high.

This is a very, very important case in our opinion because to the best of our knowledge the OMB has never approved a tower in a designated heritage district. You will hear about cases like Fort York in Toronto where they fought a tower and they lost, the heritage preservation people. But those towers are usually on the periphery. There are towers around the Distillery Districts and sometimes they are in areas that people consider heritage, but they are not designated as such under the Act. So to allow a tower in a designated heritage district would be major. We are hoping that if we go to the OMB we will have support from many, many people across the Province.

F: Third sub-heading is public consultation and public involvement essentially public participation. What is your opinion on the process of public participation that took place with the HCD and then afterwards with proposal put forth by PDVC?

C: Well, the public participation and the process of getting the designation according to Kevin Blozowski, the planner, was probably the most extensive he had ever seen in terms of the number of public meetings that were held and the opportunities for the people to comment and re-comment and question and so on.

Since then we have probably gone down hill. There was more awareness and participation with the first proposal. When the developer withdrew the first proposal their strategy become that of they were going to come back with essentially the same proposal, reshaped and ram it through and the Mayor took the lead in setting setup a secret committee of his business friends to support

and reignite this proposal. And he has obviously made a personal commitment to these people that he is going to put it through and he's got supporters in Council and as I said we have gone from being a community volunteer organization that was being thanked and being told what a good job we have done to now we get attacked by people. They say that we are radicals and believe me we don't have any one in our organization that is a radical. We have approximately 600 signed up members and that makes us, we believe, not only the largest volunteer community organization in Niagara, but probably one of the largest in the province.

You will find that if you talk to the developer's supporters, the developer has set up their own group. They call themselves Niagara Citizens for whatever and at the public information meetings they claim that they have signed up 300 at that meeting and that they have all these members, but I'd like to see who all these members are and I don't think they are representative of the community like ours are. I think they have a lot of telemarketers and construction workers and people like that. And they are sponsored by the developer, they deny that, but the developer has paid for their advertising and I suspect that the developer is paying for this distribution they just had of their flyer and that kind of thing.

F: Do you see any opportunities from this development? I mean I know you have sort of touched on some of the drawbacks.

C: Yes, a number of opportunities. From day one we have always...for example we did a very extensive mail in type survey of Port Dalhousie early on for the first proposal like July 2004. A lot of us, our volunteers have had marketing research experience. I have commissioned a lot of research studies myself in my business life and we feel that it was a very professional survey, although of course the developer attacked it and research is the kind of thing that you can always attack.

But for example we asked people if they were supportive of mixed land use development in the commercial core and they overwhelmingly said yes. Nobody has objections to having condos there even though they are not allowed now under the Official Plan. The developer seems to always argue this will create safety and less vandalism and whatever because of people living downtown and putting eyes downtown, but it is kind of a misnomer because Port Dalhousie is so small that there are people already living within 30 feet of this area so its not like you don't have people there.

But certainly having some residential there, anything that would upgrade and restore those heritage buildings would be great. And so far a lot of what they have proposed unfortunately is to tear down most of these buildings. They now want to save the Lakeside Hotel, but they are proposing building a new hotel and we think that there is such a great opportunity like there is in Niagara-On-The-Lake and other places to take traditional historic hotels like the Lakeside, the Lions, which they own and the Port Mansion and to restore the upstairs and make it into a hotel where you can come here and stay in a 1870's hotel and I think people would love it and they would be very successful. And heritage

tourism is a major force as you know, but anyway obviously having some kind of hotel, we think some of theirs are too big and will not be filled and a hotel survives on an occupancy ratio. And if you have an occupancy ratio that is 70% for a few days and 30% the rest of the year, you're not going to survive.

The theatre is something that everyone favours like I always say theatre is the motherhood of...how can you be against a theatre? We do question whether 415 seats is too big for the area, there is a lot of competition and it is very hard to make money in theatre as you know. The Shaw Festival loses all types of money and has a large deficit. There have been a 100 seat theatre in Port Mansion for quite a while and they have a hard time filling it.

Since no parking is provided for the theatre or the commercial...we think that would be a major problem. Unfortunately in North America we are all spoiled and probably in Saudi you would have the same thing where there is a lot of space and people think that they're going to go park right in front of where they're going. In Europe people realize that they can't do but here we don't. So we have some questions, we think some retail would be good and a theatre of some size would be good, we think condos would be good, we think the scale is too big, we don't think that the tower fits in with the heritage district nor are they doing enough to integrate the development with the look and feel and the streetscape of the district.

F: So parking is one of the issues?

C: Parking is a major issue, although parking is what I call an "after-the-fact" issue. In other words, parking is a major issue now because there is not enough parking in Port Dalhousie. If this development were to go through as planned, since they are not adding any parking for again any of the retail or the theatre it would be much worse. But I call it an "after-the-fact" issue because the key question is does a tower and a development of this size fit in? If you approve it then you have to worry about the parking, we just don't think that it should be approved as is. And whatever they do they should provide more parking.

I don't know if you knew that Port Dalhousie has had a parking exemption for the commercial area since 1979, which was then designed to encourage development because Port Dalhousie was not as successful then. And staff recommended that it be withdrawn about three or four years ago and Council did the usual successful thing, well let's do a study about it. The study was just released last week after all this time and they say the parking shortfalls and they recommended some strategies to deal with it. But because parking...the only thing they are required legally right now to provide parking for are the condos and the hotel so that's what they are proposing to provide, but in things they are not required, they are not taking the initiative in providing the parking for the rest of what they are proposing.

F: Are there any issues with access – blocking access to the park or the waterfront or public access?

C: Well, yeah there are several access issues. One of them is the fact and as you know, Port is a peninsula and there is one way in and one way out. I do business plans for projects and large companies and one of the key things you look at for any sort of commercial enterprise is the accessibility for your growing area. If you have a stadium or if you have a theatre or if you have retail whatever.

Unfortunately you cannot easily change the fact that there is one entrance and one exit and limited parking. So that in itself would limit the scope on the size of what you can have. We also think that when you put in a development...right now the Lakeside hotel in the block that they own is by far the tallest building at 39 feet high and three storeys. And if you can imagine that they are proposing to have 4 storeys, one on top of that and have that 4 storey block go across along to the Main street corner. And then go up to 7 or 8 storeys along Main Street and then go up to the 20 storeys or so of the tower, you would have a massive building there that will really block the open space that we have now. And we think that it will restrict the access to the lake to the extent that...a lot of people feel uncomfortable walking around what seems to be private property.

F: Sure. Now I know you already touched upon this earlier, but I'll ask you the question again. What is your opinion on how the public participation was carried out in terms of PDVC's initial proposal? Was it effective? Were all the voices heard?

C: The consultation you mean?

F: Yeah the public consultation. What was the city's role? Were they the one's organizing this or was it more a citizens...

C: Well we did...we don't think the City did enough to publicize it. However, I'm not sure that the props are in the place for them to do it. So all they did is they held a public information meeting at Club Roma back in June of 2005, I guess. Which is equivalent to the one they held at Quality Inn on March 21st of this year. That is not mandated under the Planning Act as you probably know, but they do it. For example we spent a lot of time and effort and money that we have to raise through fund raisers and garage sales and so on to publicize the fact that they were proposing this big tower in the heritage district and how big it was and what it would do and so on. In general these proposals, the public is just not aware.

The City does not take the lead in this, as I said the process is not in place, so it is not something that they're not doing that they have to do. I would say your average citizen, unless you're one of those "council nuts" as I call them who watch Council every week or go to Council or read everything. Even with all the publicity that there is about this, I bet you there are all kinds of people out there now who don't realize that they are still proposing a very high tower and things like that.

F: Okay so now we move to section five of section seven, closing to an end. These are just governance based questions, more related towards the City. Overall is the City, basically here I'm talking about the Councillors and the Mayor, are they consistent in their decision making – once they adopted the heritage conservation district which was followed by the initial proposal? Do you think entertaining the idea is fine or are there any inconsistencies?

C: Yeah I would think it is very inconsistent in that the heritage district and the guidelines were unanimously approved by Council, certainly the same Mayor and some of the same Councillors. And whether they understood what they were approving or whether they just thought it was a good idea then and now they've changed their minds. This proposal as it stands would violate at the municipal level the Official Plan and the Secondary Plan for Port Dalhousie, the zoning by-law and the heritage guidelines. It also violates the Provincial Policy Statement and the Planning Act.

As a developer said to me who has to remain nameless because they're all in the same fraternity so they can't talk about each other, said: "I would think that if I was proposing something like this to a Council of St. Catharines, they would just laugh me out of the Council Chambers, they wouldn't even talk to me." One of the PR strategies with the developer working through the Mayor has been to make it so the City feels that if they turned us down it means that the City is anti-development and no other developers will ever come to St. Catharines, which I think is absolute nonsense. And the other argument they say that if this developer goes away, who's going to do anything for Port Dalhousie.

This type of thinking, I think goes back to the 1970's and earlier, when Port Dalhousie was considered not a good place to be at, and there was welfare and bikers and so on. I think a lot of people from St. Catharines proper still have those memories of Port Dalhousie, and to think that if these guys go away nothing will happen. I mean this is the most attractive, very desirable lake front property, so I always say that if they don't do it somebody else will.

F: So it's more the mindset that is leading to the inconsistencies?

C: Yes, I think it is the feeling that...we have a real problem with property taxes in St. Catharines. St. Catharines, like we pay more taxes on this property than we would pay in the middle of Toronto for an equivalent body of property. And anything that suggests that there is going to be more taxes or more revenue coming in is really fallacious because when you look at the taxes this could generate our estimate is that it might mean like...if they were to all come in, it might mean like \$20 for the average property owners tax bill and I don't think anyone should make a decision based on that, not when your taxes are between \$3000 to \$10,000 or something. The other thing that you haven't touched on which I think is very important for you to be aware of is this CIP application. Are you familiar with what that is?

F: Community Improvement Program?

C: Community Improvement Program. Developers typically when they want to do something they try to do something for the community and they throw in enhancements to get people to be on their side. And that's fair enough. So what these guys are doing, and the Mayor seems to be on their side again, is they are proposing that Port Dalhousie be declared a community improvement area. It is supposed to be restricted to places that are not unequivocally...well-off and Port Dalhousie, which as I said pays the highest taxes in the City. And by doing so they are asking for three components of lands refunded under the CIP. The typical one is, that everybody knows about is one where you get a declining balance tax refund over ten years. In addition to that so the incremental tax revenues that would come from these properties which are to be built are to be refunded over ten years on a declining basis from 90 percent down to nothing. In addition to that they are asking for grants of \$15,000 for every condo unit they built, so that would be a \$1,200,000. \$15,000 for every façade they re-construct and I'm not sure how many of those they are incorporating in there. And also for all their development and application fees to be refunded and they can be quite sizable for something like this. I would assume probably four to five hundred thousand.

Now the catch here is that then they unanimously turn around and say well this isn't for us, we will dedicate this to build the amenities for public lands. So we read this to be developer's welfare, so in other words they are going to use our tax money to build amenities on public lands that will make their condos more attractive. And of course we'd love to see those amenities and the Welland Canal restored and so on, but they should pay for it! They are saying that they want to help the community, if this were true and it did go through it would mean any incremental taxes generated from this development would not benefit the City for many years. And of course there is a conflict of the desirability of using those taxes for that, in terms of priorities, if they are needed for hospitals or roads or something else.

F: In what regards do you hold the bureaucrats and the administration that you were talking about – especially the planners? In your fight against the developer – have they been supportive? Have they been neutral?

C: I think the Planning Department in general has been very professional, certainly the former Director of Planning, it was John Roley until last year. And then now it is Paul Chapman. I think they are both very professional.

We are not as impressed with Judy Pihac, who is the manager, who has essentially been on the file. She tends to be very pro-development and consults everything with the planner for the developer, who she used to work at sometime and that causes us some concern. But I would say in general they are professional and we're going to find out more in the next couple of days when they put out their planning report.

It would be interesting to see to what extent they are willing to potentially recommend something under pressure from the Mayor and so on. And in terms of economic arguments, which they have told me many times do not come into it. In other words, it should be...their recommendation should be based on planning issues and not on whether this generates taxes or jobs or anything else. And knowing that it violates all of their own rules, many of which Paul Chapman had worked on for many years, it will be interesting to see what he says.

F: What kind of a job have local politicians done in representing their constituents? Ward members from here...

C: Well excellent in one case and extremely poor on the other. We have two ward members as you know. Bruce Williamson has been extremely supportive, because he recognizes how the community feels. Sue Erkson who is also the Deputy Mayor, even though she has seen the surveys and she has talked to people and she knows that just about everybody in her ward is against it, has been for this development from day one. Now she again is one of these typical people who thinks that you know, that Port Dalhousie will sink into Lake Ontario if this development doesn't go through.

F: Okay. In what regards do you hold the City's Mayor in? Has he provided adequate leadership? Has he been professional? Have there been conflicts of interest?

C: Well I think that he has been quite unprofessional in many areas in that he has for example been very openly been lobbying for this development, where as I think he should be on a more neutral position because of the influences that his office carries. A lot of people have objected to this secrecy that he tends to believe in, like setting up a secret committee to work with the developer and then when the first proposal was withdrawn, I don't know if you are aware that the Council voted to keep the report secret and we are seeking them under the Freedom of Information. Part of that was the pressure from the developer, where the developer's lawyer threatened to sue the City if they released the reports.

You would think that under the normal circumstances that would have really gotten the Council's back up. So I would assume that the Mayor has the best interests of the City at heart, but it is sad to see that he does not understand that it should be an open and transparent process. And that he should not be having secret committees and secret meetings. This has been criticized over the Fork Pad? and some of the other issues in the area as well. Making secret deals and in camera meetings.

F: Now these are just some good governance related questions. What kind of trust levels exist between citizen groups and the municipal government? Are they high, low, medium?

C: I would think that trust, levels of trust from the community probably are at a low, if not at an all time low. You get the sense that you're not listening or

representing us and there seems to be saying that they know best. It's that "father knows best" attitude. I talked to one Councillor, I remember saying that when I told her that we and at least 90 percent of the people in Port Dalhousie are against it and most of the City, she said "well if we had done a survey on the Fork Pad? probably 90 percent would have been against it", and true and then you probably shouldn't have done it. Well she said "what about our children?" I guess there is a fine line somewhere between you know – if you elected people to run the City, does that then mean that they have the right to decide regardless of what the people think. To what extent does democracy count...?

F: Okay. Have the technical expertise of internal and external individuals been considered or "weighed in" in the decisions that have been made so far. Have they consulted professionals, say experts? I know you've received numerous letters and support from outside firms, which have been posted on your website and so on. Have their opinions been weighed in?

C: We don't get the sense that they have been. And you know there is a very parochial attitude too. The newspaper tends to – while they show our side... they, in many people's mind they tend to side with the developer, perhaps because they feel the need to be pro-business. We were amazed when we got a letter from Jane Jacobs about this and we distributed it, they never even covered it. And then we sent that letter out when Jane Jacobs died and I don't even think that The Standard covered the fact that Jane Jacobs died!

F: Keeping in mind that the vision of the City has legislative direction from the Planning Act and the Provincial Policies Statement, is there clarity in the City's vision for the area of Port Dalhousie. I mean is the Secondary Plan clear enough?

C: Yeah, we think all of the legislation in place, the regulations in place are quite clear. The fact that the Municipal government seems to be prepared to ignore a lot of them is another matter. For example, we have had to retain a professional Planner, just met with him today for the first time. And his assessment is that both the Official Plan and the Secondary Plan are quite clear in their statements on height restrictions and stuff like that.

F: Has there been leadership demonstrated in the implementation of these Plans? Are these first of all certain guidelines being ignored? Are there inconsistencies coming through that should not be coming through?

C: Certainly the feeling that we get from the politicians is that they don't understand what the Official Plan and the Secondary Plan call for. Otherwise they would be much more concerned about considering this development and some of them seem to think that just because this development is coming... like we have a plan, but whenever somebody comes in with some money, we'll just ignore the plan. Then there is no reason for having the plan.

F: Do you think that the leadership from the municipal government is free from conflict of interest. If no, then who are the offenders – the bureaucrats or the politicians?

C: I would think it is more the politicians, simply because there are no qualifications for running for Council – that means that you understand Official Plans. They might not have a clue or not understand planning at all. And secondly there is a lot of potential for the public conflict of interest because developers are able to make contributions to your campaign and necessarily report them. And as somebody has pointed out, you may not do anything that is wrong because somebody contributed to your campaign, but if that person phones, you answer the phone.

F: You've talked about transparency – has there been transparency in the actions carried out by political leaders?

C: Certainly not Council, some of them are quiet willing to be open because of the leadership of the Mayor a lot of major decisions have been conducted in camera...

F: Has there been fair, impartial and effective enforcement of conservation rules so far with the adoption of the heritage conservations district?

C: No, I wouldn't say totally that's the case. We have had one case, for example in the Port Dalhousie heritage conservation district – the property owner wanted to demolish a property that we considered historic – a 1970's home on this street. The Heritage Advisory Committee recommended that it not be allowed.

That was under the old version of the Act, so if you remember, they had to do wait 180 days. Now presumably once that process is in place you go to wait 180 days. All of a sudden this one Councillor, the same one who is from our Ward who has supported the developer, brought up a motion in Council unexpectedly to give these poor people a break and allow them to demolish their house. Councillors all of a sudden decided to vote and reverse her motion and allow the demolition. So that was pretty poor because you know you set up an Advisory Committee of Council to advice on these matters and then at first you say "yes", then you ignore them and then you reverse the decision, without any consultation with the Committee.

F: These questions are more for residents of Port Dalhousie – What kind of a quality of life does Port Dalhousie offer as it is?

C: I would say probably having lived and travelled all over the world and all over Canada, I would say probably one of the best qualities of life in this country for sure. You have a village atmosphere, open spaces, friendly people. Again the developer's supporters try to argue that this has split the community, we've talked to everybody – there's no acrimony anywhere.

The only concern that people have is because it is such a popular area, we do get all these people coming to the bars and the developer uses that as an argument to say therefore we should agree to the proposal, because we'll get rid of the bars. If we had to live with the bars for the rest of our lives, we can. If we could make it better, of course we would make it better. But this is not isolated to Port Dalhousie as you might know a lot of people have troubles when they live near universities.

F: Absolutely

C: I'm sure you have areas in Waterloo that have problems. There are areas in Glenridge that have problems with Brock students.

F: How do you think the quality of life will be altered if PDVC's proposal is approved? How do you think the quality will be changed?

C: Well certainly, Port will still be a very nice place to live, regardless of what they do, but it will certainly significantly aggravate traffic and parking we believe and it's already bad. So people, for example who live on Main Street have great difficulty getting in and out of their drive ways. It will certainly restrict access to the beach, there'll be a lot of people who will not feel comfortable walking around with at least people from condos looking at you. And also it will restrict the view to the lake. We now have totally open spaces there right now we will have this massive wall of building blocking the view.

There's a big court yard proposed as you probably know, and we keep saying to them "you don't need that courtyard, put in a low rise and get rid of that courtyard." And they keep referring to the Barcelona's and Berlin's and other large cities. And we keep saying that this is a totally open space right now. It would be nice to have a courtyard in the middle of Toronto, where you don't have that, but we already have an open concept space. So I think it will, as I said, it will restrict visibility and access and freeze traffic and parking. And the last thing it will do, which is really major, it will really gentrify Port Dalhousie and lead to a lot of older people having to move out even though proponents say that "we need this because our taxes are too high" with the municipal property assessment system that we have if you sell very expensive condos on the waterfront, it's going to increase all of our property taxes. And the people who live on fixed income, like my wife and I do mostly...you know you can only afford to pay so much in taxes. One of the proponents said to me one day, "Well you know when this goes through, you'll have to pay \$15 for a beer, but we'll get rid of all the riffraff." And I said "Well I guess we'll have to stick straws down too, if you have to pay \$15 a beer."

F: Thank you, I think that pretty much covers it all.

Interview 2

May 12, 2006

F: There are about six sub-headings. The first one is about your involvement in the community. I'll just start of with the duration – how long have you lived in Port Dalhousie?

K: Thirty years.

F: Do you belong to any community groups? And what's the reason for your involvement. Your past and present roles?

K: WCPA (Welland Canals Preservation Association), Port Dalhousie Quorum – PDQ and presently the Historical Society, the Museum, the Canadian Canal Society, and the Canadian Society of Civil Engineering.

F: Okay. What has been the reason for your involvement, especially in the more local organizations such as the WCPA?

K: A desire to do some good in the community. Community good, community interest.

F: And the roles that you played in them?

K: In the WCPA, I was the Planning Director, most of the others - members, treasurer and secretary of the Canal Society.

F: So we'll move into how the Port Dalhousie Heritage Conservation District obtained designation – so when was it officially designated?

K: It was about 2004, I think. I was not involved in that. I stayed out of it. I had been involved in the Secondary Planning process for this area. When the district showed up, I thought it'd be great fun, but I would like to just sit back and see how well they do and they did very well, indeed.

F: The Secondary Plan you talk about, was that the initial...when was that?

K: Twenty years ago...

F: Sometime in the 1970's?

K: That's the one. It was in the seventies.

F: And that was when Port Dalhousie Quorum was active?

K: About the same time. But the City had a planning advisory committee in Port Dalhousie and I was on it for two years.

F: Okay. And you say that you weren't too involved with the designation.

K: That was intentional.

F: I'll skip some of those questions then. Now I know you weren't involved with the heritage conservation district, but do you feel the heritage conservation districts place constraints on development or re-development of an area.

K: Proper restraints. By the way I watched quietly from a distance to what they were up to. All five years, I think it took five years and I figured that they'll give up, they'll give up, but they kept coming – and that's the way you do it.

F: Now I'm just going to talk about public participation and that's the third subheading here. So what is your opinion on public participation and public consultation – is it important? Who should be involved in it? And when should it ideally take place?

K: It's extremely important. With the Secondary Plan I became a little disabused or became a little let down. And now seeing that there is a number of, four or five logical constraints which the City, the developer, and the developer's experts appear to be ignoring almost entirely. With every sign that they think they can do it, that's alarming. Disconcerting and alarming. So I'm a little bit more cynical than when I started.

F: Why do you think that there is a rich history of civic involvement in Port Dalhousie? With the existence of Port Dalhousie Quorum, and the WCPA, and I know they were based out of Port Dalhousie and now with PROUD starting in about 1999.

K: It's hard to tell. These things grow organically and it's just been a place where people...and interestingly it was mostly the newcomers. There are old families here from the 1840's and 50's. And they don't join in on this kind of thing as much as the newcomers do. When the new people come here they are just delighted to be here, they realize things that the old folk take for granted. And it means that if you love it enough, you're prepared to do something about it. And there's a lot of people who've done a lot of things.

F: That's interesting that it's the newer families. Now we're just going to talk about PDVC's proposal. "Port Tower" or "Port Place" as they like to call it.

K: That [referring to Port Place] is the modification of the Port Tower. That's the one where they're struggling to moderate at the moment.

F: So maybe now you can talk a little more about what PROUD has been doing – so I'll just start off with some basic questions. How and when did you find out about it?

K: I found out when I was invited to go to a meeting. Not to join and not to get involved, just to help with a few technical answers to things they were thinking about.

F: And who was holding this meeting?

K: PROUD. And this was after the development had been proposed, the first one – application one. And I was in shock as much as anybody, but I didn't want to get involved. However, I couldn't resist it. I've been heavily involved ever since.

F: You can talk about the drawbacks, but let's talk about the opportunities that this development brings in.

K: This one?

F: Yeah, let's talk about the opportunities first, if you see any and then comment on the drawbacks also.

K: Well, I've studied both applications at great length. Particularly the technical aspects, the engineering. But everything else as well. And there are a number of proclaimed advantages: jobs, which is always good; very hazy descriptions of new tax income to the municipality. But I don't see any of them as being worth the cost of accepting the new development. Some other modification, pretty large modification of what is offered now, would probably fit. This thing, I don't think fits economically, certainly does not fit historically or with any of the heritage guidelines. And I've now followed these intensively with great interest. It just doesn't fit.

F: So the height and the scale...

K: Yes the mass, that's the architectural mass. But just the human mass suddenly being artificially injected into the community is very disturbing. Inappropriate, disturbing, I could go on.

F: What is your opinion on some of the concessions that have been offered by the developer in terms of conservation, they talk about some buildings being preserved, parklands, parking and access to the area. What do you make of that?

K: Very little. They are very cleverly manipulated. There are professional reports, some of which are secret, you're aware of that?

F: Yes.

K: Which I find appalling. Manipulative and appalling. But I have an idea on what's in them. And from the reports that I have read, which are many, there is a clever massive exaggeration of advantages which are almost entirely false. They don't bear scrutiny. And I'm trying to moderate my language. You're getting it right from the mind and heart.

F: Opinion on the public participation that was involved with this specific proposal. How many meetings were there held? How many did you attend? Were they effective? Were all the voices heard from the community?

K: Very interesting question. I attended every meeting. I don't think I missed one. I still have a day job, I own a consulting company, but I managed to manipulate my schedule. So the first shock was at the presentation to City Council by the first architect of the first application.

F: Jack Diamond?

K: Yeah, Diamond his name was. And it's hard to believe, Diamond is not really a good architect on occasion, sometimes, but he's a very clever expositor, a very clever demagogic speaker. And I've watched him...and I've watched him sway large crowds, with admiration, except I didn't admire his purpose. So that was the first one. And the next one I think was a meeting promoted by the syndicate at the Legion here, which was very heavily attended and again handled by Diamond, but with only two remarks by the man who says he's the lead developer, Moog. And what he said was "the tower is an absolute necessity, that's where the money is and there's no negotiation on the tower." And I judged no negotiation on any other aspect. So that was a bad step.

F: Did the City play any roles in these meetings?

K: No, not in these. They were very careful not to attend. Staff appeared to stay away. The first meeting that the City was involved in, on the first application was June 28, 2005. And it was a public meeting for information to go to the Planning department on what the community felt.

F: Okay.

K: It was the most lively, but well-behaved and highly informative meeting. It's the biggest one ever in St. Catharines, I figured 800 people on rough count. Most of them I didn't know to my surprise. And I would say 70 or 75 percent spoke very capably on what they thought was wrong with this application. So that was heartening. There should have been an official meeting, but before that happened the developer pulled the first application.

But he came back with a slight modification. The “slight” here varies depending on which of them is talking. But it really is the same massive intervention, the same tower concept I think – 18 storeys, the biggest, the highest building in St. Catharines if they ever pull it off.

There was another meeting of the same kind I think it was on March 15 of this year. And again at least as many people – 700 or 800. And again good presentations by many, many people including me both times and my wife. So we were actively involved and got a little bit of encouragement except the developer paid no attention in either case, and the planning authorities showed signs of looking for a way out. They don’t want to fight this. They want to go along as far as they can with the developer because they seem to be influenced by the Council’s desire for money. It’s that plain and simple. Now it shows up in the most recent disappointment, which has been the most astonishing piece of work by an architectural heritage firm by the name of ERA.

And ERA sent a report that says that the second development is probably okay. The only serious caution is that the City must make sure that the syndicate guarantees in writing with some form of bonding back up, that they will do what they say they are going to do. But this is a question we asked way back and every planner that we talked to said that everybody’s tried that and nobody’s managed to pull it off. The developers now know how to come forward with a proposal and do the parts that they decide to do and in the order they decide to do them with their own schedule. So this is a remarkably empty comment by this ERA firm. This thing is a complete fascination that it’s amazing.

That was just one of the more recent...so there’s been lots and lots of meetings and people have spent hours – we have a remarkable amount of what’s called pro-bono help by professionals, I’m one of them. Half of my time in the last two years has been in enjoying this thing, but there are others. I find that I can talk to any colleague, tell them what I’m doing and they will offer help. Something about this kind of thing... means that the kind of people I like just rally around.

F: And your colleagues, are they within the City or within the area?

K: No, a few are in the City, but most of them are in the Toronto area.

F: Now I’m just going to talk about the governance. You slightly touched on that. Overall is the City, here I’m talking about the Mayor and the Councillors, have they been consistent in their decision making – with the incorporation of the heritage district and entertaining the idea of this development?

K: No, there’s a complete schism between their behaviour on the designation. There was a wonderful little ceremony here, and this would be around June 2004 I guess. It was an international canals meeting here. The international canal’s group met, the World Canals Conference and there two or three hundred people

from around the World. Many of them were government employees who work for canal groups – who are properly developing the heritage of their canals. A lot of Swedes, because the Swedes were having the next year's. A lot of people from England, there was a couple of Australians, it was an interesting mixed bag.

The developer managed to have himself as the last item on the program, but no time for questions. So he gave a short exposition of how great this would be for Port Dalhousie and I was sitting there watching the rest of the audience who by this time knew something about the area. They were absolutely astonished. That was the only word. But as I said there was no time for questions.

Following that, I think two days later every politician that could fight his way onto the platform claimed to be happy with the designation. But then things changed as the money showed. The first application was priced by the syndicate at \$45 million and that seemed to blow their socks off at City Hall. They just thought this was marvelous. Oddly, the second application, which is the about same – the same number of facilities and the same places so I wouldn't have expected the number to change, but the new price is \$85 million. Something very fishy has appeared there as elsewhere. So the politicians changed very abruptly.

F: And that's just from the cold calculus of profit making or revenues...

K: Yes, that's my view. All it takes is a big enough cheque to wave and all the fulsome words about what a great lovely historic village disappears. There are comments from people internationally saying this is one of the best preserved Victorian canal villages in the World. So it's not the little place that you think a lot of and everybody else ignores.

F: In what regards do you hold the City's Planners in?

K: I'm sorry for them because they know that this proposal and its predecessor, grossly abuse all of the laws, plans and policies that were carefully crafted over the last twenty years. And it's just sad that things change. And what changed was the big cheque, I think.

F: So have they been supportive of your cause?

K: No.

F: Have they been professional – neutral?

K: Very professional and trying to be neutral. Yeah, I just feel sorry for them. They're in a cleft. You know what a cleft stick is? It's where you get in and there's no way out. It's like a fork and you jam the fork and there's no way out. I like them and I know them, I got to know them very well and I'm sorry for them.

There's nothing that they can do that will keep the public and their political masters happy.

F: What kind of a job have local politicians done in representing their constituents? So these are the ward members and councillors. Especially within Port Dalhousie. Do you think they've been representative?

K: Very simple. There are six wards and there are two councillors for each ward. The first councillor here in Port is the Deputy Mayor, a woman, Sue Erskin and she has made no secret from the time that Mr. Diamond bowled into that Council meeting that she thinks that this is the best thing she has seen in years and she is doing everything that she can to accommodate. And she has shown more inside knowledge of this than I would have thought proper through out the whole piece.

F: There's another (ward) Councillor also, isn't there?

K: Oh – there's Councillor Williamson, who has tried to be moderately in favour, because I think that's his genuine feeling about the community. But he's fighting almost a lone battle. There are twelve councillors, of the twelve he's the one who most consistently tries to moderate in the way he feels it should be moderated, and gets nowhere.

F: What regards do you hold the City's Mayor in? Has he provided adequate leadership? Has he been professional? Has he declared any conflicts of interest? Has he assured no conflict of interests have taken place?

K: Well, he hasn't assured that...I don't see that he has insured no conflict, but I don't know what these conflicts are. It's a very grey area. But I think that he has been improperly in favour. The first application was mysteriously pulled with no reasons given. He immediately organized a secret committee to get the developer to please come back and do something. Did you know that?

F: Yes, and why do you think he did that?

K: God only knows. The suspicions are rife. I don't think there is any thing other than...well I don't know what to quite say. He may actually feel that this is the best thing for the City at large or something. I hope that explains it. That's all.

F: He's got a very strong association with this area. With his past involvements with the Henley Regattas.

K: Oh yeah, yeah he knows the community, probably much better than I do. So I find it difficult to explain his approach and attitude.

F: In terms of leadership?

K: I think he could have paid more attention to the majority of people, who think that both proposals are excessive, they should be moderated. He showed no signs that they at least should have been. In fact he accepted the first one at face value. Of course now he accepts the second one at the same value. So a big disappointment. My views on politics have changed over the last five years with the Federal political establishment being so shockingly corrupt. Financially and intellectually corrupt. Terrible disappointment. The Provincial governments have done some weird things against what I thought was good Canadian governance. So once you start climbing down the levels of government, you look further for some support and decency and it should be with the people you know, but it's been a great disappointment.

F: You were talking about governance, I'm just going to...these set of questions are now related towards good governance. Principles that should really be followed. What kind of trust levels do you think exist between the citizens, the groups and the municipal government? Do you think they are high, low or medium? With the citizens and the councillors? Is there trust among them?

K: Really no. I think there is only a moderate degree of confidence and trust. That's the political people. Now with the staff, oddly and I've dealt with them as an engineer and my opinion has been very high. And it's still is, but they're all in a bit of a bind. So the political group – disappointingly wishy-washy. With now an embarrassing love of secrecy. And we have actually had to make legal applications to get information that is actually in the public domain.

F: Here you're talking about the first planning report that was...

K: Yes, the reports were declared secret because of a comical threat by the developer's gentlemanly lawyer, which immediately closed the doors. The kind of thing that happens really is fascinating – there was a first of what may be, although it has not been announced as this. A first meeting which could be taken as the first where the public input could be made was last Monday. There was a meeting, a Council meeting, which was rapidly changed into a strategic planning session report and right in there was one of the secret reports.

Unannounced, and I asked and so did three or four other presenters, and so did three or four of the councillors. Why did this happen? What's going on? And this was only available to us only a few minutes before the meeting started. So I said I would write a letter because I was so confused. And I wrote the letter with some points including why now? Where are all the others? Why was it done and who did it? And this is to the City Clerk because I asked the Chair who I should address to get the answer. So we'll see if anything comes out, but this is typical of their habits. You butt your head against the wall and then something happens over here, but while you're going after that one, something else is happening somewhere else. Fascinating.

F: Have the technical expertise of both internal and external individuals being considered or being “weighed in,” in the decision making? I know with PROUD, not only have a lot of people written to PROUD, but also the City itself and the Mayor. Among them Jane Jacobs.

K: And that was my doing.

F: That’s right. Along with the Architectural Conservancy of Ontario.

K: I’m the new local Branch Chairman of the ACO. I started to join these things a number of years ago...

F: Do you think that their expertise and their opinions have been considered by the Councillors and the Mayor? By the decision makers?

K: By the Council, almost a direct no. Almost an unqualified no. By staff, I can only presume that they are considering them, but there’s no indication yet.

F: Now with the vision and the secondary plan, do you think there is clarity in the City’s plan for the area of Port Dalhousie?

K: Oh yeah. I thought the point of doing it was to clarify planning. But the peer review architect uses words such as “so vaguely stated that it’s of no use.” And the second application supersedes the Secondary Plan, which has astounded me. I’m not often astounded, well I’ve been astounded a few times...but my capacity for astonishment continues undiminished.

F: The system-wide plans, now these are the Official Plans, the Secondary Plans and the heritage district guidelines, do you think they have been properly implemented?

K: No. Just a straight simple no. It’s not often that you can give...I don’t give these answers easily. But for this it’s as flat a no as you can give.

F: Is there leadership being demonstrated by the municipality?

K: No, and the staff have another chance to show us, because the report is secret.

F: And why do you think that certain guidelines are being ignored? Why do you think this inconsistency is coming through where certain parts of plans are being recognized and certain parts being ignored?

K: Because the political...the local politicians are now overwhelmed by the thought of the amount of money and alleged jobs that will come in. These kind of things have removed their judgement.

F: Has there been transparency in the actions carried out by the political leaders. I know you've already touched on this, but I'll ask you again.

K: Only as far as provincially demanded. Actually there have been several signs that these are being ignored as the politicians and the staff to some extent find these things inconvenient and just would just assume that we didn't bother with them.

F: You think there's been fair, impartial and effective enforcement of conservation rules that have come about from the heritage conservation district?

K: As far as I know yes. And flexibly applied.

F: Do you think that there is fairness in the management of heritage conservation sites? That's the individual buildings themselves in the district as a whole.

K: You mean by the owners or by the authorities?

F: By the authorities.

K: Yes, yes I don't see any abuse of that on the existing properties, no.

F: What kind of a quality of life does Port Dalhousie offers?

K: Delightful. Delightful and varied in the way that not too many places do now.

F: What are some of the features that drew you in to be a resident, I mean when you came in, in 1976? Was there something that was overwhelmingly attractive?

K: Not overwhelmingly attractive, but we moved from Toronto. I moved to join a consulting company here. I had sometime to look around and this just suited us and our children and our grandchildren and has ever since.

F: How do you think that your quality of life will be altered if, hypothetically speaking the proposal is allowed to go through?

K: In its present form?

F: Yeah.

K: This community will have an artificial element which will be...it would become artificial in the way that will be quite un-welcomed. It will be overwhelmed by the number of people and facilities which are planned. Just overwhelmed.

F: Do you have anything else to add?

K: No not really.

Once the interview had ended, Mr. Mackenzie informed the interviewer that he has been threatened by a lawsuit courtesy of the developer. With his consent the following answers was recorded.

K: It's called S-L-A-P-P. And it stands for Strategic Lawsuit Against Public Participation. That's a gem. It's become so bad that it went in a way from California to the East Coast and it started in BC about five years ago and it's just reached here now. There are a number of lawsuits in Ontario, but they are not faring too well. And they're fascinating. Actually just look them up on the Web and you'll get the whole story there. And this has been a legal gold mine except it doesn't last too long because they clog the courts.

What really is fascinating is that the people who abuse them the most are developers, property developers. Because you get people like us and it is called a chiller, a libel chiller or a SLAPP. We had people who just decided to quit and this guy was dumb enough to leave the threats on the person's answering machine. And we have a legal transcript of it which has been circulated. Now the kind of interesting thing is we can't get publicity. That threat is as securely documented as such things can be. The local newspapers won't talk about it. We couldn't get any of the media to think about it because of the influence of the group. We did lose members.

F: Have they targeted just PROUD members?

K: Yeah. So a lot of it is still there. And that's the first move. Make sure that people know that there maybe a writ. There's a legal firm appointed and it is redoubtable. And they are all set so they're ready to loose, except I think that they have missed their chance. It would now stink even more than it did.

Interview 3

June 8th, 2006

F: There are about six subheadings in which the question fall in. The first one is just to do with your involvement in Port Dalhousie. How long have you been a resident?

D: Thirty years.

F: And your associations with community groups and reasons for involvement. What have been your past and present roles – can you please elaborate on those?

D: Yeah a lot of that is in the e-mail that I sent you.

F: Right.

D: But my involvement, do you mean just in Port Dalhousie or with the City in general?

F: With Port Dalhousie.

D: With Port Dalhousie it started when I moved here in 1977. I joined the Board of Port Dalhousie Quorum. I was involved with...I worked for the City. I worked in the engineering department prior to that and so you know I was more-less involved in things and wanted to stay involved. Joined Port Dalhousie Quorum in 1977, the Board and edited their newspaper for a couple of years, I think from 1979 to 1981 or something like that and stayed on the Board for a while. Next involvement was I think I was asked to join the Harbour Walkway Advisory Committee during the development of the walkway. It was more than just a walkway, it was the marina, the whole harbour was being developed.

F: Was this coming in through the Neighbourhood Improvement Plan?

D: No, this was after. Port Dalhousie Quorum was a result of the Neighbourhood Improvement Plan. The harbour walkway was just part of development of Port Dalhousie. It was felt that the two sides needed to be linked with the walkway so people could walk around the harbour. The piers were fixed up, the bridge was built – the connecting bridge and a number of things like that. I wasn't involved too much during the construction phase, but more with the original planning. It was an ad-hoc committee so once it had done its job it ceased to be.

Other things after that I guess I was still involved to some degree with the Port Dalhousie Quorum, but not as a board member but just as a member. I'd help out with the dances and things like that. Then I started getting involved with music festivals in Port when the business association wanted to run some music

festivals just to help draw people in I volunteered. These people were my friends anyways so it wasn't volunteering and then like a lot of things happen once I'm involved in something I get more involved and the next thing you know I'm one of the organizers. So I did four of those more or less as a volunteer and then when that ended the Summer Solstice Festival started. I didn't get involved in the first one at all because I was starting the magazine at the same time.

F: Okay.

D: So the second one I got involved and the third one I became one of the coordinators. Fourth one I became one of the producers. Then we changed it the next year called it the...with different partners...called it the Beach Fest and I was the co-producer with that. Then that same year we started Music on the Henley and there were three partners in that and I was one of them. We did three concerts, 2000...no I guess it was 2001, 2002, 2003.

So that was my festival involvement. And then I started Dalhousie Peer in 1997. It's a monthly publication and I was asked by a friend of a friend to get together with some other people who were thinking of heritage designation for Port Dalhousie. So we formed. A bunch of us got together and said "yeah we think heritage designation is a good idea. Let's go out and do it." Five years later heritage designation became a reality. Then the Port Dalhousie development proposal was announce. That would have been in 2004 and that's when there was a split. Some people in PROUD, which was the name of the heritage organization as you probably know...

F: Sure.

D: Some people wanted outright opposition. Some of us wanted to be open minded towards the development and work with the developers to make it a better development and we broke away. Five of us broke away and with other people we formed Niagara Citizens for Smart Development. So now we are two opposing groups right now. We consider ourselves a heritage group by the way; we just believe that saving heritage doesn't mean by leaving it alone. Saving heritage means by making the businesses that are in the building sustainable by making it part of the community rather than a museum piece.

F: I know you kind of covered the designation part – that was going to be my second set of questions but...and would you say that it was very much a community led initiative?

D: The heritage designation?

F: Yes.

D: Very much so. It was...when we started out the one thing we were very adamant about was getting factual information out to the public. We said heritage designation; nobody knows anything about it. In fact this is where I got a hold of Robert Shipley. I called up Robert Shipley. I had known of him from when he was with the Welland Canal Preservation Association and somebody said "oh you know who's done a paper on this is Robert Shipley." So I got his e-mail address and e-mailed him and I said send me whatever information you got on heritage. I think he had done a paper on how different communities were affected either positively or negatively. So he sent me the information on that and basically what it said was that there was no evidence that heritage designation ever had a negative affect on community.

F: Especially on property values.

D: Yeah on property values. Like more or less a neutral effect, if it had any effects whatsoever I think it was that property values might have increased. Certainly there was no evidence that property values had ever decreased. So this is the type of information that we gave the initiative to give to the neighbourhood. We had several seminars. We had open houses – that sort of thing, public meetings. We sent flyers around...I produced them; put a lot of stuff in the Dalhousie Peer just for the sole purpose of...these are the facts. Before you make a decision, before you say that you want it or you don't want it, read the facts. And that's what PROUD was in those days.

F: There must have been a public consultation process that must have been carried out with the designation? The City was...

D: Well the City was involved. Yes, very much so involved. They hired a consultant and the consultant worked with PROUD and with the City to get the ball running because there was a whole application procedure to go through. It took a long time. There was some opposition in town, but it wasn't serious opposition. It was a few people – they opposed it for whatever reasons. Some people just don't like change. "It's not broke so don't fix it," that's the attitude. So we had a few people come out of the wood work and oppose it. Some opposed it just for the sake of opposing it. I don't really know. They took it to the OMB because it only costs \$125 to go to the OMB. So they took it to the OMB. That delayed things.

F: Sure.

D: There was also another delay and that was that in order to designate the whole area as a heritage district the City wanted to de-designate the buildings that were already designated. So that took some time. And then ultimately that was done and then it had to go to the OMB so that dragged it out to another four or five months and then I think it was December 2003, it finally got approval.

F: I'll just skip a couple questions just because I think you've covered them. Do you believe that heritage conservation districts place constraints on development or re-development?

D: Well I would have to say that yes, they do because they set up a process by where citizens can use it against the development. I don't think designation itself is a negative thing. I think what it does is...heritage designation is another tool just like an Official Plan or a Secondary Plan or whatever to say this is the direction we want to go. These are the guidelines, but when it's taken...when it is considered to be the Bible and you can't vary from it – well now you're stifled. Now somebody like PDVC, Port Dalhousie Vitalization Corporation comes along with something that was never envisioned. A grand idea and now you have people saying that “oh yeah, but we're a heritage district, we can't do that here.”

But wait a minute who says that you can't do that here. These are guidelines, this is not the Bible. We change the Official Plan all the time. We change zoning all the time. As far as I'm concerned the heritage guidelines should be a living document, things that amend or are to be amended with the times. When people say “oh no, no, it's written in stone” that's when I have to step out and say “sorry but this community has to continue to evolve.” And now you have throws in it and if it doesn't evolve it deteriorates and it is. As much as they'll say that this is a very successful community, it's not. I work with these business people, they're my customers. I've been dealing with them for ten years. I think I counted up to date, I was getting ready for another presentation today, I think there is...I counted something like over thirty...these are the only ones I could remember...thirty businesses in ten years that have failed in this area, in this commercial core. There's only about thirty businesses. That means that we've had in ten years we've had change over of the entire inventory.

F: Really. That's fairly high.

D: Yes, that's quite high.

F: Now these are dealing with public participation and public consultation – what is your opinion of them? Do you feel they are important? Who should be involved and when should it take place? Should it be citizen led?

D: Public consultation in general?

F: Yes, in general.

D: I'm a strong advocate of public consultation. If it wasn't for public consultation you would have never saved the farmlands. That was my first involvement with political action in the city. I was actually working for the City at the time – I was walking a bit of a tight rope.

F: Sure.

D: I was working in the engineering department and here I am advocating preservation of the agricultural lands. So in one hand I'm a bureaucrat and I'm supposed to not have an opinion, not that my job...I worked in engineering so it didn't really have anything to do...I didn't work in planning. It would have been different if I had worked in planning. Here I am taking an active role with this preservation group. The group is still going, you've probably heard of them, Preservation of Agricultural Lands Society – PALS. Well I was a founding member of that.

At that time what was happening was the urban boundaries were coming under attack. The developers were saying "we need to grow...we need to be able to grow outwards in order to survive. There's all this land out there that's sitting that people want to live on. Make it all available." So I was studying urban studies at Brock at the time. I was going to school and studying under Bob Hoover at the time. I don't know if you know Bob Hoover but he was the first Chairman of PALS. So I like a lot of the stuff that he was teaching me and he was forming as a group and so I was one of the founding members. I played an active role at the very beginning more less the radical stuff like...I organized a protest where we staged a week long protest. We had a different theme everyday and then we marched from city hall to the regional council building, which at that time was at Berryman Avenue.

So we marched...I don't know maybe thirty of us from City Hall to the regional council building the day they were going to be voting. So we came walking in there and we had a regional councillor that was on our side and we effectively stopped the vote. So had we not it is hard to say how thing would have gone. So do I think that public participation, consultation is important? Absolutely, definitely, the public needs to be credible. It needs to be listened to. We had at that time I think at PALS, even though I presented a very radical face, it got attention and news. Not so much in the local St. Catharines Standard, but we got the front page of the second section of the Hamilton Spectator.

F: Any publicity is good publicity?

D: Yeah...we gained a lot of attention and we had a very valid point and look at it now. PALS has saved I don't know how many countless acres of farmland throughout the region and basically established the urban boundaries of St. Catharines where they are now along Third Street and Richardson's Creek and where does it go from there...down south...and they are frozen. Now the Greenbelt legislation comes in and reinforces everything we were saying.

F: Sure.

D: Were we wrong? No, we were right.

F: Why...I guess this is going back to the PDQ and the movements from the seventies, why do we or why am I seeing such a rich history of civic involvement in Port Dalhousie?

D: People are passionate about this place. I mean when I moved here I lived downtown and I like the downtown, but I was getting older, now raising a family now...Did you meet...you didn't talk to Dave Bergen did you?

F: No, not yet.

D: Didn't talk to Debby Kayler?

F: No.

D: Okay Carlos Garcia's right hand woman. Well okay she used to be my wife at the time.

F: Oh okay.

D: So we were both founding members of PALS. So it is really interesting you know how we've gone separate ways in terms of this. So why so much civic involvement? Well a lot of it has to do with the passion that people have for the place. It was a town on itself. In 1961 it amalgamated.

F: That's right.

D: So a lot of people who lived here at the time still felt that it was their town. When the Neighbourhood Improvement Program was instituted -when it was brought in, they didn't just throw money at you. You had to show that you cared. In fact you had to come with a quorum of fifty people. You didn't have fifty people signed up you weren't going to get the money. So a guy by the name of Jim Rennie, there's Rennie Park there. He was one of the instigators who went around from door to door trying to get people to say "hey look the government is going to hand us some money, all we got to do is get together and form a group and administer this." And he was very active. I moved here in seventy seven and this started in seventy four.

When I came here it was in full swing. It was something that I saw as -wow this is great. This is empowering the people to make decisions and the people get to say how they want to see their town evolve. It was all very positive at very exciting times. I wouldn't say that everything was done right you make mistakes as you go along.

F: Absolutely.

D: But I think as far as the reason for Port Dalhousie and the people being so active in it, people have...they remember the history...it has a long history so people already have this...hearing stories from their parents and their grandparents, they already have that. It's got a unique identity. A definable identity with people growing up here farming, people that didn't live here but visited because of the park and even during its decline in the sixties and seventies when it was in decline, the people who lived here felt a close association with it. The rowers feel a close association. So it's all those things that sort of interconnect and integrate with each other that gives people this feeling of it's a wonderful place.

Not to get too sentimental about it because sometime your sentiment over takes your logic. I've watched Port Dalhousie evolve. When I moved here every single store on what is Lakeport Road here, every single store front was empty, falling apart. When you looked in the windows the ceiling tiles were all falling down from rain damage, it was a mess. They started, in seventy seven the Murphy building...they probably started renovating more in seventy five or seventy six or so, seventy six I'd say. It was seventy seven when I moved in here and it was just getting finished so I was at the opening of it when they opened. That was the first building that was restored. It was successful to some degree, not economically I don't think because...I'm sure who ever bought it, I'm sure they bought it for middens because nothing was worth anything down here. Any body could buy any property down there for next to nothing. We survived because of benign neglect. That's sheer luck. While the farmlands were being paved over this area here was just ignored. The developers were throwing their money on Cole Farm and on all the other areas, Westwood Estates.

I remember in the seventies, I worked for a consulting firm and I worked for the City as an inspector and I just remember bulldozers ploughing up all these orchards. Right over here...right there. I remember that the plums were ripe...I'd be pulling plums off the tree as that had been uprooted put them in piles and taking home bags of plums. I was saying "Jeez there's something wrong about this. There's just something wrong. I don't know what it is, but there is something wrong." Because you cannot continue on like this and this is probably why I ended up getting involved with PALS. I just felt that you can't be destroying prime agricultural land even though it is over there. It just seemed wrong. Anyways I'm getting off track here, but getting back to Port Dalhousie what's the topic we're on now?

F: It was just about why does Port Dalhousie have such a rich history.

D: Yeah...well you know the civic involvement comes for its rich history and the stuff that I said about growing up here and the memories people have, but I really think that from my perspective anyways it was the injection of capital with the Neighbourhood Improvement Program that really got people re-thinking their

town. That always had...I know there was a huge debate about when the City was going to amalgamate with the City. Should we or shouldn't we. Those who wanted to amalgamate won out because it only made sense. You cannot just have garbage collection if you don't...things like that because the service is just going to be there unless you amalgamate, which is why you know eventually we will be the City of Niagara. St. Catharines, Thorold...it'll happen, it'll have to.

It may not be in my lifetime, I hope it is. I'd do it tomorrow if I could. We definitely need to amalgamate. I can't see any other solution otherwise we're always competing with each other. We're competing for industries to move it out to where – the farmlands, because we have no other place to put it. If we could move them up on to the escarpment and still get the tax benefits, share the tax benefits – that would make sense. We could concentrate on tourism now or something else. Anyways the civic involvement got a huge push with the Neighbourhood Improvement Program because people came together, people were brought together, people were given a reason for their involvement. There wasn't a lot of apathy in town at that time. Most of these people had grown up in Port; these were not outsiders that came in. Nobody used to come to Port. At that time Port was not a desirable place to live. Houses were run down but Neighbourhood Improvement changed that and it started to regenerate and then it got to the point where property values were still pretty low. I mean I bought my house for \$27,000 in 1977. It's worth ten times that now.

F: Well then your property taxes go up too...

D: Well then of course my property taxes went up \$500 a year, but that's a double edged sword. I worked this out...if my property value goes up, am I going to be richer or poorer in the future. Well if my property value goes up by 10 percent, my taxes might go up by 10 percent, but you know my property is worth two hundred thousand – now it's going to be worth two hundred and twenty thousand. My taxes I pay two thousand now I'm going to pay another two hundred. So I'm getting richer. I'm quite happy to have my property value go up on that ratio.

F: This is the fourth topic out of six. This one has a few more questions about PDVC's proposal. So when were you made aware of their initial proposal?

D: I was made aware of the fact that they had...I was one of the first peoples to find out because I do the newspaper.

F: Sure.

D: I was contacted...actually I wasn't contacted...I just heard about it because I was involved with the business association and I had known Dan Rosetta, he owned the Port Mansion, he managed that and he was a customer of mine. And I'd heard that he was assembling property, but you know I didn't stick my nose

into his business or anything. And then he told me...they made an announcement that the properties had all been assembled and there was a development plan.

F: Sure.

D: The first thing that they did...this would have been in October 2003 they announced, I did an interview. I think I might have it...no actually I didn't include that one. I could give that one to you...that just goes on from 2004 and on. But I did an interview with Eric Moog. Just for him to say that "yes" they had bought the properties. I remember in one of the articles saying that it was going to be up to the City, the legislators, the citizens to make sure that they do what they are going to say they are going to do. But at that time they didn't have any plans. All they said...they hadn't even hired an architect. They had just assembled the properties and they said that it was going to be some sort of mixed land use development. There'll be a theatre, there'll probably be a hotel, retail certainly and the restaurants and okay sounds good to me...And a condominium building – residential in the downtown core.

F: So your initial reaction was?

D: Well see my initial reaction actually was when they said condominium building in the downtown core, see I was always a little bit afraid that, and I said this from early on, I said this is valuable property up there. If somebody comes along, some developer comes along and scoops up this property to build a condo and just throws a condo block and it excludes the public with the condo block, I'll fight that. That's the last thing I want to see in there. So when they said residential component I said "yeewn" okay how big, where is it, what's it going to do and is there going to be a theatre or are you just saying that there's going to be a theatre. That was the first initial reaction. I was skeptical. Even though I knew Dan, I knew him to be a fine guy. He was the first one to bring the theatre to Port Dalhousie. He told me that theatre is very important to him and definitely he's going to have a theatre here.

But is that just a token thing that they're going to give to the public while they build this huge condo block over there and eliminate public access and that sort of thing. So I was skeptical. In February they called a meeting. They wanted to meet with all of the heritage people. So a lawyer by the name of Johnny Crossingham who knew some of the...he was friends with some of the heritage people and had also worked for them or friends with them whatever. He brokered a meeting. At that time we were all getting along, everybody was friendly. PDVC, they supported heritage designation, they were behind it – they donated money. The business association donated money. So they called a meeting in February of 2004 and we met at Dave Bergen's house. He's married to my ex-wife. Just to fill that. Lots of intrigue in this story, won't get into the whole intrigue.

But anyways they didn't have a...they had...I think...no, I don't think they had hired the architect at this time. They had either hired him, but there were no plans or anything. Don't even know if they did, I think they were just talking about hiring an architect. But they just wanted to get the information...they just wanted to find out from the heritage people, are they were going in the right direction and is everything okay here. It was a very informal thing. It was just a chit chat, it was dinner, it was wine, it was very friendly. It was just talking to the developers. I was...I know my ex called me the next morning and she said "oh jeez I was really impressed by you, you really questioned them." Because I was really the only guy saying "hey what are you doing really though?" I was a skeptical and everybody else was fine. They're all being friendly and I'm saying "okay but what is this really all about?" Just asking some pointed questions. Anyways things moved on and they hired the architect, Jack Diamond.

F: Right.

D: And they put together a massing model. Okay so that's when the tower came into play. I was away at the time. I was away in Tunisia on vacation and I came back I heard that there was this tower involved, a condo tower. I said "What? You can't put a condo tower in Port Dalhousie." Are they out of their mind? I said I feel betrayed. I said "I don't get this." I don't understand why they would suggest something like that. I said "is the theatre still going into the Lion Hotel?" They said no, the theatre is going to be central; it's going to be under a courtyard.

So I took a look at the massing model and well gee someone is going to really have to explain this to me. Anyways just backing up a little bit. At this meeting they wanted to meet with the heritage people again. They were saying "are we going to have a problem with this?" So they met with Dave Bergen, he was the co-chair of PROUD at the time. Debby Kaler was on the executive, his wife. These people are also the same people that are with the Port Dalhousie Heritage District Advisory Committee. Personally I consider this a conflict of interest now, but they don't seem to think so. The whole PROUD executive is the advisory committee, which doesn't make sense to me. Okay you got strong opposition forming the advisory committee to Council. Where's the objectivity there? Anyways that's the way it evolved. At that point of time there was no opposition, but you had Frank Caplan from the St. Catharines Heritage Committee. You know Frank?

F: Yes.

D: Okay so he was there, Dwight Algard, he's one of our guys, he was there for the Rotary Skating Path. That's a component...that was something to be built in before this development. So he was there to see...as a stakeholder. There was the people from PROUD and the people from the Port Dalhousie Heritage District Advisory Committee. So heritage was very well represented. Garcia was away on vacation and I was away on vacation. I come back...I'm questioning what is

going on here. How am I going to handle this? Let's dig into this a little more. Garcia comes back and basically the same reaction. Sat down with...did I talk to Dan or Eric...I must have sat down with the two to them or something and I said "explain this to me." Don't know if we had an actual meeting as such. It was kind of vague at that point, but over time I started to realize well yes, you have to have the residential component. You have to have the condos, that's what finances everything.

F: That's right.

D: You can't build the theatre, you can't...everything else is speculative. The only thing that is for certain are the condos that you sell. I said "well okay, now I get it." And then...why a tower? Well because that gives us a very small footprint. Instead of a big condo block that takes up all the space we put it like this. I said okay that makes sense because I had always been against taking up a huge condo block there. So that...in order to...we'd have a small footprint and put a tower like that means we can have the theatre, that means that we can have the hotel, we can have a courtyard, loved the idea of a courtyard. I'd just returned from Tunisia, where I visited a lot of mosques and it really has a minaret and a big courtyard. So it just seems to make sense, it's a good public meeting place and I'm very big on public meeting places. Anyways so now I started to see the logic in this and also I had a lot of faith in the designer. I looked up Jack Diamond on the internet and reputable. Like ninety three international awards for architecture.

These are the experts they obviously know what they are doing here. Did I feel that heritage was compromised? Yeah I did at first. I felt that the Lakeside Hotel, the entire Lakeside Hotel should have been saved, not just the façade. I also felt that Port Mansion...even though once I realized...I should have remembered this – hadn't thought about this – that whole front wall had been taken down in 1980 and had been built in concrete blocks. So it was made to look like an old building, but it wasn't. It was a new building it was just made to look old. So I said okay if you're going to tear it down then it should be re-built to the original streetscape. Make it look like the Old Port Hotel and there were a few other things that our group had suggested. You know certain detailing, but PDVC was saying at that time "well listen, these fine points even the look of the tower, it's all going to change. This is just a proposal at this stage. The final design the tower is not going to be a square tower. It's not going to look like that, it'll be much nicer." You know things like that. So we said okay we can live with that, we can work this through, let's go get the approval and then let's go. So I started to warm up to it.

And then when I found out, this was early on that the tower was representative of the height a ship travels, I said that's kind of neat. I started to think what a really nice thing when you have a flat landscape and you have one solid icon there that people see out from the shore. I started to actually come to like it. So I came around from hating it to realizing that first of all it is necessary, second of all I was

stuck in a paradigm like everybody else. I was just stuck in a paradigm saying that you can't do that in Port Dalhousie. Well who says that you can't, that's just my paradigm. So I said get your head around it and start to think outside the box. Why can't you do it?

I started to realize that yeah you can do it and it can look good. Now I was still a little bit concerned about the Lion Hotel. I said to Dan Rosetta, I said this is the ridge of the theme that we're going to go into the Lion's Hotel, originally Eric Moog was saying originally "well it's in such bad repair it's going to have to come down." He said "the most we'll be able to save the façade, it just depends on whether we can support it with the building behind it." And I said to Dan, I said "you know that's on that side of the street. Major development is on that side. Why don't you just leave the Lion's Hotel alone, just let it fall down on its own. Just to demonstrate that this is an old building and nothing else. Satisfy the people that are saying "you can't touch heritage buildings because of the way they are." I said "you own it, let it function, let it continue on as the Lion's Hotel and see what happens in the future." You can always come back in and repair it sometime later or whatever. And I don't know if it had anything to do with me saying that, but it was not part of the application, it was more of a convenience thing because it's just one more ignition point that they don't need so it was left out of the application. The other thing I suggest and I did this as more less as a joke, but I was serious about it. I did it in one of my columns. I have an alter-ego called Radcon White, kind of a play on Conrad Black.

F: Oh okay...

D: Kind of the bizzaro Conrad Black. So anyways I had written this article and I said that if they were to put in a public observation deck at the top of the tower, I'd even lay the corner stone. I'd support the tower. Eric Moog read it and he says that he was reading it on the can at midnight and he says we could do it. He calls Jack Diamond the next day and says "Jack..." you know he's telling me this, he says "can we put in a observation deck up there?" And he says yeah we can, nothing is impossible, but first of all this is what it's going to cost you. You're going to sacrifice...he said observation and restaurant...he says there'll be two floors of condominium that you won't be able to sell, so that's four condominiums. So that comes right off the top. Plus you got to construct a separate elevator. He says it'll be costly, but yeah it can be done. My reasoning was more public space. I mean if they're going to put up a building like that in Port Dalhousie, great...I mean I love it for being iconic. I understand that it needs to be there for the economic generation, generating income, but if it's going to be there it should have...it should be accessible to the public. So they were willing to do that.

So now I'm starting to say that these guys really do want to work with the public. They've made a lot of concessions. So then the next thing was Spencer Higgins comes in. You know what I'll give PROUD credit for forcing the issue. Their opposition caused the City to demand a peer review, caused the City to demand

a heritage assessment report. Spencer Higgins comes in and says “okay you have to save all of the Lakeside Hotel.” Great so I’m in favour of that. You know costly, now they have to underpin instead of just saving the façade and building. Now they have to underpin everything and build underneath because they still needed to have that same volume or same mass under ground. So now it’s going to be more costly, but yes it could be done. He went a step further with Port Mansion. He said you know not only should you rebuild it...rebuild it to look like the original landscape, go back to when it was two separate buildings because it was originally two separate buildings. Rather than building it to look like the what...well it was rebuilt in 1985, but it was put together as one building...I don’t know something like the 1930’s. But he said take it back to right when it was the McGrath House and the Union House, build it to look like that, which is to restore the original streetscape from the 19th century maritime village. Now there’s another thing that I really like. The observation deck was going in the top of the tower, of course you got the theatre, the courtyard – I mean I certainly understand that you need that attractor.

So everything is working just fine for me, I’m quite happy, I’m quite willing to accept this tall tower even though I didn’t like it at the very beginning. It has its features, it has its value yes, it is radical, it certainly – to some degree incongruous with the rest of the area, but maybe that’s what makes it beautiful. I’d just note, travelling through Tunisia we’d be in the middle of no where in the desert then we’d see this minaret way in the distance. “Oh there’s a town over there!” There is something welcoming about that. There is civilization even though you can’t see it because it is all flat, you wouldn’t know it. You wouldn’t know any thing is out there because when we see something tall out there and you’re out on the lake and you say oh there’s a community out there, lets go there. So it had its value in that respect, for me at least anyways.

F: My next question was going to be what do you make of the concessions offered? You talked about the conservation. Parking, access and parklands did you want slightly touch on those?

D: In Port Dalhousie?

F: Yes, in PDVC’s...

D: Well for me public access is very important.

F: Sure.

D: It should not be sacrificed at all. Not an inch and it should be enhanced. It should be increased, which is why I said let’s have an observation deck at the top of the tower. The public courtyard is great, I love that. The other aspect that I really liked was...I didn’t really understand it at first, but I do now fully. That is the enhancement of the public space that already exists. Like I was trying to get on

and build this Rotary skating path, come on let's just build it, but now this is on hold because they've come along and said "no, no we're not going to build it out there. We're going to incorporate it into some part of our development. We're going to build it closer to carousel and we're going to put the carousel in a building and we're going to do this using the money that we raise from the new taxes. Sort of a CIP program, but not exactly. It's better than a CIP program. I assume that you understand the CI...

F: The community improvement...

D: Yeah, the money goes back to the developers, but instead of the developers using it for themselves and lowering their rents they are actually putting into the...returning it back to the public and the beauty of this is that not only is this City money, it's Regional money that would normally go off to Port Colborne. Now it stays not only in St. Catharines, but right here in Port Dalhousie. Of course that benefits their development, now they enhance this area, but it's a win-win, it benefits everybody. So I can't see any negative side to that. The more I learn about this project the more I like it. To the point where I'm a strong advocate and this is what we maintain. The more people know about it, the more they like it. It's when people don't know what it's about, they hate it and this is my separation with PROUD. When PROUD tried to obfuscate the truth that's when I was gone. Now I'll give you a little history on that. This is why I'm so pissed of at them. Remember I told you about the heritage designation.

F: Sure.

D: We all agreed that the public has to know. Whatever information we get the public has to get it, we have to give them as much. We cannot try to pull the wool over their eyes because people know themselves if this is good or bad and it was the same thing with this. I said...some of the people wanted to do a survey. They wanted to get the reaction from the citizens. "Do you like it or don't you like..." I said wait a minute they don't even know what it's about. They don't know what's good and what's bad about it. I don't know and I'm a journalist. I don't even know fully what it's all about. I said we got to dig out the truth, find out the pros and the cons of this and tell the public what it is and then let them make an informed decision instead of just making a gut reaction. Everybody...I mean I hated the tower. I was against it. That was my first reaction. I learned about it, I came around because things stated to make sense. I wasn't promoting it or not. All I wanted at this point was to be open minded and to not shut these developers out because I knew that you had to develop something and if it's not this it had to be something else and it could be worse.

And I know these people, they are local people. Eric is from Niagara-On-The-Lake and Dan...Dan is businessman right here in Port. Not far from here. Ralph lives in Niagara Falls. So these are local people that we know and we've had people coming from Toronto and other places looking at this and...Just prior to

that we had a group that wanted to buy that whole chunk down there and that whole chunk down there and they were quite serious, but they didn't say what they were going to build. They didn't say what they were doing. I was very, very suspicious. They weren't even saying who they were. It was a numbered company, nobody knew who they were.

F: Oh really.

D: I'm sure the City knew who they were, but the public certainly didn't. It was all very confidential and I was very suspicious about that. Anyways that fizzled, that didn't go anywhere. Next thing you know Dan and Ralph and Eric have assembled the properties and things went ahead that way. So getting back to I guess it was August of 2004 it would have been. The issue is in here. A little bit of summer 2004 and I said to the group, okay let's do the same thing we did with heritage. Get as much information that we can of what this development is about and let's present it to the public. I said I'll even devote the lead article in the Dalhousie Peer to this effect. And he says "yeah it's a good idea, it's a good idea." Next day I'm talking about that because I have to write this article and he says "when are you coming out?" I said two weeks. He says "oh that's too long. We have to get the survey out right now." I said why? Why do we have to get it out right now? He said "well we have to do this right away." Okay. You see I was trying to say a little bit arms length ...running the paper I didn't want to in there...I wanted to go more at this as a reporter than somebody who is influencing then writing about something that I had influenced. Trying to keep something of an objectivity. So I kind of let it go. I didn't make too much of it but I was thinking that this kind of stinks a little bit. Anyways it was shortly after that Dave Bergen who is President of PROUD.

F: Right.

D: And we had been talking about this and he comes over to me and he says "I'm against this now." He was one of the guys who was open-minded about this. I said what do you mean you're against this. He said "no, I thought about it, I'm against it now." I said what...where is this coming from? Why are you against it suddenly? "Well it is too tall." I said okay. Then a little while later around the same period – this was summer of 2004 he comes over to my door and he shows me this drawing that he has done. And it is taken from this picture here. This is the original massing model. And he says that he has used that picture to calculate the actual height. Like...he knows it's going to be 300 feet.

F: Right.

D: So he comes out with this drawing and he lays this thing out like this and he says "this is what they show, but this is actually what it really is." And it's this huge thing and I said Dave, absolutely not. This is Jack Diamond, you're not going to have him do something like this and then have something like that be

the reality. I said no, go down with a tape measure and I said...I took this camera and I said I don't even know how close that was zoomed in because if you use a telephoto lens and you want to make mountains look big – you bring your zoom right up and then the mountains grow in size. I said I have no idea how that relates. You can't just go up from there. You have to go up from the massing model itself. So he says "okay so maybe it's not like this, but it's at least like this." He flips open this paper and now the tower is only twice as big. It's only up to here. I said Dave, Dave I said look you're going down the wrong path here.

Now I'm realizing what's happening. There is an element in PROUD that is opposed to this and they are going to just oppose it. They are going to look for every excuse they have. They don't want it, they just don't want it. So I realize okay something is happening here, the objectivity is gone from this group. Informing the public, they don't want to inform the public. They made up their minds among themselves for whatever reason and I've got my own suspicions about that. They've decided that this is not...they are going to oppose it. Now I realize oh okay we are no longer one group, we're two different groups now. Those that are open minded and those who oppose it. So I went ahead and I said alright well they don't want to put out the pros and the cons and they want to send the survey out...the survey had already gone out. So I said I'm going to do it. I'm going to do it anyways. Actually what happened, I suggested this and I said everybody should come to the meeting with the pros and the cons on a list. You should e-mail them in.

F: This is just a PROUD meeting?

D: Yes, just a PROUD meeting, but you know about thirty people or so were attending it at this time. And I said that everybody should send in their pros and their cons. What they like about this and what they don't like about it because I've come up with my list and I've got like twenty pros and I've got only about seven cons and they're not that strong. I was hoping that somebody else would have more to balance it out. There's got to be more wrong with this than I'm seeing. Maybe I'm not objective, whatever. Anyways I sent mine in and get to the meeting and Garcia and Bergen have prepared this list. Okay and I pick it up and look at it and the pros are...a lot of them are mine, most of them are mine, in fact they were all mine. The cons are nothing but challenging the pros. I said a pro...like a pro – residents living in the downtown core will help to ward off vandalism. Con: there already are residents living in the downtown core. That's not a con. That's just countering the pro. You guys are trying to steer this. You are just trying to steer this committee into opposition. You're trying to make PROUD from a heritage group into an opposition group. And at the same meeting, I'm standing up and saying we've got to stay open minded about this, as are a few other people.

One guy gets up and says "well you're just a laky for the developers." I took really offence to that. You know I ain't anybody's laky I'm not PROUD's laky. You know

these are where things are going...now it's getting personal. So after that...now I had to keep leaving this meeting, this is June 18th, I had to keep leaving this meeting because I was taking pictures that night of something that I was going to use in the Peer. Then I come back and when I come back the one time they've already drafted their draft principles of what Port Dalhousie should be and the three storey height limit is paramount. Yeah I'm all for the three storey height limit except for the condominium building otherwise you've got this huge footprint, which now you've got a small one and you can have the courtyard and the theatre and everything else. It works. Three storey height limit to build something like that isn't going to work, I realize that. Nobody else seems to or doesn't care, whatever. Three storey height limit. Developers money hey they can spend their money, and I know that they've already said that we won't do three storey...it is pointless. It's a losing venture. They'll lose their shirts on it. They'll never sell the condos, nobody would want to live there you know. So anyways this is the way that things are going. I put out the issue with the pros and the cons. Of course now everyone thinks that I'm in the developer's pockets and shortly after that, I forget what triggered that, but suddenly I'm not getting anymore e-mails. I'm out of the loop. I'm not getting invited to any meetings. They are meeting privately amongst all...anyone who is open-minded or supportive is no longer invited. They hijacked PROUD. They are still calling is PROUD, but they've hijacked it.

Now it is not a citizen's group anymore now it's a opposition group. Okay so that's the way things are going. Next thing that happens is I'm hearing rumours because I have a lot of friends in town, rumours are getting back to me that people are saying that I'm being paid by the developer. I have a spotless reputation in this town. I have ethics, anybody who has known me particularly my ex-wife knows that I would never, ever take a bribe. You know that infuriated me. I mean had I been somebody who had done that in the past or would stoop to that, I would say okay fine they caught me. Yeah, yeah sure I've done that, but never, never. My reputation is spotless. Anyways so now I'm infuriated and I hear somebody else say "oh yeah maybe he's not taking money, but I know he's been promised a job. He's been promised the job as theatre manager." I don't know anything about theatre, I go to theatre. Just accusations. It's easy right because I publish the magazine, because I'm being open-minded and to some degree I'm supportive.

F: Sure.

D: I've always been supportive of development in Port. I've always known that this has to be developed. I've never been non supportive of development. I've been critical about types of development. I've been cautious about...suspicious about developer's not revealing information and those that are making deals behind closed doors. There have been some that have not been involving the public, I've always been critical of them. So anyways these rumours are circulating. Next thing that happens is that they launch this SOS campaign, Save Our Seaport. It's another Save Our Spadina, save our whatever, it's a SOS

campaign. What has happened with PROUD now you see is five of us left and formed the NCSD. Several others just left, got out of it.

Now the new people that are coming on board hadn't...were never involved in the five years of heritage designation had nothing to do with PROUD, now they are starting to sign up, they are getting on board. Why? Because they oppose this. So now it is truly an opposition group it's no longer a heritage group. So it had changed. You're getting people, in fact there is people that I know that were opposed to heritage designation are now members of PROUD. You know they opposed the heritage, they vocally opposed the heritage they didn't actually go out and do anything because they are not the type of people, but they were always vocal "we don't want designation" and the next thing you know they are members of PROUD.

F: So somewhere in the middle there was a transition?

D: Yeah. It became an opposition group. It attracted people that really didn't care too much about heritage they just didn't want this development. They just didn't want change. They attracted the status-quo people, the anti change people. A lot of them are senior citizens who just don't want change. Some of them are the low-lifers who are in the bar at two in the afternoon here. You know they don't have jobs...the unemployed and the underemployed. They want their \$2.50 beers and so they attracted those...they attracted radicals and this is like the Nazi brown shirts. These are the guys who do the dirty things. So next thing I'm hearing these rumours about me and then I'm getting reports from the business community that people are coming into their stores and saying that "if you don't put up this poster, no one is going to support you. No one is going to shop at your stores. And the business people are getting a little bit frightened because they don't want to take sides.

They are all...I did my own survey in the business community and I think it was 85 percent who supported everything. Some were against the tower, they wanted the development, but they didn't necessarily want the tower or they wanted a shorter tower or something like that, but vast support. I think the only person who was against it was a new person who moved to Port and she didn't want to lose the Port Mansion because that's where her memories were when she was partying and the other one was a guy who runs the Lion Hotel and I forget what his reasons were. He was just against it for...I don't know whatever.

F: Sure.

D: Because I think his customers were against it or whatever the reason. Other than that everyone was for it. Okay so now I know that the business community is highly in favour of it and now they're getting hassled, they are getting intimidated. People are actually saying to them that if you don't put this up, nobody is going to support you. Next thing I hear is that my advertisers are

saying to me that they're being told that if they continue to advertise in the Dalhousie Peer, nobody is going to support them. So now they go after me personally. They spread rumours about me saying that I'm in the pockets of the developer, saying that I've been promised a job. Now they are going after my business. So now it's gotten personal.

F: Sure.

D: Now it's not just that we can agree to disagree. Now it's we are going to put you out of business. Now they start their own newsletter, now they are going head to head with me and calling up my advertisers and saying "if you quit advertising in the Dalhousie Peer and come advertise with us, you get your first ad free." So they've gone right after me now. This is a citizens group that now is trying to subvert the press. Now I also here from Marlene Bergsma and Calvin Reed of the Standard, they both told me and they both told another guy in our group that if they say anything negative about PROUD or in support of this development, they get bombarded with e-mails and phone calls the next day. That's the tactic they are using.

So now they are intimidating the press. So now I'm thinking that this is like...are they Communist or are they Nazis? They are bullies. They are big bullies and that's what they are trying to do. Spreading misinformation around town and they are. I should have brought their newsletter. When NCS D was formed the first thing we did was we put out a newsletter. Our mission statement is basically to support the development, to present the facts about the development, to support this development by presenting the facts. So we put out a newsletter just a two pager – like one sheet both sides and said that these are the facts, this is what PROUD is saying that's not true: levelling the town, tearing down most of the heritage buildings, totally untrue, but they are spreading it. They are in sighting fear in the community, going around door to door saying that "they are going to ruin Port Dalhousie. You'll never be able to walk on the beach. The peer...they're going to close off the peer." All this stuff is being spread about. We had one woman come to us because she read that they are going to close down the pavilion and this is where they have their picnics. These are the emancipation day picnics. She heard this because somebody wrote a letter to the editor saying that "PDVC is going to close down the pavilion." And we're reading this and saying "gee." I'm writing letters and trying to correct this in the paper, I don't want to be the only one correcting their mistakes so I formed NCS D because I needed somebody else who is trying to remain objective to actually counter this. And then what really bothered me was that a lot of these people were my friends.

F: Sure.

D: And to start attacking personally. You know like my ex-wife. She did a real dirty...I'll get to that later on. The straw that broke the camels back, when I went ballistic was when my neighbour who I had known for ten years as friends, called

up the City of St. Catharines, who was my largest advertiser and says that “I want you to quit advertising...as a mother I want you to quit advertising in the Dalhousie Peer magazine because they promote the growing and smoking of marijuana. I wrote an article it that had to do with those Merccorp? killings. You know the RCMP...they were shot. I wrote an article saying that don't confuse that with marijuana. I mean this guy was running a chop shop, they went to investigate a chop shop and actually found out that he had a grow up operation.

So don't scrap the legislation that has already been put on the table because of this, which is ultimately what ended up happening. Greenspan, a lawyer wrote the same article in the Standard. She didn't call the Standard and complain she did call the City of St. Catharines. So I said to the women, I think I know who this is. I said I've got a pretty good idea...I know who's involved with PROUD and I said this is the neighbour that snitched and I know who's a snitch and I know who does this. I said I have a pretty good idea of who this is. She said it was a woman and I said I have a pretty good idea who this is and this has nothing to do with marijuana and it has everything to do with PROUD. So I called her up challenging her and she admitted that it was her. I caught her. So anyways that was the thing. I called up Bergen right away and I said I hear one more person calling my advertiser and making allegations like that and you're going to be hearing from my lawyer. I said I'm going to start suing people. Anyways it got worst after that. It still continued with more advertisers telling me that they were getting intimidated. We even had one person identify herself as being from PROUD. She said “I'm with PROUD and if you continue advertising...” this is a gas station not a service shop...”if you continue to advertise with Dalhousie Peer I'm not going to take my car here and neither are any of my friends or my family.” Well the women or man, whoever she was called up Bergen right away and gave him her piece of mind saying “I'll advertise where ever I want to. I will not be intimidated!”

I lost some advertising and heard people say “oh I just don't want to be involved” and they'd pull their ad and they would make this excuse saying “well you know it's not really working for me so you know we'll just drop out for a little while.” Some people told me outright they'd say “well until this thing in Port Dalhousie blows over, we're just going to hold back on our advertising.” Well thanks a lot, but if everybody did that I wouldn't have a business to run for.

F: Can I get your opinion on the public participation that was carried out in terms of PDVC's proposal? I know there had been a couple of meetings; do you think that the public participation related to this, have they been effective? Were all the voices heard?

D: First of all public participation...yeah it was effective.

F: All the voices were heard?

D: Well from PDVC's point of view I think what they initiated was they went over and above what they needed to do. First of all they only have to have public meeting, by law. PDVC initiated an initial public meeting as I told you about it in February 2004. The heritage people were the second people to see the massing model right after the Mayor and the Deputy Mayor. The heritage group was the next one to see the massing model. Garcia said, Garcia wasn't there...he doesn't admit that that meeting ever happened. He says "oh well yeah the developers met with a few of our volunteers." No, no they met with the key people except for you and me. They met with the key people to get the opinion. Incidentally, what happened at that meeting...this is all part of public participation. What happened at that meeting was Jack Diamond, the architect was down and Tom Crat his lead architect on this project. They went in there to gauge the reaction among the heritage people.

F: Sure.

D: They had dinner, they had wine at Bergen's house. Everything was social, everything was friendly. Frank Caplan was there, everybody was represented that needed to be represented. Everybody loved it; Bergen said "it's not as bad as I thought it was going to be." Caplan loved it. Oh Christopher Newton – Shaw Festival was there. I guess Caplan spent the whole time talking to Christopher Newton anyways. Dwight Algard who is one of us with the Rotary Skating Path was there, because he's the one who told me what actually happened. Anyways so Dan Rosetta tells me that Jack Diamond had to leave early so he walked out to the car with Jack. Jack turned to him and said "I told you that this wouldn't be a problem. We've got the green light."

So he goes to Toronto – gets to work designing this and two months later after it is all designed he starts to realize that wait a minute there is massive opposition being mounted here. So where is all this coming from? This is all coming from Garcia. It wasn't from Bergen, it wasn't from Kaler, it wasn't from any of those people. It was all from Garcia. What are his motives? Wants to be a hero? Public participation – let me finish up on this. Public Participation, so they had the February meeting which they followed up with the March meeting with the massing model. Then they held the meeting down here at the Legion in May, a public meeting.

F: Was the City involved in any of these? Or were they all...

D: Yeah. The City wasn't involved in the sense that – they knew that all these things were going on and of course PDVC was telling them all of this. The City did not organize this was PDVC that organized the public meetings, over and above what they had to do. They organized the public meeting to present to the public what this was and there were voices on both sides both people for and people against. Some of the people who are for it now were at the time...were skeptical and were asking some pretty pointed questions. So I just know some of

these individuals and I look at them now and I remember them at that meeting asking some very pointed questions, but ultimately become supportive. And that was in May of 2004.

Things progressed and in November of 2004 PDVC announced that they were going to hold another public meeting because now they had more plans, more visuals, it was starting to coalesce now. Before they could do that PROUD decided that they would have a meeting one week prior to that. The purpose: to organize opposition at the PDVC meeting. Okay so this was not an information meeting, this was now a full scale, outright opposition. This is when they started their SOS campaign and they were going to announce their SOS campaign and then they were going to go full till boogie against this. I didn't go to that meeting. I went to the one a week later, that PDVC organized and as could be expected PROUD was there yelling and shouting and screaming "We don't want this. The public is against this, the majority of the citizens are opposed to this," which is not true. So that is what they wanted to convey, so again misinformation and obfuscation of the truth. You know some of the tactics they used...you can read it in some of there right here.

F: Sure.

D: In fact if you want to read only one issue which sums up a lot, read the – our 100th issue, which is – you'll see it there – it'll say "Our 100th Issue" right there. It'll be this colour.

F: Okay

D: But it details everything that happened. How the lies are being spread, how a citizens group that is supposed to be representing the community doesn't represent the community but represents their own interests and now are trying to pull the wool over the eye of the public. Was the public participation effective? Yeah, only because NCSD came on the scene and balanced things out otherwise it would have been a complete sham. The telling moment was the June...2005 June 28th I think or June 29th or something like that...Club Roma meeting. This was a public meeting that the City organized. It was a public information meeting. Public information meeting the public comes to find out information.

F: Sure.

D: NCSD had been formed in November of 2004 and this was now six, seven months later. So we didn't plan to speak. We had already been talking to the consultant, we knew this project intimately.

F: Sure.

D: And any question we had had, we had already asked. This is for the public so we're expecting you know the public is going to come here and this is going to be great because people ask questions. You know...PROUD asked questions...yah, yah there is no question that can't be answered. Well what had happened was that PROUD had organized a protest. They got t-shirts; they set up a tent outside. They were selling buttons, they had billboards – you know “voice your opinion at the public meeting,” you know that sort of stuff and hired a bus to bring people down. Made it...made it into a media event. Of Course the media was there to pick this up. They all got interviewed, a big splash in the newspaper the next day.

So meanwhile it is a public information meeting right. So they all come storming in and the sit themselves in various parts of the room. First of all Garcia and some of the other key people sit right there by the mic so they already had the seats by the mic reserved. So they come in and they kick somebody else out and sit down, Garcia is right there at the microphone and he's the first one to speak. Gets up – does he have a question? He makes a speech and then you're suppose to alternate and go to the other microphone, no he introduces Debby Kaler...and now she's going to speak. Now wait a minute, it is suppose to be alternating, but he introduces her. So who is controlling the meeting now? PROUD, PROUD is controlling the meeting. Do they ask questions? No! They make speeches. This is a public information meeting who are we listening to? You know the first twenty speakers were theirs. Speakers not asking questions, this is not a public information meeting. This is a sham. We were really pissed off. I wasn't even going to speak...and I finally did get up and speak because...I was just so upset about how democracy was being undermined.

F: Sure.

D: And the City let it happen. The City planner at that time...he had already had another job...I don't think he really cared. He was moving onto Sarnia and he was happy to be getting out of this. He had not even tried to control the meeting. He just let PROUD run it. And they would...whenever one of their people would finish speaking, big applause. If a question was asked or the response was coming from the panel, they'd boo. The hackled and booed Spencer Higgins.

F: Really.

D: He tried to answer one question after that he just sat there like this. He didn't say another word. He said that he had never ever been treated like that in his entire life. And this is a reputable architect, one of the top heritage architects tries to answer a question or responds to a statement and he gets booed and hackled. You know I get up there of course they boo and hackle me. I didn't take that shit. I said shut up. Pointed right at the women who started to hackle, I listened to you, you listen to me. People told me later that they were going to get up and speak, but they didn't because they were intimidated and that's what their tactic was.

PROUD was out to intimidate, they are bullies...just bullies. So did public participation work? PDVC did everything they could to facilitate public participation and PROUD did everything they could to undermine it and they succeeded. So public participation was a sham.

F: Try to make these quick. These ones are just your opinion on the City's role. So overall, has the City – the Mayor and the councillors – have they been consistent in their decision making?

D: No, no they haven't been consistent in their decision making. They have allowed themselves to become intimidated. There have been four councillors who understood the project from the very beginning and they have been very supportive and they have stayed on track. There have been a lot of fence sitters that have not...whether this is a good project or a bad project has not been their issue. Is it popular or is it unpopular. Councillors like that we have no use for them. I don't elect a council, I don't vote for a councillor for them to go in there and say that "I'll go with whatever the public wants," because the public is not always the smartest. You elect leaders to make informed decisions and there are several councillors that you could see are just waiting to see which way the wind is blowing. I'm...you know I'll see which way the crowd runs and then I'll jump in front of it and say I'm your leader.

So there's a lot of that so no have they been consistent? The four of them have. The Mayor has, he's been consistent. I think even the Mayor early on could have showed a lot more leadership. He sort of sat back and let these people run things. You know there bogus media campaigns and the Standard has been atrocious in this. The St. Catharines Standard should be taken to task over this. They made PROUD. PROUD sneezed and they were on the front page. A billboard goes up, front page news. Another billboard goes up, ooh front page news again. PROUD announces two months in advance that they are going to be holding a fund raising campaign you get an article like this. We run a successful fund raiser cruise, I send a press release to the Standard – totally ignored it. Like we don't even count because we support the development, we're not news or we don't have any creditability because we support this development. When has a citizen's group ever risen in support of a development, a private development, when? This is probably a precedent. Why? Because it's the right one and because we know that there is this group in Port Dalhousie that is trying to stop something good.

F: Sure.

D: This is our future. You know that's why we rose.

F: In what regards do you hold the City's planners in? Have they been supportive? Have they taken a neutral stance?

D: The city planners?

F: Yeah.

D: Again I think that the city planners have been intimidated as well. Here is the other thing that really bothers me about this whole process. Like lately they've been good, but originally I think that they were intimidated because...just like PROUD would intimidate the reporters, bully me, they were doing the same thing with councillors. You know phone calls, they're still doing it. Still harassing them, harassing phone calls. Councillors hate them now, they're really pissed off because it's been a total harassment and I'm sure that the same thing is happening with the planners. Now I'll give you another little bit of information that is somewhat confidential. In the course of events the City decided, the planning department decided that they were going to hire a peer review consultant. There were a number of consultants, I don't know maybe seven, eight, nine consultants names put on the table. And because PDVC was paying for this in conjunction with PDVC they would decide, the City would decide that they would consult with PDVC as to who should be doing the peer review. Somebody objective, if they are tainted in any way no, they wouldn't be a part of it. They would have to have credibility – you know there are criteria they have.

F: Sure.

D: So they decided that they'd put out a RFP out for three people, for three consultants okay. I hear from the developers that at the very last minute this name was thrown in there. A consultant that had never been on the list before, he just came in there. I'm like what is going on here. Suddenly there is a RFP that the developer had never been talked about before, where did this come from? Now you've got Frank Caplan, he's the head of the St. Catharines Heritage Committee, you've got Carlos Garcia – these are PROUD people right, they are on the executive. You've got Carlos Garcia who's the Chair of the Port Dalhousie Heritage Committee. Frank Caplan's wife works in the planning department okay. Garcia is down there all the time. They're a committee, they've got something like...and you'll read it in here. There's something like seven members of the Port Dalhousie Heritage Committee, one staff member and one council member.

Those seven resident members are all PROUD people, all PROUD executives or married to PROUD executives you know. It's totally bogus. So they had a lot of influence there at City Hall. I went down there and talked to Judy Pihac, the lead planner on this and I said I want all the correspondence that went between St. Catharines...and Carlos Garcia and the planning department because I smell a rat. There is something that is not functioning properly here because there is some manipulation going on. The manipulation that I believe was going on was this consultant that came in at the last minute. Now I found out that this consultant happened to be connected very closely to Paul Hynde, a planner, a planning consultant who they would no doubt use for this development. I also

know Paul... Greg Paul the partner, very well and I know that he is totally opposed to this. So what do you think is happening there, manipulating the peer review. Let's get our peer reviewer in it because we know that they will use Greg Paul, Greg Paul is opposed to this. Why do things like that happen? This is PROUD manipulating the public process and the planners were letting it happen. So I don't have a lot of faith in the process.

F: What kind of a job have local politicians done in representing their constituents? Especially from Port Dalhousie, there are two ward members – what kind of a job have they done in representing the local constituents?

D: Well you got two local Mayor/ward system which I disagree with. I don't think we should be a ward system because I don't believe in parochialism. I think that Sue Erskine has done a fantastic job. She actually brought the project back to life when it was pulled. She is the Deputy Mayor.

F: The revised proposal?

D: Yeah she brought the developers back to the table when they pulled and were ready to walk. She was the one...the Mayor was out of the country, he was in...she was the one who went through and pulled through a team of people to say "let's get the development, let's bring them back." She's always been supportive of the project. Bruce Williamson on the other hand has always been totally against it. You know Bruce is a character. I wouldn't say he's a character...Bruce is a piece of work. He's been a councillor for a long time, I've known of him for a long time. He is very negative towards the business community. I met with Bruce in summer of 2004.

I've always been on his side you know we've always been on the same side when it comes to preserving agricultural land. He's a very strong proponent of saving agricultural land as am I. That's not the issue anymore because of Green Belt legislation that has taken into...it's done. Okay so I know one of the complaints of the business community has always been that Bruce Williamson has never come out to a business association meeting. He's always invited, he always can because he's a ward councillor and ward councillor are automatically part of the business association.

F: Sure.

D: Never comes to a single meeting. Always opposes any business strategy down here. Wanted to rescind the parking exemption by-law, I don't want to get into explaining what that is all about. Basically it means that businesses here do not have to provide parking that they normally would because if they did they would have to change the building next door to provide...which means that we would lose our heritage building. Bruce wants to rescind that by-law that means freezing development down here. We can't tear down the buildings because

they're heritage buildings, but you can't build anything, do anything because you don't have the parking unless you tear down the buildings. I said to Bruce you know Bruce I want to meet you one day I'm really confused where you stand these days. I have no idea. You don't like the status-quo – you don't like the bars and stuff down here, but now you don't want change. So where do you stand?

So I met with him at the park. He had his kids with him, very convenient time. I get him in to a position where he's got to answer something and he'd jump up and go look for his kids, "oh I've got to go get my son, I can't see him." I left the meeting with him more confused than ever. Anyways Bruce is just one of these guys that has decided that he's against this and he's going to...you know you can't reason with him anymore. So has he been a good ward councillor, he's been a terrible ward councillor. He's terribly parochial. Has Sue been a good councillor, not just because she is supportive of this development, but yes, she has, she's open minded and that's all that I ask in a councillor, someone who is open minded and think of the city in general. I mean she does. Bruce, I mean Bruce has his voter base down here and he doesn't care about the businesses – they don't vote for him. You know a lot of those people don't even live in this ward. The residents do, so he comes across as I'm going to fight for you. It's all about getting re-elected and being on the popular side.

F: I know you kind of commented on this a little bit earlier, but in what regards do you hold the City's mayor in? Has he provided adequate leadership – has he been professional?

D: He has, he has in the second round.

F: Okay so the revised proposal.

D: He's responsible for bringing the developers back to the table and he's been very strong...very strong. Initially no, he should have been...he should have been working closer with the planners to keep this on track. He shouldn't have let the planners become intimidated. He shouldn't have allowed the councillors to become intimidated, he should have been reading the right action and saying this is what is happening and these people are just intimidating me.

F: Do you think that has anything to do with conflicts of interest? I mean is he...

D: Well he doesn't have a conation. He doesn't have a conflict of interest himself. I think what it has to do with is to not to appear in anyone camp, trying to be objective.

F: Right.

D: But I don't think that that's the role of a Mayor. I think a Mayor has to be a leader. I think that he didn't want to be labelled as the friend of the developers.

He wanted to appear as objective and by appearing to be objective he did not commit to...I mean he did say that he supported it, but he did not show that kind of leadership early on. You know he's had a pretty rough year. His year died this year...last year – 2005, a pretty rough time for him. He's not running again, the fact that he is not running again allows him to be a whole lot stronger.

F: Sure.

D: And he has been a very strong Mayor as of late, since the second proposal. With the first proposal he could have been a hell of a lot stronger.

F: Now these question...these ones are related to good governance.

D: Good governance?

F: Yeah. So is there citizen participation occurring at all levels of decision making? Do you feel that that is happening in terms of...first the conservation district then with this?

D: Ah yeah. I'd say that there is more than...there is certainly more public consultation than is legislated, than is mandatory.

F: Okay.

D: A lot more, but a lot of that is...has been initiated by PDVC itself. The City is doing what it needs to do. The City...my experience with the City is that the City is very big on public consultation to a fault.

F: Sure. What kind of trust levels exist in your opinion between the citizens groups here I guess. With PROUD and with Niagara Citizens for Smart Development and the municipal government...Do they trust them at a high level, medium or low?

D: I'd say it's low. I'd say that the trust is low because there are a lot of politicians that you just don't know where they stand and they won't tell you. They won't commit and a lot of them are fence sitters. So you can't trust people like that are going to make their decisions based on what is printed in the paper. Not my paper, the other paper.

F: Sure.

D: "Oh this is what everybody thinks, I'm on that side. Ooh suddenly this is what everyone thinks, I'm on that side now," and I don't want politicians like that. I want a politician that takes sides. So I would say that overall there is very low trust levels in the politicians.

F: And this one is...the technical expertise of people, have they been considered in reviewing this proposal, have they been weighed in...of internal or external individuals...

D: The technical expertise of the people...

F: Of the people reviewing it or commenting on it...

D: Oh, I'd say it's very high, very high. First of all the developers have gone for the best.

F: Sure.

D: Everything is the best. The best architect they could find in Jack Diamond, Michael Kirkland after that. And I know in talking to Eric Moog, he told me a story about how he selected Jack Diamond. The story is such...well with his father-in-law who is a renowned architect himself in the States. He said he was with him and he saw a sign that Diamond was doing in his state of Ann Arbor, Michigan. "That's the guy I was thinking of. That's the guy I want to do this." He definitely went out and got the best, Eastern Construction. They only go for the best. The City...yeah this is a big, high profile project so yeah the peer reviewer, the best. Spencer Higgins, the heritage architect, the best. The technical expertise is top notch.

F: Now these are some vision related questions. Do you think there is clarity in the City's vision for the area of Port Dalhousie? I know that's kind of stemming from Port Dalhousie's secondary plan, but that was from the seventies or what not...is there a clear vision in the minds of the City or the people who are making the decisions of what Port Dalhousie should be or ought to be?

D: I would have to say no. The City has come out...just in the last few weeks with a strategic plan, a vision.

F: Right.

D: And I've been reviewing it because I'm going to be writing about it and I'd say that...there are some things that come through loud and clear, like downtown needs a lot of work. We have to concentrate on the downtown. What is lacking in that vision is Port Dalhousie. It's not even mentioned and why is that, because it is controversial. Nobody wants to take a side.

F: Sure.

D: Nobody wants to be seen taking a side, but it should have been loud and clear, it should have been saying this is necessary for the revitalization of Port Dalhousie...for the revitalization of the City. When you are going to revitalize the

City, you start with its strengths. The harbour front is the strength it's often the strength in a lot of cities. This is our tourist...this is our magnet, this is our draw. The vision should have said – build this. It should have recommended to build it. So I'd say that no, there's not a very clear vision. It'll come, it'll come. The chamber of commerce just came out today endorsing this project. The economic development officer who is leaving, who has left the city had an article in the business magazine, Niagara Business magazine endorsing it. He had endorsed it. He got into trouble for doing that...with PROUD. PROUD claiming that he should not be making any comment comments like that, but this is the economic development officer. If he can't then who can?

F: Sure.

D: So I would say that there is not a clear vision when it comes to Port Dalhousie because of the controversial nature.

F: Okay. Now I'm going to talk about system wide plans, here I'm referring to the official plan, the secondary plan and I guess the heritage district guidelines. Do you think that these are being adequately implemented or...

D: Well yes, I think they are. What one has to realize is that plans like that should all be living documents. They need to be revised, times change. Time changes irrespective of what happens in our city. Times change and we have to adapt. You have an official plan that was revised five years ago, it needs a revision again. You know if it was designed twenty years ago, it should be redesigned. The heritage guidelines, I don't care what PROUD says, those guidelines were made primarily for the residential area. I was there and I know we did not talk about the commercial district at all. Yes, they included it, but there was never ever any discern about the commercial district in the five years we were doing it. It was all about the neighbourhoods, all about the residential and Port Dalhousie is very successful residentially. It's not successful commercially. They cannot have guidelines that apply the same way to residential and commercial. They have to be separate and that's what's been recommended in the peer review.

F: I think we kind of touched upon this one – people with the appropriate levels of skills and knowledge have been involved with PDVC's proposal. This is the...now I'm talking about the people from the City and the bureaucrats looking at it. Obviously they have been competent right?

D: Yeah I'd say that our planners are competent. Paul Chapman is a very competent individual and Judy Pihac is a very competent individual. I wouldn't say that they are not beyond intimidation, so I'd fault them for that.

F: Okay.

D: And leading towards the way they think the public opinion is leading, but I'd say overall they are certainly technically very competent.

F: Is leadership being demonstrated in the implementation of the system wide plans? Are they being consistently applied or do we see gaps or some are ignored sometimes.

D: Can we try that question again?

F: Is leadership being demonstrated in the implementation of system wide plans? Are certain guidelines certain times applied and other times not or is it coming through consistently with adequate leadership coming from the political decision makers.

D: Hmmm. I don't really know how to answer that. I would probably have to say...if I had to answer one way or the other I'd probably say...I'd say that I don't think that they are consistent.

F: Okay.

D: But I don't really have anything to base that on other than just a feeling. The leaders themselves are not basing their decisions...they're not always objective.

F: Okay. Have there been assurances given against conflicts of interest by the political leaders or the decision makers?

D: Yeah, I don't think that there has been any situation for conflict of interest with respect to Port Dalhousie. There is nobody that owns property in Port Dalhousie. Nobody that has anything financially to gain by this project going through or not going through, so I'd say yes, it has been adequately addressed.

F: Has there been transparency in the actions carried out by the political leaders? Has everything been...

D: Well of course PROUD would say that the secret report that they refer to – the original planning report that was kept from the public.

F: Right.

D: But there are good reasons for that. It's procedure when a project is pulled, when it no longer exists, the planning report doesn't mean anything and now it's been released so...now that the new report is out – the old report is released. Go ahead take a look at it all you want, it doesn't mean anything, but they didn't release it for good reasons. In my estimation if it was a negative report it would have possibly devalued the land holdings that PDVC had acquired. The City would not do that in any other areas of the City, so I think that the City was fair in

deciding not to release it, for that reason alone. It could have set a dangerous precedent.

F: Do you believe that there was fairness in the process of establishing the heritage conservation district?

D: No, there was no conflict of interest there...it was fair. The establishment of the heritage conservation district was excellent. It was established by the Board, everybody knew...even the opposition was handled fairly by the OMB. Nobody had anything to gain financially whatsoever.

F: This is related more to you being a resident in Port Dalhousie. What kind of a quality of life does Port Dalhousie offer. I mean what were some of the features...I know you elaborated on this kind of earlier, but particularly what were some of the features that attracted you to Port Dalhousie or to be a resident here?

D: Well I like...the things that I liked about...you've got to keep in mind that right now I don't have a lot of good feelings about Port Dalhousie just because of what's gone on in the last couple of years...

F: Sure.

D: And you know I've been victimized by my friends or we were friends. Associates we'll say, not necessarily friends to the point where I was referred to as an Anti-Semite on the front page of the St. Catharines Standard.

F: Really.

D: By the local Anglican minister or our United Church minister, which was set up by my ex-wife who knows damn well that I'm not Anti-Semite because my sister's family is Jewish. So I thought that was pretty unfair, so I don't have a lot of good feelings about a lot of people plus people that were friends of mine, associates we'll say at the Lion's Hotel, these underemployed, unemployed afternoon beer drinkers – I don't feel comfortable walking in there, threats, bullying, sworn at on the streets...things like that. That's what I've had to endure.

So what attracted me to Port Dalhousie? What do I like about Port Dalhousie? I like the water – I like being around water. I like being able to go for a nice comfortable walk in the morning, like a leisurely walk take my dog for a walk – I like that. I like being able to run into people that I know, I like the fact that at one time I felt very safe on my street knowing my neighbours.

F: Sure.

D: You know this past year we've had to install a \$2000 security system with a camera because one of my neighbour is a bully and we had no idea whether she was going to put sugar in our gas tanks or bomb up a pipe tail because she's a nut. This is the type of neighbourhood that it has become for me now. Do I like this town? No, I hate this town.

F: Sounds like things have become a whole lot more hostile.

D: Oh yes...you know that PROUD has split the community in two. They claim that they represent the majority. Not a chance, not a chance. Drive around town and count how many of their SOS posters are in the window and you'll see that they don't even represent...and they've never ever had because I've counted. I've always counted. 600 homes, 660 homes in the residential, in the heritage district and the most they most times they've ever had up was 115. They topped out on 115. I bet you know you may count 30 or 40 and that's...and probably not even that, so that's there support.

But yet they go around saying "we're the majority." What do I like about this town? I love the harbour. I love the fact that you can have outdoor entertainment on a Saturday afternoon. I love the fact that it's got a theatre. I love the fact that there is so much recreation here: fishing, sailing, rowing, kayaking – all these things that you can do a step out of your door. Bicycling...it's very public and you can walk for miles. Public spaces...you meet people that you know, people that are your friends. It's a very comfortable place to live in. Shops...you know.

F: Hypothetically speaking if this development was to come in, how do you think the quality of life will change in Port Dalhousie?

D: It will sky rocket. There's no doubt about it. Right now the worst thing in Port Dalhousie is the late night bar crowd. Now where I live, I'm not affected by it because we're far up enough from...The Westside of the street, the late night partiers don't park their cars on our street. So we never get assailed with them at three in the morning shouting and screaming, cursing and leaving their litter and peeing on your walls, but my friends tell me...the one guy that is in our group – Dave Bedwell, he's a good guy to talk to, but he actually...he and his neighbours stays up...you know he says that he goes to bed on the weekend around nine o'clock and gets up at twelve o'clock so he can guard his house. That's the lifestyle here in summer because people when they get here...you see what we have is we have a large population...an imbalance in the age cohorts that frequent Port Dalhousie.

We have a huge number of young people, like young drinkers – young adults who are 19, 20 – new drinkers that came here to Port Dalhousie and not necessarily even from St. Catharines. They could be from anywhere...they bus them in...they come from everywhere – a very popular place. A 1800 seat patio plus another 300 seat patio and another 250 seat patio right there. You've got

over 2000 seats...close to 3000 seats...close to five, six patios that attract young kids. They come here on the summer weekends, by the time they get here it's usually ten o'clock the parking spaces are all gone. So they park in the neighbourhood. When they come and get their car after the bars are closed... you know one thirty, three o'clock they are rowdy, they are loud, they vandalize and you know this is what happens. They have fights.

F: Sure.

D: So this is what we are subjected to. So will quality of life improve with this new development? Yeah, it eliminates that...gone. You're not going to eliminate all the kids because you don't want to. You want to keep that age cohort to keep coming here, but you also don't want to have three thousand of them running around and they won't be parking on residential streets at three in the morning.

F: Do you have anything further to add besides the questions that I have asked?

D: No, I think it just about covers everything.

Interview 4

June 8th, 2006

F: So we'll just start off very generally. How long have you been a resident?

S: Sixteen years. Sixteen years this fall.

F: And do you belong to any community groups and what are your reasons for involvement?

S: This is the only community group that I am involved with right now.

F: With PROUD?

S: Yes, I used to be a union steward.

F: And what is your present role with PROUD?

S: I'm on the executive and basically the general...body. Anything they set me to do. Actually in reality, to be more accurate I've been trying to contact people in and with other heritage groups for letters of support possible donations and things like that.

F: And your reason for involvement?

S: I'm really intensely interested in heritage issues. My undergrad degree is in History. My husband and I are historical or "hysterical" re-enactors. We do different time periods and we have an 1860 house in Port that we put an addition on that was historically, fairly historically accurate and blended in well and restored the old part of the house.

F: Now I'm just going to talk about the designation or the heritage conservation district. So when was this done? And was this a community led initiative?

S: At this point I wasn't involved.

F: Well, that's okay.

S: I agreed with it wholeheartedly, but I didn't think they had a hope in hell of doing it.

F: Oh really.

S: I thought it was a great idea and also...we have enough stress in the workplace – it's hard to get the energy to get involved with something you should be. It was designated in...I followed it and we voted in favour of it. It was

designated in what – 2004? I should know I wrote it – I was sending mass mailing.

F: No worries, I've talked to a couple people who've said that they weren't involved just then yet. I guess I'll just ask these questions – if you know them you can answer them and if you don't we'll just skip them. Do you remember what led to the adoption of the heritage conservation district?

S: I think it was the second attempt.

F: Okay.

S: The first attempt the vote in the community came very, very close. And I think they just decided to go...we have some 1830's building in the area and they have no protection.

F: Now you said that "they didn't have a chance in hell" or you thought that they didn't. Why did you think that?

S: There's not much interest in heritage issues in St. Catharines. That's my feeling that it's a rather philistine community.

F: Alright and you said that you followed it. Do you remember a public consultation process? Was the City involved?

S: The City was involved in, I don't think you can get a heritage designation without the City being involved. And I know they did a survey of the community and we filled out "yes."

F: And you said that it took a second attempt.

S: Yes, the previous attempt was a number of years prior.

F: Now with the heritage conservation district there was also guidelines that came through. What do you make of those? Do the guidelines – are you aware of them – have you read them?

S: I have skimmed them. My husband is on the heritage committee for Port Dalhousie. Now he works for Fort George with Parks Canada and I met him there. He was supervising me at Fort Mulligan, so we shared interest. So I have skimmed them.

F: Do they have suggestions on development and what sort of development could come in?

S: I guess the one thing that to me that just leaps out is that they do state that in the commercial section, where the old village was that's related to the canal, they say that most of the buildings are two and a half storey to three storeys on a raised promontory of land and it recommends that any new development should be of that height. And there is a whole...if you've been to Port there is that whole string of – where the Tim Horton's is...

F: Sure, off of Lock Street?

S: You've probably interviewed Carlos or somebody or Ken I bet at Tim's right?

F: That's right.

S: Maybe its pseudo, but they're all small levelled, historically inspired buildings that are low. And that is what we assumed would only be considered acceptable. And also we are fairly knowledgeable about international standards. It is a very common thing to have a height restriction in historical areas.

F: At this point and this in only your opinion – do you believe that heritage conservation districts should place constraints on development or re-development?

S: Yes, I do.

F: And why?

S: Because if something...for example...this kind of development it's so huge and so overwhelms you with its building. I think it just takes away from the authenticity and the atmosphere. What's a good example? When I worked for Parks Canada often we had people come in and say "Is this real? Is this building real? Are these artefacts real? Are these barracks real?" I find that the public are very interested. They'll say things like "Oh you can almost imagine that you are two hundred years ago" and things like that. And from a tourism point of view I also think it's important.

F: Ok. I have about six sections that I'll be covering – the first one was just about your involvement, the second one was about the heritage district. This one is about the planning and the public consultation that has taken place or will be taking place. What is your opinion on the process of public participation? Is it important? Should it take place? Why should it take place? Basically the question is – is public participation important?

S: I think that public participation is very important because sometimes you almost wonder if there is any point because the City is just so keen and in favour of this. My continual impression is that most people in St. Catharines are against this. They think this – the development is vulgar. I have clerks at grocery stores

saying “how can they imagine that something like that is alright in a heritage district?” I think people want it to be small and cute. They want it to be tiny. And I guess I’m just an old socialist, but I feel that all these things affect our life and well-being. I came across this great quote by somebody who’s the Chair of England’s Heritage, going on that “what we build says something about our aspirations and what we want in life and we can’t just preserve a small area for the future.”

F: This is an interesting question. Why do you think there is such a rich history of civic involvement in Port Dalhousie? I know that before PROUD, there used to be the Port Dalhousie Quorum and they were involved in this type of stuff. And then PROUD came along. So why do you think residents of Port Dalhousie are so involved in the community?

S: There’s a really interesting mix I find in Port of people who have lived there for the last fifty years and anybody who’s come...if you’re less than that, you’re a newbie. And also there are a lot of professional people. And so you’ve got a mix of old timers maybe saying that “ok this is time to put our foot down.” And a lot of the professional people who have a lot of connections, have a lot of knowledge and know how to get information about how to get things accomplished. The only good thing about this is that I’ve met so many of my neighbours, there some really neat and interesting people doing everything across the spectrum. And you do feel like you’re in a neighbourhood. It’s like a little enclave. And there is more of a neighbourhood feeling I think than a lot of the other areas.

F: Now I’ll just talk about the proposal put forth by PDVC. I assuming that you’re aware of the proposal for re-development. Any idea of when the land was acquired...or how did you find out about this?

S: I found out about it in the local newspaper. When they sent it out about the next meeting and this was only a few months after it was declared a heritage district. And the proposal was just simply a slap on the face.

F: And your initial reaction was...

S: That of horror.

F: I know you kind of commented on this a little earlier, but what is your opinion in terms of the scale and the height of the initial proposal and then the revised one that has come forward?

S: I think they are both just too massive, absolutely massive. It overwhelms the existing buildings and I think it will just destroy the mood. And I’m also concerned that archaeology should be done in the area. It’s such an early area and that whole area should probably be excavated. It’s just that...I think to Colonial Williamsburg and Old Strutburge? Village and Black Creek Pioneer Village and I

think people go there because it is cute, and its ambiance and it is on a human scale. And it just takes away from it. The buildings, the heritage buildings in Toronto they are cheek by gels skyscrapers; it just doesn't click very well.

F: You kind of talked about the drawbacks of the development, can you see any opportunities coming through from this development?

S: Actually no I don't. I really fear a lot of things. For example in my presentation to City council that I've been working on – let's face it the exchange rate is going up, the interest rates are going up and I wrote this weeks ago and I'm thinking all we need now is a attack of SARS or terrorism threat and the developers will say "oh we're so sorry, we can't afford this. It is just infeasible to have a theatre at this time." I think that the theatre has been the sugar coating to this whole proposal. And I don't think they have any intentions of the theatre. It's in order to sugar coat.

Theatres are like Mom's and apple pies – how can you say that you're against them? And I don't think they have any intentions of the theatre. And now we have had a terrorism threat and it may not affect the US border, people forget soon, but it's like...Also the other concern I have – they are thinking that this will make Port Dalhousie feasible to tourism directly, towards a destination all year around. Well lots of shops and stores and restaurants in Niagara-On-The-Lake, which has more of a bigger core and more attractions then we can ever have shut down in the winter. We have winters in Canada. It is damn cold and we don't want to be shuffling around in the snow from shop to shop. It just seems that we are being fed a load of...

There is room for some development in that area. That ice cream parlour thing is no big whoop. The other thing that I'm also concerned about is all these condos. I think they will belong to the type of people who will spend their summers in Canada and their winters in Palm Beach, like Eric Moog. They don't live in Canada in the winter. So that's not going to do anything for the economy or keep stores open down there. I just really think people...I think it's really going to kill tourism. It's not going to stop the bar noise which my end of town does not bother me. It's like I hear kids screaming, I go right back to sleeping again or young people screaming because they can't remember what street their car is on. And then to have all these millionaires living in that building every time they are annoyed about there is too much traffic down there.

I'm afraid that there will be creeping incursions that we'll have to oblige them because they are rich people with access to the park. And the other thing I like about Port Dalhousie, I should have mentioned it before is that we have working class people and professionals with heaps and heaps of money. They're almost cheek by gel. Like I think a lot of my neighbours are factory workers, they work at GM and what was my point? I did have a point. Oh I know – anybody that comes to Port Dalhousie can spend money – hop in a bar. I've seen punk rockers and

kids that don't have a cent, and they can walk up and down the pier hand in hand...And if everything is turned into a strip mall...I ramble...

F: Oh that's okay. Has there been a community advisory board established to talk to the proponents of the development? Or was it basically just PROUD that took the initiative?

S: I think that it was basically PROUD that took the initiative and that seemed counterproductive because it seemed that they were stonewalling and leading us on that they were willing to compromise when we should have been getting re-organized for this. I think we were hoping to believe that. So it was basically PROUD.

F: What is your opinion on some of the concessions that PDVC has offered in their revised proposal such as, they talk about the conservation of parklands and parking and access?

S: Some of the ideas down there aren't bad. But one problem that I have is in talking about that pseudo canal fountain and you shouldn't really be doing that unless...I think there should be archaeology done to trace the original canal. So it looks good on paper. And some other things that they say, the City should really be doing anyways. The other concern is the whole idea of having the carousel in the glass building. Glass buildings are very prone to extremes of heat and cold. What else? Some of the landscaping ideas are not too bad maybe after archaeology they wouldn't be bad in following up on.

F: And parking, because I know that that's a major issue right now.

S: See parking isn't my major problem because I usually walk down. I'm within walking distance. But I think in their parking study they are talking about places that used to be bars won't be bars anymore or they'll be just wine bars for the theatre goers. But they're not taking into mind that thousands of families are going down there again you don't have to pay any money, walk all the kids down the beach. I live about – at the corner of Christie and Dalhousie and its three quarters of a mile down and on weekends it is backed up to my street. I can't go through the downtown I don't bother in the summer. The congestion is terrible and you sometimes worry if there was really an accident or something at the beach – could an ambulance get to them? There parking does not...is misleading because all they are talking about are bodies and chairs and the various hotels and things and that aren't the only people down there, it's the families and people in cars that hang out on the beach.

F: What is your opinion on the public participation that has been carried and is still being carried out with the proposal? Has it been effective? Have all the voices been heard?

S: I just feel...I feel that our side of the story has not been covered thoroughly. And it is extremely frustrating, for example at the one meeting – it was supposed to be a question-answer meeting. So we're asking questions. Whenever the pro tower side felt we were...our side was rowdy and started waving papers in the air. And we were told before that we were intimidating because people were sort of clapping, grumbling going "yeah" the sort of thing that large groups of people do. Considering that we're all middle-aged...and a lot of us are professional people. Like how threatening could we be? I'm not going to get people beaten up. I'm a middle-aged librarian.

We were very scrupulous about not cheering and clapping too much because we may intimidate the other side. What they did was this paper waving thing in the air. And the City staff...we were told that if anyone misbehaved they'd be ejected and City staff did nothing when we complained. All the paper wavers should have been ejected. Had we done that we would have been. There's been a subtle slant to listen to our side of it, we don't...it's like the paper doesn't want to cover us thoroughly or like for example one of the people from the other side kept claiming that he was physically threatened and being cat-called.

One of the so-called cat-callers is an eighty five year old neighbour of his who was saying something like "we're going down to get your ordwars?" like that's not exactly a cat-call. He claimed that people had thrown punches at him. Things like that...things that I know more of the background about. And that was covered in depth in the newspaper but it didn't investigate about it. If he feels so threatened, has he gone to the police and complained about it? And they didn't come back to us to find out if it had happened like that.

F: These are some questions based on the City's role. Overall, has the City and here I'm talking about the Mayor and Councillors specifically, have they been consistent in their decision making? And if not, why do we see the inconsistencies in passing of the heritage conservation district and then entertaining this proposal?

S: I think that there is probably very little except for Bruce Williamson, very little real interest in heritage issues in St. Catharines. I find a lot of the city councillors are small business people. Sometimes I think there's a reason why they are small business people because they are small minded. They think they are very practical in everything. I know that to be fair, municipalities with all the taxes dumped on them with the Harris government and everything, federal government...there's all this downward – the federal government, the provincial government are out to raise their taxes and its all been dumped on the municipalities who're being screamed at and it's a difficult position for them.

And I guess they see this, I think they see this as "the development" and I see it as exploitation and a destruction. And they want to believe it, they don't have that many opportunities to attract anything at all to St. Catharines and I think it is a

self-perpetuating problem. There's nothing here to attract let's say educated professional people and perhaps the kind of people that are creating knowledge industries or small knowledge industries. It's all...there was a thing in the newspaper claiming that the average...the illiteracy rate in Niagara area is 60 percent. That is staggering to me.

And I think you need to attract people who are professionals, who have degrees and even ideas that they want to follow up on in the business mind, rather than this whole project is going to create maybe a few minimum wage jobs for guest boys and cleaning staff, they'll probably hire teenagers for check-in. *Maybe the supervisors might have taken a business course at Niagara College or something, but again it's mostly going to be low wage jobs.* Actors if they do the theatre, which I doubt, the actors aren't going to be media coupled. I think it's the act of people who are desperate and they really have no interest in culture or heritage and they don't appreciate what they have.

F: In what regards do you hold the City's planners in? Have they been supportive of your cause or the other cause? Or have they taken a neutral stance? Have they been professional?

S: I don't have much personally to do with them. But actually I sort of have contempt for Paul Chapman now certainly. One of his public statements he made for the newspaper he was recorded as saying that he was influenced by the Spencer Higgins report and also by the ERA report. Well, I said to my husband to get all this stuff so that I can read at home on leisure and the Spencer Higgins report does things like cite a Parks Canada Standard or Spencer no not Spencer, the Venice Charter and then disregards them.

He'll say something like "things should have a similar feeling in mass etc." And then he'll say "it's a bold move to build a 17 storey tower in a heritage area." And to me if the planner can read that and not see through it...it's like me wanting to dart a kiddie brothel for children and say well kids now days consume so much sex on TV, its okay. That's sort of an outrageous analogy, but I fear...I should discuss about the heritage consultants let me tell you, they'll sell themselves to anybody. I read all these documents. My husband works for Parks Canada and he has taught those standards in Parks Canada wide training courses and that's not how they are meant to be interpreted. It's disgraceful...I'm astounded.

F: You've kind of touched on this, but I'll go ahead and repeat the question again. What kind of a job have local politicians done in representing their constituents? Have they accurately represented? I know there are two ward members from Port Dalhousie. Have they done a fair job?

S: Well I was impressed for a while with...I've been impressed with Bruce Williamson before I actually met him when this project came up because he...again he's a school teacher and not all school teacher are intelligent. All his

comments were usually intelligent even if he disagreed with them all his comments were intelligent they weren't knee-jerk. And then I was even more impressed with him after I met him. And Sue Erskine I really think she's got blinders on because most people that I speak to don't want this and they see through it. I've got you know working factory guys going "who are they going to kid that there's going to be stores open all year around." They can see through it. I think she's also placing herself, I think she wants to run for Mayor. It is pretty obvious and this is her killer project that she thinks will help her get it. I'm just not very impressed. I have no energy otherwise I think of running myself, but I don't.

F: In what regards do you hold the City's Mayor in? Has he provided adequate leadership? Has he been professional? Has he declared any conflicts of interest?

S: Well actually I'm not sure if to me it is a conflict of interest, but apparently some of these people, I'm not sure exactly how these people have been given copy of documents...these people were major contributors to his campaign and to me that is a conflict of interest. And I think the other source of bitterness again is I've had a look at the Municipal Act and it is so vague and so full of holes and also the follow up I read said that you really can't get anybody with the...For example there's a whole secret committee that he formed to lure them back. And it seems to me that the legal or certainly the morally correct thing to do is prop that council, I'm sorry not the council the committee formed by the members of council and have an open selection of members and that is really bordering on morally repugnant. The awful thing that I think is that we have a lousy track record of Mayors in St. Catharines anyways. I'm not really very impressed.

F: So I believe the following questions are going to deal with principles of good governance. Do you feel that there is citizen participation occurring at all levels of decision making that has gone on with PDVC's proposal?

S: Actually I don't think there is. Because we are all new at this...maybe this will be a good project for you or maybe somebody else: a guide to community group and how to fight stuff like this. We were told for example that we could not go anywhere new the peer review, ERA the peer review because it would be seen as conflict of interest. We found out later that the architect could and this is very common, so we really felt that we were misled. This is a common thing to do. So they got more of their side than of our side. I don't know it somewhat seems to be more weighted if you're rich than if you're just an ordinary citizen.

F: What kind of trust levels exist between the citizens group and the municipal government? Here I'm talking about PROUD. Is there a high level of trust, low or medium?

S: I think there is very low trust in PROUD. The other community group I can't really say.

F: Are the technical expertise of either internal or external individuals being considered or weighed in, in the decision making? I know PROUD had a lot of people comment on...especially on your website, people like Jane Jacobs. Do you think their opinions have been weighed in?

S: I don't think they have been weighed in. The whole process seems to be against you. It seems that if people from outside the community comment its like "oh you shouldn't be getting people from outside to comment." But when they get people from outside the community to comment, its like "these are our big heritage experts and look what they said." And as a union stewardess I've seen this before. It's a different proposal when it is convenient; it's the same proposal when not convenient. It really is unfair or weighted towards people with lots of money.

F: Is there clarity in the City's vision for the area of Port Dalhousie? I know they have a Secondary plan...do you think that's an adequate enough vision for Port Dalhousie?

S: I haven't looked at that plan from the seventies in ages, but it certainly didn't mention a massive development like this. It seemed more like a continued improvement...rather than something that is going to obliterate the whole town.

F: I'm going to refer to system wide plans which refers to the Official Plan, the Secondary Plan and the heritage district guidelines. Grouping them as system wide plans...are they being implemented the way they should be?

S: I don't think that they are. I just feel that there is just so much double speak. They seem to be claiming because they're not...they first started intending to tear down two heritage buildings including one that was designated. Now they are ok "we'll save them" and they don't seem to have any sense for what is considered assurance in my reading on heritage standards internationally. "Okay we're not going to tear down any of these old buildings, so this is okay?" It is rather going about scale, proportions, size – the Venice Charter and the Canadian Parks Canada heritage standards don't say that no you're not supposed to build a 17 storey condo in a heritage district, but that is implied very strongly. And no, they are not.

F: Okay. Have people with the appropriate levels of skills and knowledge been involved with the PDVC proposal? Basically what I'm getting at is from their side are the people competent? The people who have looked at the proposal?

S: Oh I'm sure that they are competent, but whether they are intellectually honest is another story. In their place they are not going to get big fat contracts if they say "you can't do this or you shouldn't do this." I'm sure they are competent I just think that they are immoral.

F: You said that system wide plans are not being implemented so then I guess the leadership...well the question was: is leadership being demonstrated in the implementation of system wide plans?

S: No, to me it is like...they're a lot like the expression that "the rush is waving in the wind." When they think it would be groovy to have a heritage district in St. Catharines they wave one way and then when a big developer comes in then they wave the other way.

F: Why do you think that these inconsistencies are coming through? Why is it so "wishy-washy"?

S: Because I don't think that there is any real interest in heritage or preservation. None and money talks louder than community, heritage whispers and money screams. I don't know.

F: Is the leadership from the municipal government free from conflict of interest? If not, who are the offenders, is it the elected officials or is it the bureaucrats and administrators?

S: Well I mentioned before about how Tim Rigby has gotten campaign contributions from the developers.

F: Sure.

S: And also you do have to wonder if Sue Erksine is going to be running for Mayor and the other Mayoral candidates who have announced themselves are pro-development. You wonder what sort of pressure that puts on a planner. I know it is very implicit being in a work place where people are hostile to you and it would probably be easier to bend. I don't know. I can't tell. I don't think...there...if you have no real interest in the issue it is easy to find excuses why you don't have to follow or understand these subvert points of heritage preservation.

F: Has there been transparency in the actions carried out by the political leaders. I know you sort of commented on that.

S: Yes. No, basically no.

F: Has there been impartial and effective or I guess fair enforcement of conservation rules especially within the heritage conservation district?

S: No, I don't think there is. They are even arguing that because the commercial district is on the edge of the heritage area, but it is still within the area. And with the new Ontario Heritage Act, which is granted largely as improvements...on

sightlines within sight of a heritage area are considered important. They obviously don't even want to look at that and think about it.

F: Was there fairness in the establishing of the Heritage Conservation District.

S: You see I wasn't involved with that. I had a chance to vote on it and I did. At the time it seemed fine to me.

F: I know there hasn't been much time since the conservation district was passed and the development was proposed, but in the meantime has there been fairness in the management of the site?

S: I know of one case before the new Ontario Heritage Act came in, there was an interesting Victorian house with really neat windows and the owners...council rushed through...my husband was looking into having Willowbank, which is a conservation school, they wanted to move it and maybe on their lands and use it as a project, which would have been at least preserving the building even though I think heritage buildings should be left on their original lot whenever possible. And it did belong probably to people who were prominent in the community in the Victorian period. And we have a similar house and we put in an addition on it and we got lots of compliments. And council basically misled the heritage committee and rushed through a demolition order so they could demolish it they built a really mundane house on that site and we thought...I know my husband is on the heritage committee and he was furious.

F: Do you think that political decisions have been balanced so far or have they been basically on one side in terms of the proposal?

S: I think they have been biased in favour of the proposal and also making public announcements that you're for it from the minute...on the first one they withdrew it certainly seems to be quite biased and not listening to our concerns.

F: These questions are just for people who live in Port Dalhousie. What kind of quality of life does Port Dalhousie offer? What are some of the features that drew you into Port?

S: It's the heritage buildings. My husband and I had a running joke that we bought our place which was kind of a wreck, because we loved the windows. It had the six over six Victorian windows and everything else was gutted. And I love the trees, lots of mature trees...and also it's quite most of the time you can walk your dog on the road and not need the sidewalks. A lot of the houses are close to the street, we meet a lot of the neighbours gardening. A lot of dog owners. We have a dog and the view of the water, the whole mood of it. Just having a mature neighbourhood; whole grown trees, the canopy; the mix of houses and also a real mix of people. Fabulously rich people to working Joes and single moms and you name it.

F: How will the quality of life change if this proposal is approved?

S: While things are under constructions the public will not have any access to the beach. I just don't see...and also I'm just really concerned about the future. I think there's going to be more bars and restaurants than...actually I feel sorry for anyone who invests in a small business down there, like a small shop. I think there are locations in Port that are just not practical. I've watched businesses start up and clean up so quickly in so many locations and having more of these isn't going to solve them. I'm also concerned about the view lines and I just think that it's going to be the kiss of death. There are several large lots, very large lots for sale.

Legally I don't see how they can say you allow these for these people and I've got two houses together, tear them down and put a condo there. Legally the precedent...and there are several large lots for sale in Port Dalhousie or have been bought and they are just waiting to find out. And then you'll have a spotty kind of neighbourhood with condos and older houses with creeping condos. I can see twenty condos blocking the lake, a wall of it. It's worth it as an investment and this is the thing edge of the wedge.

F: Is there anything else you would like to add that I might not have touched upon?

S: Actually I don't think so. I've rambled enough.

F: Okay.

S: I feel very passionate about it.

F: That's great and that's why people should be involved in their communities.

Interview 5

Friday June 30, 2006

F: So we'll start off very generally – how long have you lived in Port Dalhousie?

N: I have owned property here since 1980 and I have lived here since 2002.

F: Okay and do you belong to any community groups?

N: Right now I belong to the NCSD ground and I belong to the Business Liaisons Committee of St. Catharines.

F: And what are your reasons for involvement?

N: It's a situation where...you know you've worked in the community: St. Catharines and Port Dalhousie for a lot of years and it's giving back to the community. It's sort of like we have the time available, we have the money available and it's giving back to the community some of the knowledge that you've gained over the years.

F: What have been your past and present roles? You said you were with the Business Liaisons Committee and...

N: With NCSD it's a situation of advising them from the stand point of a developer and some of the complications that arise from that point of view.

F: Sure.

N: It's also the history. I've done a development here in Port Dalhousie and have run into a lot of opponents to the development. So therefore I've been through it and understand some of the complexities of the situation and I was able to pass a lot of that information onto NCSD. I was also a member of PROUD originally and they asked me to come on board because I had done a number of developments that had covenants on the lands and the properties that were subdivided. And those covenants they wanted to analyze with regard to the restrictions on homes being built in the Port Dalhousie historic district.

So they asked me to come on board. I left them because they were against the new development here and I felt uncomfortable with their approach and how they were going to run their situation. So I joined NCSD and I was actually one of the first eight members in NCSD asked to go for that reason. With the Business Liaisons Committee I'm there because I am a developer. I'm there because I've been in the community, I understand the retail market. I've managed Pen Centre in the seventies during its closure and I'm a CSM. So from a business stand point they asked me to go on from that point of view.

F: Did you want to...and if you're comfortable touch up on the difficulties you faced as a developer? I believe it was in the eighties – '85 with the Muir Dry Docks?

N: Yes, Muir Dry Docks. Yes, can I go on further with other developments and so on?

F: Sure. I mean whatever your experiences in Port Dalhousie or...

N: Quite frankly it's a lot of...the experiences are...it's basically the people who have been in the area for a longer period of time have this feeling that they control and or they love that area and no one else can love the area. It's theirs alone to love because their grandfather was there and their children were brought up. When I was developing in Ellicottville I was the bad Canadian coming down there to do this development.

"My God look at what you are doing to the village." Met with the Aldermen at their home from time to time, the common denominator in their beat was "look what you...look what development has done to the village. Look what it's done. The Canadians are down here, people from Cleveland are down here and we've lost our shoe store, we've lost our men's ware store, we've lost our ladies ware store, we've lost our grocery store." They were going to be lost anyways. The Wal-Mart shopping centers were coming; the Zellers shopping centers were coming in the sixties and seventies. Suburbia was happening; it was going outside and drawing into the larger centers. Those stores only had a short life time anyways, but you could not convince those people of that fact. There was no chance you could convince those people that it was that type of development: the suburbia and the shopping centers that were doing it and not in their mind – not the people coming in and building new homes and chasing people out because the prices were going up.

"My God you are raising the prices up. Do you know how much money you paid for that property?" When I told them that I was going to get \$25,000 a lot for my development, one guy got up...one of the councilmen got up and said "I think we should have Mr. Rockwell arrested and put in an insane asylum because he is so stupid to believe that he could sell them for \$25,000 that there must be something drastically wrong with him." And he said it seriously. He really believed...he's right, I never sold one for 25,000 – they were all for way more than that, way more than \$25,000. So he was right to that fact.

When we came here Mel Berg and I, when we started to develop this area it was an old run down building. I'm a runner, I was running by one morning, I looked out and the sun was coming over the building top and I got on the roof of the building because it was a derelict building. I got on one corner and I said this is the most incredible view I've seen in the city of St. Catharines, this is awesome and it was right here. The roof was about as high as that rail so I'm standing on

top of that, we lowered some beams to make this happen, but I was standing on top and looking out over that corner out there and I said that this is just beautiful. But I had been managing Pen Center and I traveled for one year with my wife and I wasn't quite sure how to go about doing this, I knew how to run a shopping centre, but I didn't know how to get a piece of land. And then I got in touch with Mel and we made an agreement with the city to purchase it and then all hell broke loose. Everybody wanted it – Welland Canal Preservation wanted it; the boxing club wanted it; they wanted it for an old age home; they wanted it for everything and once you start with the people where there is more than one you have a problem because everybody has a different vision. They...from a development stand point, is it Fazil?

F: Fazeel.

N: Sorry, Fazeel they come to us and said look...we were originally going to put ten residences there and they came to us and said "oh no, no we can't stand that." And you know what they were going to zone it as? Commercial! I said you want this to be commercial? This is the craziest...are you guys nut? Yeah we'll make it commercial if you want, but that's just stupid. I mean this is not a commercial area and we have no access to get in here so how are you going to have a commercial area? You get us access to get in here, a road coming in and we'll make it commercial. Well they couldn't do that. So back we go with the residential.

Right now...when you start with people – everyone's coming in with their own vision, somebody will vision this, somebody will vision that, somebody will vision certain things. Right now we have three homes, 17...over 17,000 square feet with nine people living in that. That's wrong! That is wrong, that is wrong in anybody's book. That should be at least ten homes at 1700 square feet or eight homes at 2,000 square feet, but not nine people living in that type of square footage, that's ridiculous and that's when people get involved. And then on top of it when you build what they've told you to build, what you've negotiated to build because at some point of time you say okay I give up. I mean we're now into this thing for ten, twelve years – I give up. You know, you design the God damn thing and I'll go build it.

So that's basically what happened, we built it and then they said "look at those monster homes. Why would anyone want to have a home that large? They should be...shot because they built those homes like that." And they're right, there shouldn't be this style of home, there shouldn't be this size of home especially in today's market, especially today, but this is what they put on upon us and it happened to Eric Moog, it happened to me at Ellicottville and every time it happens to you...now Ellicottville turned out really, really good. I go down there and I lived...I had lived there. I have skied there since I was nineteen. I did the development when I was...probably forty...forty something maybe forty five – maybe a little older and they knew me so I had a very...it was very similar to this

one. There were newspaper articles every week. There were two newspapers, one was on the one side and one was on the other side. People were fighting in the bars and arguing and screaming and this is ridiculous you went like this man...he owns the property so let him do it and on the other hand he shouldn't have control over it and we're a quite little village and he's going to monster it up.

Well I did very village styled homes, I did sympathetic homes to the historic aspect of Ellicottville and it went...after it was done they all praised me, the Mayor, everybody that was involved. Even today after twenty years they say "excellent job Norm" and the one fear that they had was that the locals could never afford to be there. Well most of the people there are locals now. The locals have come there they've gone away they've made some money they've come back and with today's computers and the way you can run your business, they can have their head office in Cleveland, they can live in Ellicottville, go play golf and go skiing in the summer and winter and still do their job. Their sales job or whatever they're destined to do. They can make big money and still live in Ellicottville and they can afford those homes there, not that they are that expensive anyways, but they can afford it. So that's worked out in the positive sense and generally speaking here too. This has worked out in the positive sense.

F: Okay.

N: It's wrong that there is this much square footage, but we love it.

F: Sure, I could imagine that. So basically the problem comes in...you were talking about visioning...the consensus building. Once people come in with different visions it's just...

N: It becomes a mishmash.

F: Okay.

N: You cannot please them and this is very important I want you to understand this. The ball keeps moving with those folks. You put...they'll say that this is what's wrong and this and this. And you say okay if we solve that, are we okay? "Oh yeah absolutely," so you solve those two problems. Do you agree with these two problems? "Yeah, but we still have a problem over here." Well wait a minute that wasn't a problem before, do you have any other problems. "Yeah we have this one and this one and this one." Well they're not as big as these two because they brought those up because those were two big problems, you solve them. Now these little problems compounded by these two big problems are starting to cost you money.

F: Sure.

N: Big money.

F: Absolutely.

N: You know two problems you could take care of – you know what that's going to cost us an extra \$100,000 but we can swallow it. But now you add these other three that are going to cost you a \$100,000, now you're at \$200,000 – now you're starting to talk money on your project and you're saying can I get this money back? And then you finish – you mitigate for these three and now pops up two more. Every single time and I don't mean two more they might be twelve more. No matter what happens down here in Port Dalhousie I told those guys right of the bat...I said no matter what you do, no matter what you do – that ball will keep moving and there is fifteen things there on the market. There's parking; there's mass; there's tenant mix – they'll be running that shopping centre for you, they'll tell you before they're finished what you can put in there because they already started with the theatre. "I don't want you to put that theatre in there." What do they know about theatres?

He hired the best! He went out and hired the best you could get for theatres. The best in Canada maybe the best in North America and somebody who knows nothing about theatre is saying "I don't think it will work." Well prove that it won't work and maybe I won't do it. But don't tell me just hypothetically for that, so you can't let them get in...and they're going to be there. It's happening more, more and more especially in the small communities, especially where people want to live and they always bring up the point "why isn't it going downtown St. Catharines?" Well no one wants to live there. Go build it and you can't sell it. You got to build it where it can be sold.

F: Sure.

N: And you can't just make people go there because you built it. That build it and they'll come, it's a crock. It doesn't work that way.

F: Plus it's a huge risk right?

N: That's right. Yeah – the downside is huge and the upside is small you know. I mean what developer...and they're gamblers and that's what a developer is. So from a visions stand point their vision...the NIMBY group or the opposing group, their visions are what they see for their future.

F: Okay.

N: They don't see, in my opinion, in my humble opinion they don't see it for down the road future.

F: The long term?

N: The long term. They see if for the short term because most of them are in their...they have the time to oppose, they are over fifty years old, their children are gone and they want if for themselves and they've only go twenty years, twenty-thirty years to live, maybe thirty five on the upside. Their vision is a very short term vision and I want to point out again the ball never stops. Okay.

F: Now you talked about NIMBY. Just getting into these set of questions about planning and public consultation – so what's your opinion on the process of public participation and consultation? Is it important? Is it important at every step? Should everyone be involved in the community or should it be a set of community groups? And when should it take place? Should it be city led or...

N: Did you ever read Merritt by...I just had the book here, I probably have it downstairs...have you ever read it, Merritt?

F: No.

N: No, okay I'm going to give you the quote...just hold on...I don't have the author of this book, but if you want to do something with this I can get you the author.

F: Sure.

N: This is about Merritt, William Merritt.

F: Oh ok sure...William Hamilton Merritt, the Welland Canal...

N: This is right here. To me this is extremely applicable. "Merritt originally conceived the canal as a government undertaking," which I say possibly the first CIP – Canal Improvement Program..."this appeared implicit in the petition of 1818. However, events soon changed his mind. A survey by government engineers favoured a route from the Grand River to Burlington, a distance of some fifty miles which was almost double the length of the Twelve Mile Creek route. Despite the length this proposal was favoured by the military, being that it was well backed from the frontier." That's because of the War of 1812.

F: Sure.

N: Okay and they wanted to keep it to the interior in case there was another war. "But this was entirely contrary to Merritt's interest and intentions. Such a canal would not benefit to him personally..." which is another thing that people who are against developers hate the thought of them making money. They are greedy individuals and that's all they want to do. Well Merritt is given glory and rightly so, but he wanted to make money.

F: Sure.

N: He wanted his mills up there to work and his other businesses to work. "Under these circumstances..." that he wanted to go on..."under these circumstances the organization of a private company which could choose its own route became vital." So he's getting rid of the government thing and going on his own. "To this end Merritt gathered some of his friends and supporters at Shipment's Tavern March 22nd 1823. He was impatient with the outcome. He wrote to his wife Catharine: At the meeting Saturday nothing was completed. Most of the men have narrow minds. They cannot comprehend any measure beyond their daily concerns. They are fearful of some imaginary evil and they do not dwell on the public good. I am and hope will be wise enough to be adverse to public meetings..." meaning he's not going to anymore of them.

F: Okay.

N: "I have never seen any good rise from them. We have however, determined on having the lands surveyed and getting bonds from every person living on the route" in other words we're going ahead anyways. So my point here on this is the same things that he fought in 1823 on March 22nd in Shipment's Tavern are the same things these people were fighting and we were fighting and they were fighting and every development is fighting and his opinions – and I have to concur with his opinion that there's a lot of people there who have narrow minds and are fearful of some imaginary evil. They can't go beyond where they are and it's people like him with the visions. People like Dan Rosetta with the vision; it's Norm Rockwell with his vision or vision in Ellicottville or a vision some where else you know. It's those visions that make the world progress and if you stifle those visions – yes, it may bring...

I do believe unlike him, I do believe that criticism is good. I think that some criticism is good. I think that what PROUD did originally: coming to the forefront and saying what they felt was good. Then I think they carried it too far with...quite frankly they did exaggerate, lie and do some things that misrepresented and I don't care if you write that. I absolutely believe it. Okay and that's where it was bad, the good part were that they put the developers feet to the fire, if you will on a couple of issues. That is the restoration of the Lakeside which they were going to take it down and just do the façade. Now mind you that cost them probably about a million and a half dollars to agree to that, but you know they've got to get it out somewhere and on a big project like this you can do it. On a small project you walk away, but that's feet to the fire...they got Higgins. Higgins said that...Higgins also wanted to do the fronts along Lakeport Road a little different – that, that's going to cost them money, but on the other hand I do believe that it does give a little more of a heritage look to it. They got what they wanted with regards to the lowering of the height of the condo building.

I quite frankly disagree with that because now I think it's a building you can see anywhere in Toronto, anywhere in Hamilton, anywhere in Niagara Falls. It's not a icon and I think that diminishing of that icon is not a good situation. But if you look at it from a developer's point of view and PROUD's point of view they came to a compromise that both of them can live with. No, sorry one can live with. So in other areas they've made them look, they've made the developer not only in this development but in other developments they make you look inside what you can do. For example we were going to go the government and have the road in through here. Okay and because of the complications we were going through we said "oh the hell with it, we'll build bridges up here and that's it." Well quite frankly it's better for us that we did because this is our living space. It made us reverse the whole thing and at first we were looking at it and saying that this just doesn't make sense, nobody lives like this, but now that you live in it, it's the way to live.

Yeah so sometimes you get forced into these situations. So getting back to your question about the public meetings and the public good I think there should be some public meetings and I think the developer can listen to them. I think that compromise to some extent is good. I think that the developer has to say though "give me all your points, don't give me three or four of them, give me all your points now and I'll deal with them all. If you give me anything after this date, I will not deal with it."

F: Right.

N: "Okay. I'm not going to deal with them one by one. I want them up front right now and I'll see if I can deal with them. Now if I can't deal with them I'll tell you that I can't deal with them and then Council can make a decision whether I can still go ahead with this or not."

F: Now that would probably lead to some efficiency too, probably on both sides.

N: Exactly and that could be done...because public meetings are held with the planner. The planner should be notified of those situations and those fifteen, twenty or thirty or forty different situations are listed and he and the planner and the other folks work it out at the consultation of those.

F: Okay.

N: Okay, but that ends, no more.

F: You talked about...that you liked the initial proposal with the thirty storeys...

N: Yes.

F: You thought it was iconic – what was your reaction to the revised one?

N: Well you see in my particular situation here's what happened. I was on the Mayor's committee.

F: Okay.

N: I was a member of the Mayor's committee. I was invited to go on there. I did so. I listened to the group talk and of the group that was there every single one of them wanted the tower. Everyone wanted the tower which is an interested thing because I thought, I really thought the group would say "no, no it's too high, can we do something?" So one of the major factor here was the peer-review and no one knew what was in the peer-review, but we kind of sensed that there might have been something wrong, along with the developer. In that way it was wrong because the developer was not a part of discussing the ramifications of the peer-review with the peer-reviewer. So he is writing something that is saying that you can't do...we don't want you to do that, that's not right, but he's not giving the developer the time to say "oh, wait a minute...if that's your problem I can correct that."

F: Okay so the one sided...

N: Yeah, it's just locked in. We've got what you're doing and there you go and we're going to do it on that. That's not fair because you have to be able to negotiate each factor of that situation in the peer review. The...now we were into the group and we got into the peer review and I kept saying to the group does anybody know what a peer review is? Do you understand the concept of the peer review? Do we have any feeling about the peer review and the answer kept coming back "well we think we know and the planner was there and he was giving us some ideas, Paul Chapman, he was giving us some ideas," but I said let's get the other guy that was to do the peer review – they had three people, three companies quote on it.

I said "let's get Kirkland." He was going to be a peer reviewer he was the guy who was going to peer review it and lost it because he was lower priced than ERA. It's usually the other way around, but in this particular case these guys wanted to be safe so they didn't want anyone to say "oh well he took the cheapest one or he took the most expensive one." So we brought Kirkland to the meeting, we sat there and Michael said describe what peer reviews are all about and then said there are certain things about this project that the peer review will have a problem with and we said can you correct those? And he's sitting here and I'm sitting here and the way he was describing it, the way he was describing it there was what ended up there. He had it in his vision already. He knew what he would have done with that building.

F: Sure.

N: The tiered situation and then going in and laying it against pieces of properties that weren't used and non historic properties. He knew that keeping it to the side was the way to do it. He had a vision already from an architectural stand point of view. So that...from that stand point it was...his input was excellent and therefore he got involved and that's the thing that made it move and I think that answered your question in regards to the iconic thing.

F: Yes. Here I'm going to talk about the decision makers so these are councilors, mayors whatever you want...

N: Okay.

F: Do you think they have been consistent in their decision making with of course passing the heritage conservation district. First of all the question is do you think they knew what they were doing in passing the district, I mean was this a fair process that took place and now...

N: Well that's a good question. As a member of PROUD I felt that...First of all let me say what PROUD originally was designed to do.

F: Sure.

N: In my head and now...

F: As a member.

N: As a member listening to the conversations our – the way I was convinced of it was our idea was that you couldn't build a building like an A frame there, you couldn't build a 1950s bungalow, you couldn't build a concrete bunker building. When you were asking for renovations for your home you had to make them sympathetic to what was originally there. You had to use building material that was comparable to it and these are all things that I do in sub divisions. You know I said gee this makes sense you know all this makes sense to me. We talked about the control of colours and so on and that was off the table. We talked about some of the other aspects and we also talked about it from a historic aspect of being a tourist attraction to some regards and I've had people come from all over the world to visit us and I show them around and it is beautiful and the historic homes are very nice looking.

When you come from England it isn't even one-two you know homes from 1600s, but you know they're nice and they appreciate that too. So from that standpoint we were moving forward. Quite frankly I never...I never really thought and we never really concentrated on the commercial core. It was just an entity out there. It was something that we were more...our focus was more on the homes and the residences and the people who were there and nothing to do with that way. If I had to do it all over again and I was doing something in the future of that nature I

would've taken into consideration those types of things, but we were not visionaries at that point of time, Dan Rosetta was. Dan Rosetta came with a vision that in my mind he kept the historic buildings and when his feet were to the fire he even did more and he blended it with something – if you look in my house it's a modern home with antique tables and chairs, an antique staircase, those types of things that you can blend with.

F: Things that complement?

N: Yeah.

F: But the question was you know the decision makers, have they been consistent?

N: Oh the decision makers. The decision makers...no you did ask me that and then you changed it a little bit...

F: Yeah, the part with...sorry.

N: Yeah. Have the decision makers been consistent? If we get away from PROUD...well first of all I think PROUD was...it's obvious to me that the decision makers were PROUD, did change.

F: Okay.

N: One went one way and the other went the other. Because NCSD, the people who are the main focus of NCSD were all PROUD members,

F: Right, the five.

N: Yeah, Bedwell, myself, Serafino...we were all PROUD people. So we went one way they went another way so were we inconsistent, I'd say no from those decision makers.

F: Right.

N: From the council people...they are not supposed to be a decision maker. They are supposed to get their information and...get their information and then go with it. Have they been consistent with development? That's probably where they were consistent. You have a group that are consistently pro development and a group consistently anti development and I beg to differ with people like Williamson that if I was coming to St. Catharines with a development, an iconic development he would find some way to go against it because he is in my opinion, again my humble opinion anti development.

And Disher, she just doesn't know or understand the complexities and I don't know...but to answer your question on this side you have the, in my opinion you have the anti developers and the developers and in that they have been consistent. Now they need to have the information. The point about the Mayor being...asking the developer to come back to the table, putting the group together to do it, it wasn't his idea to keep their names secret. People just didn't want to be harassed.

F: Sure.

N: They didn't want the fifty phone calls because they were on the committee so they said – you know people like Mike...well everybody that was on there, you have the names. Oh without any problems almost every single one of them said "well don't need it, don't do it." So it wasn't the Mayor that kept it secret it was the people on it saying "I don't need this hassle from either the pro or the negative side." Now his, it's his right as the leader to come out early, I believe and say we, as a leader, "we don't need this or we need this."

F: Right.

N: One way or another. He can't in my opinion, as a Mayor he can't sit there saying well keep giving me the information. Well Jesus you know like – should I be doing this? You know I'm into this for 3 million now, have I got a chance? Tell me. You're the leader or tell me go home. I'll go home if you tell me to go home, but you can't just sit there and say "feed me the information." You need a leader, that's what Presidents do; that's what Prime ministers do; that's what Premiers do and that's what Mayors do.

F: Okay. Well that was actually one of the questions – has he provided adequate leadership? So you talked about that, that's great. In what regards do you hold the City's planners in? Have they been supportive of either of the sides or have they been neutral and therefore been professional?

N: This is a very interesting question. I've been...I like Paul Chapman. I think he's an excellent planner. I think he's a fair planner. I think he comes with a lot of knowledge and he covers a lot of bases when you're in there. When I'm working with him he tells me what he doesn't like and he may add a couple of things as we go along because he'll think of something else that comes up, but he is consistent and I can keep going back to him and discussing what my changes are and what are the things going on.

With this development it didn't work that way. It didn't work that way for the peer review and for Paul. It was almost like give me your stuff and then I'll make my recommendation. Well gee that isn't the way it goes, its not – this is not...As I told Dan Rosetta and Eric a number of times, I said you've got to go talk to him. They said "well he doesn't want to talk to us." He says everything is okay. I said

everything can't be okay, you can't do a project like that and have everything okay. You've got to cover all the bases. Well Paul was having...and I don't know why, maybe the size of the project, maybe because he had a peer review – was going to do that he didn't feel that he had to do it.

And again I don't hold it against him, it's just that I don't think this size had been on his plate before and he thought that once he had the peer review in place he was okay. He had hired the experts who were experts in that field. And that's a good idea. So do I think it was fair in this project? I think Paul has always been fair and I think he tried to be as fair as possible in this one, the planning did.

F: You talked about – I guess I asked the question, let me ask you this one. What kind of a job have local politicians done in representing their constituents? I know you have the two ward members from here and they are in opposite camps. Overall has council represented what the public...or is that what their job is even?

N: They represented the perception.

F: Okay.

N: That's it. They represented their perception of the public. Said and done. That's it, done, because there is no way that this is as... as Bergen says 80 or 90 percent. I don't know what air he is breathing. You know, it's not the same air as I am. You can write that in there too.

F: I'm glad I'm getting all this permission right now. What kind of trust levels exist between the two citizen groups: PROUD and NCSD and your municipal government? I mean do they trust each other to a high degree or is it a low or medium?

N: I...I feel this – that's a very good question. That's a nicely designed question.

F: Thank you.

N: PROUD and NCSD did not trust each other at the beginning, because we...a lot of the members knew PROUD and knew what they were doing. They didn't know NCSD, but we knew PROUD because we were insiders. So – and what we were hearing was not what we were originally supposed to hear when we were in there. So we had mistrust. They had a mistrust for us because they felt that we were being paid by the developer; they felt that we were "in their pockets" if you will; they felt that...we were not an organized proper group and we had no right to be there because they had the population in their mind, on their side.

So it was mistrust. After Kirkland was appointed we, Dave Roberts and I set up a couple meetings with Carlos and Bergen and Korner to try and get together and

say “okay what can we do now,” we’ve got this other proposal coming, he’s met with you a number of times, what can we do and let’s look at it from a historic point of view. Maybe we could do more on the canal; maybe we could do more together; maybe we could, let’s get together on this and...and when this gets passed we’ve got two groups – 1200 people that can go forward and let’s get our groups to go forward. Well they felt comfortable with that “yes, we’ll do that, but we’ve got to take care of this first” and that’s when the ball started moving again and there goes the ball, bouncy, bouncy, bouncy down the road and Dave Robinson and I are trying to grab the ball and say “wait a minute now, just...don’t keep moving that ball around on us.

We take care of one thing and we’re going to take care of this other historic thing you know.” “Oh no, no you just don’t have it.” So that’s when the mistrust...that’s when we broke away and we made an agreement in breaking away that we wouldn’t go at each other’s throats. It wasn’t good for the public, it wasn’t good for our relationships and basically if you watch the newspaper after that time it really leveled off. There was the odd person out there, the radical that we couldn’t control.

F: Sure.

N: Can’t control everybody, but basically it was leveled and that was a good situation. And although there was some slight, slight mistrust, it had diminished a lot, that mistrust on both sides. Both sides knew each other more, understood where each other was going more and knew that we were on different sides, but why we were on different sides.

F: Okay. Just going to skip a few questions here, do you think there is clarity in the city’s vision for the area of Port Dalhousie? Or is this sort of ad-hoc and they decided one day that it was going to be... and the next day another it’ll be...

N: I think that as most people, the population of St. Catharines including the planning, including the councilors – no one had a vision like this. Now with this the clarity of the vision is on. It’s there, it’s locked in. It’s not that they were...one day heritage and one day not heritage and all of that. There was none of that – they just didn’t have a total vision of this magnitude, of this complexity. Coming out of the shopping industry this is right at the edge of making it or not making it because if this doesn’t have...and I told Dan, I said “Dan if you don’t get the right tenant mix here you could be in trouble.” And he said “Norm I’ve got the best” and he and I have had a number of discussions. “I’ve got the best; I’m going to get the best tenant mix.” I said if you do that it’ll work, but...but it goes without saying if he doesn’t it might not work.

F: I’m going to refer to system-wide plans; these are official plans, secondary plans, heritage district guidelines for Port Dalhousie. Has there been leadership

in implementing these system-wide plans? Do you think that certain guidelines are being ignored or should be ignored and others you know should be...?

N: Official Plans and other plans and guidelines are just that, they are just plans and guidelines. You make a budget for the year – you're opening a business and you make a budget and you say this year we are budgeting this much and things change. So what you do is you adjust your budget. It might be for the good, it might be for the bad, but you adjust them. That's what official plans are. A lot of people out there think that because it's in the official plan it's not to be changed, they are wrong. It's a plan – it's to be changed. It's a plan and they can take care of...it's not saying that the whole plan should be thrown out, but certain segments of it can be massaged and amended and so.

F: So it's a little...

N: Do you agree with that?

F: So it's a little document.

N: Do you agree with that?

F: I do to a certain extent.

N: You're an urban planner...

F: I mean you have to as things change, demographics change, areas change and so...

N: And so what happens too is I think official plans are too difficult. They are too difficult to put together and therefore they stay too long and I think there should be another method of doing an official plan so that it happens faster. I mean Fort Erie is going through one and it's been a life time for it to go through. So...and now it's in a stage and you go to change it in six months then there are people saying "holy they just did an official plan, why are you changing it already?" Six months it might be in the...but now you're out twelve years and you're doing it, things change. So I think you should do the official plan and...and take factors into consideration of the official plan every two years or three years.

F: Okay. Do you think there has been transparency in the actions carried out by PDVC, by the politicians and by the citizen groups?

N: Absolutely. I mean nothing has been more transparent than this. Everybody's got there...everybody's got their dirty laundry out. Everybody's got their dirty laundry out.

F: Now these questions are just...as you are a Port resident. What kind of a quality of life does Port Dalhousie offer? You said you moved here in 2002, what led you to move to the area?

N: I was attracted in 1980.

F: Sorry yes, 1980.

N: But I moved-in in 2002. It was...it's a mix a lot of different things, I'm sure everyone else answered this way. You can walk downtown; you can be in the water; you can be...the aspect of the Henley course here is profound. The aspect of the marinas and the sailing, and the boating; the aspect of just the view of Toronto and its iconic skyline; the historic buildings; the walks in the village; the neighbourhood feeling, I mean you just know everyone. I think there is a tremendous pride in every home, be it from the small cottages to the larger homes. The whole spectrum, everybody is very proud of their home, they're proud of Port Dalhousie and it is an interesting concept because you've probably been told – like when I was going to high school, coming from Port and I didn't come from here. I came from another poor area, West St. Catharines and even though we were dog poor over there we looked down on the people of Port Dalhousie.

“That guys from Port Dalhousie.” “Port Dalhousie? Don't say anything!” And the people from Facer Street looked down and Dog patch looked down so it was an area that no one wanted to live and I think some people started to bring it up. Some people realized that you could walk down to a restaurant when Murphy's opened, when Nino opened. When some of the other businesses came on and people gambled their money in putting some of their stores in there. You could be a part of the community and it really started taking off. I mean it's only been going for ten, twelve...maybe a little longer with...

F: PDQ right? Port Dalhousie Quorum.

N: Port Dalhousie Quorum they were fighting an up hill battle and quite frankly except for my battle with them they did a nice job.

F: In what terms were they fighting an up hill battle?

N: Well because they had derelict buildings they had a lot to do and fortunately they got some help. Some money help, if they were fighting on their own they would have failed.

F: How do you think the quality of life will change in PDVC's proposal is accepted?

N: It will gentrify the area. Gentrification it's as simple as that, one word.

F: I think that pretty much brings it to an end, do you have anything further to add – some things that I didn't touch upon or you feel that it was all covered? Did you

want to talk about your projects and the dealings with PDQ? Do you want to touch up on that?

N: The only thing is that just reiterating that you can't have fifteen architects in a deal. When you go to Niagara-On-The-Lake they've got a group of people there and you got three architects. Well if you get three architects in the room you've got three different designs. And the other ones are always okay, but mine is better and if you have fifteen people in the room you can never please them all. So that's why I think the public meetings are good and I don't think, I really, really don't think that opponent or proponent groups are necessary...should really be there, but they're going to become necessary and you're going to see NCSD...Here's another thing that you can write in your thesis.

F: Sure.

N: This is quite possibly the first time in the history of Canada where you had a group formed of this size and of this magnitude on the proponent's side. Never has this happened. In my knowledge and in other people's knowledge that have been around more than me. This is something and we are now going to carry on for other things too. We're going to be the smarts, we're going to be out there and we're not stopping.

F: That's good to hear, that's really good to hear.

N: And we'll be the other side of the proponent group not necessarily always disagreeing with them. May even be on their side sometimes, but generally to look at the situation from the other side, from the proponent's side. "What are you doing? Well gee that's kind...well can you do this?" And that's why Dave Bedwell, Norm Rockwell, David Serafino, Bernie Gytes, Paul, John Decatell we got together because what we felt was we'll go to the developer and...first of all we wanted to clear up the misconceptions that were being printed around and secondly we wanted to see if there was something we could do with him to make it better. Rather than fighting him we wanted to be with him to help him all along in making his decisions. That's what proponent group NCSD was doing. And again we'll continue on and again I'd check and see if this is...

F: the first of its kind?

N: In its size. I'm sure there are proponent groups. When I was down in Ellicottville, there were proponent groups and opponent groups, but nothing was solidified, nothing was put together with almost a charter and we are on our way to doing those things.

F: Organize?

N: Yes, and we're going to work on the Niagara peninsula. We want to see the kayak course. We want to see GO trains coming through St. Catharines. We want to see a one city.

Interview 6

Thursday July 6, 2006

P: I became involved down in Port Dalhousie in the late 1970s at the same time that there was a revival of interest in heritage preservation issues not only with respect to buildings, but also to man made works. And of course the Welland Canals all four of them...all three of the historic canals were in: a) sad state of disrepair and neglect and b) of interest because they were solid works that had just been overgrown and if sufficient manpower with judicious lubrication of money were made available then the opportunity was there to take the pathways, not for purposes of putting them back into play as transportation facilities, but rather to have them for highlight purposes for tours and recreation. So a number of trails were designed and Robert Shipley was as the executive director of the Welland Canal Preservation Association (WCPA), instrumental in raising the public profile and generating enthusiasm and money and the personnel to at least uncover the historic artifacts and gussy them up so that they could have biking and walking trails. That happened to dovetail very nicely with my considerable interest in heritage preservation focused on Port Dalhousie because that was the terminus for the first three Welland canals.

So his interest and mine were very much in concert, so we worked with each other on a number of initiatives, some of which were just straight forward public policy initiatives and others which were either more directed towards enhancing the profile of WCPA or in my case enhancing properties in which I had an investment interest or in which my clients had an investment interest in and we've stayed friends ever since.

F: Well that's good. Now you talked about investing in the properties there, were you at all ever a resident there?

P: No, I've never lived in Port Dalhousie.

F: And were you part of the WCPA at that time?

P: I had joined the WCPA. I'd like to think that I did more than just pay a membership fee and get their newsletters. I think I provided some legitimacy to them as a member of the business community and particularly in the Port Dalhousie area so that they were...and there were many others who were more focused for example in the downtown area: the back of St. Paul Street, the old Shickluna ship yard and all of that stuff. There was perhaps less maturity to interest in the old Welland Canal artifacts other than in Port Dalhousie and downtown; may have just happened to be the focus of interest in urban renewal in general and the option that I was particularly interested in, which was heritage building preservation.

When I first came to town in 1976 my introduction to Port Dalhousie was “let’s go down there – it’s the cheapest beer in town” at the Port Hotel and I was introduced to it by a fellow by the name of Ed Werner. And Ed and I spent my first summer here, down in Port Dalhousie playing truffle board and drinking beer until my wife moved here in the fall and things changed. But at that point Port Dalhousie was in a time warp and the use of the commercial core area had effectively been as if a neutron bomb went off, which was kill all the bodies but leave all the buildings standings. But because of a...as I discovered later on, because of a series of fires in the 1890s most of the wooden structures burnt down and they were replaced by the two and three storey brick façade facilities that you now see. But it wasn’t worth tearing them down when not only the Canal moved to Port Weller as the fourth Welland Canal because Port stayed as an industrial location because of the Muir Brothers Dry Docks building and there was a half hearted attempt in the 50s to make Port Dalhousie a fishing port.

F: Okay.

P: But the pollution in Lake Ontario brought the end of that and the opening of the QEW, the Queen Elizabeth Way in 1939 meant that people could drive in the same amount of time as otherwise it would taken them to take the boat across. The boats were deteriorating. There was a very unfortunate fire in sinking of a vessel in Toronto and that put in play a whole range of inspections and safety features that made the boats uneconomical to refurbish, and no one was building any new ones because now people could now drive on the QEW to Niagara. So they basically let the boats fall into disuse and they either sank or burned or whatever. And Port Dalhousie’s profile as a destination: the park; the picnics; the company outings and that sort of stuff; the trip across the lake and back just disappeared.

The commercial core area didn’t have...there wasn’t enough money or interest in knocking anything down so it...

F: Just remained as it was.

P: Exactly. In fact it wasn’t as it was, it was less. It would be vacant or you know a grocery store, a small grocery store would open up and places they couldn’t sell them for love or money, but the buildings were there. And then I...Ed Werner is one of the principals of Trivial Pursuit.

F: Alright.

P: And he had an interest in Port because he had been brought up in St. Catharines and Port Dalhousie was a place where the kids rode on their bikes.

F: Sure.

P: And so on. And even when he went away to school – university and law school and so on...

I have done a continuing education “schtick” at Brock University a couple of times looking at the history of Port. From an agrarian – here’s what people got for land grants as United Empire Loyalist...

F: Right.

P: So the basic families that were the United Empire Loyalists divided up and frankly it was just a place for the rain to wash off into the Twelve Mile Creek and then into the lake. Then with the development of the concept of the Welland Canal – actually they looked at several places but ultimately settled at Port Dalhousie as the terminus on Lake Ontario. And that transformed the area immediately around the harbour and in due course as it proved to be successful it brought ship building and ship repair and storage and warehousing and the need to have coal and water and then put train connections and these sorts of things as it evolves. Then it became desirable to live close by for the people who were working there and the isthmus that Port Dalhousie as opposed to a peninsula. I am reliably informed that it’s an isthmus.

F: Okay.

P: Then a guy by the name of Nathan Pawling acquired the land and did the original plan of subdivision for the site and over the course of time developed into residential. And the good news was that because of the geographical and the topographical features, basically they had the sewers on either sides so they could dump all their sewage in Lake Ontario or into Twelve Mile Creek and that would move on to Lake Ontario and then the Welland Canal. So this is what its worth is an old zoning by-law that went with the Harbour Study Plan study that was done in the 1970s. The City recognized that they had something, but the question was how could they provide suitable incentives for developers to come in, acquire the property, restore the buildings and convert them to commercially and economically viable uses and yet meet the City’s ongoing needs to transform it from a marine industrial site into tourism, recreational and commercial site. We came along at a time when urban renewal, when monies for building restoration, when there was an institutional interest in getting rid of industrial artifacts and turning them into park settings.

All of that happily came together at a time when we were interested and not too fine a point on it, because Ed Werner was a principal of Trivial Pursuit and I was a minor shareholder, we both in the early eighties got the benefit of cash flow that we wouldn’t have generated in the practice of law, which gave us a chance to say “okay why don’t we buy up some land and why don’t we do some things?” At the same time there was a fellow by the name of Nino Donatelli and Nino become involved in the building restoration side of things. He and his cousin,

Gino were the people who were contracted by Dr. Blake Harley who bought the old Latcham's Ship Chandlery and turned it into Murphy's.

F: Okay.

P: And Nino and Gino were the two guys who did the conversion and leased the premises to set up the Murphy's restaurant. That was in 1976, in 1979 Nino moved...Nino bought the Port Hotel, but Ed and I and two other guys who put in an offer to buy the Port Hotel but it was rejected and then we found out that Nino had bought it. And he was much better equipped to do what he did with it, which was combine two buildings and reface it and turn it into Port Mansion. I became involved with Nino in the late seventies, early eighties when he had purchased the Port Mansion. Because I had worked at the City's solicitor's office and knew a little bit about land development from the government side. And he...as you may recall one of the prominent features of Port Dalhousie buildings are that they have balconies that come out over the sidewalk. Well technically speaking you cannot do that. The City could not issue you a building permit to build on a public highway.

Well he wanted to glass in and roof the balcony on the second floor over the sidewalk and the only way you could do that was to go to Queen's Park to get the special act of the provincial legislature to authorize the chief building inspector to issue a building permit to enclose a balcony. So we fumbled around and found a way to do it and Jim Bradley had just been elected and he was very helpful in shepparding this little bill through Queen's Park. So Nino was able to finish off the Port Mansion and then he and I became— I acted as his lawyer and then I don't know whether you are familiar with the On the Henley townhouse development.

F: Yes.

P: Well he came one day into my office and said "I've bought this little farm." I said "what farm?" Well there was this house on Lakeshore Road and behind it was about two and a half acres where the guy had a little market garden. And he had died and Nino had found out about it and went and spoke with the family and agreed to buy it. Well it had happened to have a thousand feet on the brow of the hill overlooking Martindale pond. And Nino said "look at the aerial photo. Wow!" Who knew that this was behind it? The people who were there did, but you know no thought about it anything other than it is that guy's little market.

And so he and I went – he asked me whether I would like to participate and I said "yes." So we went 50/50 and we bought a couple other houses and got it zoned and site plan approved for a town house development. That was in middle to late eighties and then also in the middle eighties he and I bought the Lakeside Hotel and began a land assembly back in there. Nino sold the Port Mansion. When we sold the On the Henley site to a builder we then applied for and got approval for

the development rights for Port Dalhousie pier marina site. So we had the Lakeside Hotel on one side doing the land assembly and the Port Dalhousie pier marina development on the east side of the harbour.

So we went along and we're having a great time trying to get the necessary approvals and improvements in place. We had some interesting negotiations with the yacht club, they had a portable washroom facility that was right opposite at the corner of the Port Mansion and a bit of an eye sore if you're trying to... So I became part of the Port Dalhousie Business Association and ultimately was the Chairman of it. Working together we did marketing and we tried to just generally upgrade and improve the area. Ed Werner and I bought the Old Snug Harbour Marina and turned it into Albert's restaurant which became Twelve which is now Treadwell. So we built that site and Ed and I bought houses up on Canal Street and then severed off the back and then built the plaza where the Tim Horton's is.

F: That's right.

P: But we used reference – we have reference to the architectural and design window and door treatments so that it replicated, not replicated - it echoed the old Front Street which was what the Lakeport Road between Murphy's and the Port Mansion used to be called because it fronted on to the canal. It used to run up like the building façade. So we wanted to put that piece of the puzzle back.

The City were very helpful throughout. They saw in the sixties and the seventies that the use of the Port Dalhousie harbour as an industrial and commercial harbour related to fishing or transportation or ship building just wasn't happening, but they did see a commercialized use of it for tourist and recreational purposes could work. So they acquired slowly but surely pieces of land. The federal government in fact still owns the harbour and Lakeside park, but they lease it to the City for a buck and a percentage of whatever rent the City gets. So the City leases to the Game and Fish Association, they lease it to the Dalhousie Yacht Club, they lease it to Port Dalhousie Pier Marina, which is Nino Donatteli and me. So there is a rent stream that is useful for the purposes of upgrading and creating a harbour walkway... was by no means in place, but was slowly acquired. The bridge behind Treadwells, the Lincoln Fabric's guy, David Howes who was part of the Albert's restaurant thing with Ed Werner and me – made a contribution to make sure that the walkway went at the harbour's edge rather than back out to the sidewalk in front of Lincoln Fabrics.

We were successful in persuading the City and the Region to follow through on plans that had been formulated in the Fifties to realign Lakeport Road, to move it so that it could be closer to Lincoln ... well away from Lincoln Fabrics, but where a building was – it was a mirror image building that had been demolished so that the road could move ~~with~~. Then the Town became the City and the City became the Region and everyone said "not our promise." So there were a number of initiatives both by the City and with the City and the Region were necessary and

that you had to have the momentum from the private sector to justify the public sector spending money and similarly the public sector wanted the private sector to be demonstrating that they were prepared to do infrastructure type stuff and policy stuff within which then you could operate.

F: And that's probably where PDQ steps in too?

P: Well PDQ were part of a citizen's group that were formed principally to...or for two reasons as I understood it. One was to participate in the amelioration, the upgrading of Port Dalhousie – commercial, recreational and the residential area. But also as a forum within the residents – within which the residents of Port Dalhousie could participate in some of the committees: ad-hoc advisory committees that City instituted so that there could be a resident input and not just the business community or not just the people from St. Catharines five miles away – the big city people. And PDQ ran a, I thought a very effective funneling operation of information, of opinion, of influence, of energy and they published a little magazine called the Nipper. But as often happens – the reason why the group comes together doesn't necessarily mean that they will stay together once that initial reason is finished. So there was a Port Dalhousie ad-hoc Harbour Advisory Committee that the PDQ participated in. But once that committee reported and they did the re-zoning and they did the Official Plan amendments and sort of put all the things in place then it was kind of difficult to find issues that would bind people. And not to make too fine a point of it but the fact is that people enter into these sorts of things with enthusiasm, but then their real life intrudes upon their availability to go to a Tuesday night meeting or to spend all Saturday doing something. Or they don't like someone else doing something and...

F: There are clashes?

P: Clashes. So I don't think this is an unfair characterization that PDQ devolved to the point where it was one guy.

F: Okay.

P: And people were – the fellow's name was Max Fruzier and Max began to take some fairly interesting stands on things and people started looking for the exits and in the end Max was PDQ and therefore had zero credibility.

The Port Dalhousie Business Association has had perhaps a longer set of legs. It was founded in 1976 as part of a provincial initiative to create business improvement areas. So Port was identified as a BIA and the Port Dalhousie Business Association became the business community's mechanism for operating within the boundaries of the BIA and because it raised money – round figures: 10 percent of the property taxes were paid ~~was laid~~ as a premium as an assessment and with those monies the Business Association could then pool

resources to then do composite marketing. They tended to stay away from capital projects, but the same general principles were in play as the St. Catharines Downtown Association. They collect a premium from the property taxes and their budget is three hundred odd thousand. Port's budget when I first started was \$20,000. When I finished we were...well I'm still the past Chair for what that's worth. I think we were up to \$50,000.

F: Okay.

P: But the idea is then you buy space in magazines and provide seed money for events and try and make the commercial community not only bond with the adjacent residential community but also give it exposure to the City, the Niagara region and then obviously to a lesser extent to try and attract international tours. Our involvement was as part of the crystallizing group or groups that took on individual projects and then worked hand in hand with the City to improve the public amenities to then give a reflective glory to the private sector initiative. And what evolved from it was a turn of the century, not turn of this century, twentieth century Victorian, Edwardian brick canal town.

Entirely different than what it'd been in the same sort of way that Niagara-On-the-Lake and Queen Street are an entirely invented fantasy. It's what Walt Disney would do if he could take over an old town. Queen Street is not and never was that way. Similarly Old Port and its commercial core was never that way. It is what we would nostalgically say "must have been what it was like," but you forgot about the ships and the railway cars and the warehouses and the bordellos and the pubs and all that stuff. But we all have this romantic view of what it must have been like at the turn of the century. So we bought into and asked other to buy into the concept of Port as a tourist destination – "oh isn't that quaint?"

F: Do you...well you covered a lot of the questions that I was going to ask.

P: Sorry...

F: No, well that's great – now I don't have to ask them. Now with all the development and all the improvements that were taking place...right now I'm looking at one of the land use issues being parking. Was that ever an issue in the Seventies and Eighties?

P: Sure in several respects. The initial problem was that with the zoning by-law requirement to provide parking on site that was in play in the late 1960s. The reality of it was that if you were to buy Murphy's and provide onsite parking; you would have to buy the balance of the commercial core, raze the buildings to put a parking lot in which would be not fulfilling the purpose of creating a destination for people to come and see.

F: Sure.

P: So when it was phrased that way and full credit to the then Port Dalhousie Alderman by the name of Bill Dickson. Bill later became a Regional councillor... a supervisor at GM, but he really had the interest of Port at heart and he formulated the idea that if you were even going to have a half a chance to save that two and a half block commercial core area, you were going to have to put in place land use regulations that were going to promote the preservation of the buildings. So his initiatives in concert with staff support from the Planning department were quite...was very much in favour of doing the heritage restoration bit. Bottom line is that they passed by-law 70-139.

F: You remembered that!

P: I remembered that...70-139, which made a geographically defined area parking exempt. So it meant that you would have to look to find parking on-street or and this is one of the follow-on to the parking exemption, they had to do something with Lakeside Park to create the Lakeside parking lot which would then service the park during the day and the commercial core on weekends and night. The ability of the commercial core area to use the available on-street parking was shall we say put to the test on long weekends or major events: Henley. And yet how much parking could you provide to meet the maximum need which would probably be the Canada Day fireworks and carnival and then you would have to knock everything down for a mile to provide parking. So what sort of compromise could you arrive at that would allow you to have those special events and yet provide enough sustainable parking or enough parking that would sustain the commercial activity and yet still provide for the recreations and tourist activity that people were building up for. A little nod and credit towards the Region, the Region was in charge of pollution control. One of the practical problems that the Lakeside Park and beach had was it was closed because of ecoli and all sorts of other stuff three headed things and the situation wasn't assisted by the fact that they had a sewage treatment plant on the east side. The Region with some probing from the Ministry of the Environment and the encouragement from the local community ultimately upgraded the sewage treatment and storage capacity so that meant that less untreated sewage was getting out, which meant that when it went out the Canal piers – because the prevailing wind is from the northwest, it was being blown back in on the beaches and that meant that the beaches were closed and a beach isn't much fun when you see a big red sign saying "Danger – Don't Swim." You combine that with the residue of the polio scares in the Forties and Fifties, there are a whole generation of people who never swam at Lakeside Park because "eh don't go there. It's polluted."

One of the initiatives that the business community and the residential community always had at the fore front was "let's clean up the water. Let's disconnect the eaves troughs to the sanitary sewer so then when there is a big rain storm you send the sewers over flow and everything – raw sewage flows into the lake and

into the harbour, at one point the saving grace and then later the albatross around the community. The ability to identify that issue and address it – and it took time. There are now a couple of very large storage tanks, you will know where the Lakeside volleyball court is...

F: Right.

P: Well just north of that in between the volleyball court and the parking lot, underneath that road – that's where all of the sewage of Port Dalhousie comes down to. And then it's pumped by a force main up Lakeport Road, crosses over on the south side of Lincoln Fabrics, you can see the pipe and feeds over into the other side into the sewage treatment plant. Instead of flowing out in storms it is held, processed and the water goes out and that allows the beach to be open. It seems so easy and yet if you ask people to give a nickel so you can help the construction, it wouldn't happen. So it is one of those things that the government has to do up on our behalf, for our benefit even if we don't know it.

The ability to improve the road structure in and out for emergency services, all of that tied into the provision of parking to support the recreational and tourism facilities, but also the commercial core. We tried later to build the other book end of parking to Port not just Lakeside Park but also to take the area by the Legion by Albert's/Twelve/Treadwell and Rennie park. But there was always this huge resistance to turning Rennie park into any more than the very little bit parking you had because it's a park. Well the fact is that it's a landfill site. It's the first lock of the second canal, which they filled in and which had a hundred years of industrial use as a ship building yard, but all of a sudden and especially with all of the people who were just new to town – "oh it's one of these sacred parks that we couldn't possibly build. We have so little green space."

We had hoped that with the work that was being done to upgrade Martindale Pond for the purposes of the World Rowing championships in 1997 and the creation of that island to the south of Rennie park that the justification was there to say "okay so now that we replaced the green space, we can take Rennie park and we can build parking and it will serve the rowing community, it will connect to the grand stands and oh by the way it will service the park and the commercial community. Well unfortunately we could never quite make that connection.

But we still created the parking area in front of Tim Hortons. We created the parking area in concert with the Legion and the Legion – this isn't a shot at them it's just real life. They've got licensing say for 415-515 people. They provide 32 parking spaces, which theoretically on a four to one basis should allow them licensing for 120-130. Well you can't continue to have the development of the site with licensing with having at least a nod towards what you need to do to produce parking so those people can come and put bums on seats. Having said that at least they provided 32 parking spaces, the Lakeside because it was parking exempt, we at one point had licensing I think for up to 2300 – not providing one

parking space. Now it's around 1800 I think, but we've got 40...we, I say we because we were the owners of it at the time the tenants were doing this. Well they installed 40 toilet units in the basement in order to justify the patio size. I am reliably informed that sometimes there were even more than 2000 people on the patio on a Sunday evening. Where do they park? Where ever they can find a place.

There are obvious interface issues that come with an intense use of an area. While there would be certainly some people who would remember Port when it was a ghost town, at least in the commercial core and anyone who has driven through Port Dalhousie on a quiet spring or fall afternoon will perhaps not be familiar with what Port's like on the Canada Day or Labour Day weekend when people are either getting the last hurrah or the first hurrah out of the way before they go back to school. As Port gentrified residentially, as people saw it as a retreat to the quiet – call it lakeside village and discovered that “oh this is a tourist town in the summer,” you had inevitable conflicts. The parking is an issue that we thought was adequately addressed with the parking exemption to permit the preservation and re-development of the core. The success of that development, particularly in its liquor licensing was...generated the perception for the need for more parking but at specialized times.

F: Right.

P: The summer and long weekends. If it rains on a Sunday you don't have a parking problem.

F: Sure.

P: Alright, but if you get a beautiful day like today and put that on July 1st – you know you'll have parking up to the QEW on Ontario Street. The practical problem is that we always saw the hospitality use of Port as being a temporary feature. We owned the Lakeside and we did land assembly, we bought from the city, we got rid of the lane way we bought from the Region and we carved down to the central core to effectively two properties. Well there was a third, a little convenience store that was there, but we presumed that that would fall into place. Three times Nino Donatelli and I tried to buy the other third of the lot and each time we were a day late and a dollar short. When we look back at it, it seems so easy, but the bottom line is that the third time we were thwarted because a white knight came in from a shareholder fight. We backed the side that we thought was going to win and the other guy came up with the white knight and he sat there and looked over the fence and said “hi!” Well we had been doing this for 15 years; we'd finished the marina and we had started in some re-development work in Merriton with the Domtar plant and The Keg and all that sort of stuff.

F: Sure.

P: So we thought you know this just isn't...let's move on. So the other guys, Port Dalhousie Vitalization Corporation people surfaced as the white knights. They already owned the Port Mansion; they bought the Lion; they bought the Bank; they bought up the convenience store; they had control over the other third and so what they needed was the Lakeside. So we looked at each other and said "well, okay. Bye." We had no idea what they were planning on doing, but the idea of converting the profile of the user to hotel, retail, theater, condo was certainly – that would not have been the mix that we would have come forward, but it was that "let's upgrade the profile" so that the people that you have coming here are going to be going home by 11. In which case then you don't have the conflict with the residents. Or if they're staying, they're paying good money to stay in a hotel/motel that you create out of the Lakeside site and fantasizing somewhat taking the Lincoln Fabrics building and converting it into a Lincoln Mill Inn. Like Elora, like Millcroft, like so many other places that have gone down that route. So we always saw down the line that the hospitality profile was really a means of using the site as it is until we could do the land assembly.

F: Right.

P: Then put in place the land use regulations that would then permit the development of the site. We wouldn't in our wildest imaginations have thought of anything over six stories and I have to admire the "hutzpah", although it's now three years later and they got another year; and they still have to arrange the financing; and they still have to have a hot real estate market for people to buy high end condos. So I have both officially and unofficially a completely neutral position on it. We were the group that sold the principal properties into Port Dalhousie Vitalization Corporation so we can hardly sit there and slag on them.

F: Sure.

P: And yet I was the Chairman of the Port Dalhousie Business Association and did my best to persuade my fellow property owners in the commercial core that we ought to be a part of the heritage designation of Port Dalhousie because I saw it as the natural evolution of everything that had gone on from the parking exemption in 1970 through Secondary Plans and the Harbour Walkway Advisory Plan to the turn of the century brick canal village. How a 30 let alone...or 17 storey let alone 30 storey condo tower fits into that – I'll leave that for others to debate. I can hardly turn around and slag the PROUD people for saying "wait hold on we bought into this whole evolutionary approach and now you're suggesting something entirely revolutionary."

That brought into question the whole issue of the uses to which PDVC have let the area evolve in and it becomes sort of a self fulfilling prophecy. "Well we've got to build this project because that's the way you're going to get rid of the

problems with the bars.” Well hold on the problem with the bars is that there are too many people making too much noise at the wrong time.

F: Right.

P: If you wanted to change that profile, Mr. Bar owner you could do that. “Oh no, we can’t because that’s the only way we can make it commercially viable until we change it.” Oh so you have to change it. “Well yeah because that’s the way it is.” I will admit that there have been a number of efforts made by various people to increase the retail and to broaden further the restaurant facilities, but the reality of it was that there was always an elephant and people were worried what the elephant was going to do when it woke up. The elephant was the Lakeside and the areas adjacent to it. If it was going to stay as a student/young person’s patio gathering place in the summer then you were going to do different things with your retail boutique or your restaurant operation. But if that was just a stop gap to get you to the point where you were then going to do a comprehensive re-development with a hotel and another 30,000 square feet of commercial with a broader range of restaurant facilities, with a change in the nature of the bar scene – not necessarily to become like Niagara-On-the-Lake, but to create a profile for Port Dalhousie where people would say “you know let’s go out for something to eat. Oh I want to do Indian food; I want to do Chinese food; I want to do burgers. Well let’s go to Port and we can park the car and then we can do... everyone can do what they want to.”

So how we were going to get there – I did not have a road map, I just had the idea that out there I think this can work. I think we’ve got a small enough area that we can control...we don’t have to worry about the next lot and the next lot and then Wal-Mart and McDonalds, sorry for ruining the atmosphere. We’ve got a controllable site. I must admit that it took us a lot longer, us a lot longer to get to the point where we realized we weren’t going to be the people who were doing it. When Nino bought the Port Mansion, the Port Hotel it used to be, in 1979 and refurbished it and he and I bought the Lakeside in 1987 and we built Albert’s in 1991...we thought we were heading in the direction of finishing off the land assembly by the Lakeside and then in the mid ‘90s we could come forward. Well we didn’t complete the land assembly with the City and the Region stuff until 1994, we went into the recession. The bar crowd is what sustained the Lakeside. It was three months, but it was a big three months and it carried us over the other nine and we couldn’t get this other third of the main block. We had a chance in the early ‘90s and a chance in the late ‘90s and lost out to other people who bought and did certain things. And when this last thing fell through our fingers in 2003, that’s when we said “you know we’ve been here – how many fifteen years” and done other stuff in the mean time to get prepared for this and one of the other things held promise – the stuff in Merritton, so here’s someone who’s interested. I think that they are right in saying that their development is going to substantially change the nature of the parking requirement and that there will be less intrusion on residential area by cars backing up the streets and yahoos

doing the motorcycle kick stand at two o'clock in the morning just to prove that they are complete assholes.

If you've got a hotel component and we discovered this with the marina across the way, you couldn't have a bar scene and have people who could sleep on a boat. They paid good money to have peace and quiet at night. So while we could have the Dalhousie river boat, we had to make sure that 11 o'clock...because otherwise we were going to face irate people the next day saying "excuse me I tried to sleep on the boat last night and that young guy celebrating his 21st birthday was really annoying." The Port Dalhousie Vitalization Corporation project, I think has put forward a legitimate argument that the parking issue will be addressed. The trouble is the mechanism by which they wish to make their project viable – a 17 storey condo tower where you can sell off slices to justify the public sector theater and the carousel and skating path. I thought it was a genius marketing approach to say that we'll do all of these things – when it became clear however that they were going to do it only if it became a community improvement plan area and therefore from the surplus property taxes allocate the monies that way, I would say I was one of the few people in town who knew how that sort of thing worked.

Because the community improvement plan mechanism was used in Merritton for the Domtar plants, which was brownfields remediation – get rid of the industrial use and convert it. Well that happened and Nino Donatelli did that 20 years ago in Port Dalhousie. So it's going to be difficult to argue that it's a brownfields remediation project to declare commercial core a community improvement plan. If you were doing it, you are expanding the vision of those people who are looking to be dealing with the Domtar, Cyanamid and all those big brownfield sites. My reaction was "ooh when people get to understand that they are diverting tax dollars legitimately if it's a CIP, fact is I found it difficult to believe that it could legitimately be a CIP in which case you're promising something you can't deliver, which then made the Planning department proposal – a stroke of creativity to say "no occupancy permits for the tower until the public amenities are built."

Now what impact does that have on obtaining financing? You walk into the Bank of Nova Scotia and say:

"we're going to build a 17 storey condo tower."

That's great, good. What are your construction costs going to be? Hold on hold on what's this big hole here?

"Oh that's the theater we're building.

Oh what do you guys know about operating a theater?

“Well you know we’ve done our little 80 seat dinner theater.”

80 seat dinner theater and this is what you’d say 350-450? And you’re going to have a repertoire theater? Can you just help me by pointing to a theater that actually makes money, I mean other than the Mirvishes (Toronto Theatres) – the big theatrical musicals and stuff? Shaw, Stratford umhh. I hear that they have a pretty big sponsorship component and I hear that they have a membership donation component plus the ticket sales and it’s all publicly owned so they don’t pay taxes. So how are you going to make this work? So why don’t you cut that out.

“Oh we can’t do that.”

Oh by the way what’s this round thing?

“That’s the carousel.”

Oh I see, so you’re going to spend a million bucks building a new carousel...and it’s a nickel a ride – okay so there’s no money in it...so let’s cut that part out. Skating path great, tell me about how the weathers like in Port Dalhousie in the winter...next to a lake in a microcosm that’s good for grapes and tender fruits. Oh so it’s going to be underground and it’s going to be like a rink – oh that’s a good idea and it’s free so you’re not going to make any money there.

So you need all this money to build all this stuff and you’re going to sell these things for \$500,000. Can you just point to a project in Port Dalhousie that sells at \$500 a square foot for a thousand square feet? I think they are going to run, unless they’ve got the money within the group and they do have one well heeled guy. Whether it’s a good use of family money to front end all of this and then take it out over the course of time – that’s patience money and I’m not just sure that the impatient money which is your friendly bank asking for monthly statements, where’s the cash flow, what do you mean there’s been a construction delay and what do you mean that you haven’t met your projections on your theater audience?

I thought that the Planning department – they gave free rein at the same time as they shackled the feet of the horse so that it could only hobble. And I’m not sure – coupled with the practical problem of the CIP as part of the funding mechanism that there are still opportunities for this project, not to be approved, but to not go forward because the strictures placed on the approvals prevent it from being commercially viable. Does that then mean that Port is doomed to stay the way it is? No. If Port Dalhousie Vitalization Corporation walks away there will be people, given that they have assembled the land, who will come in. Now they will reflect the price that they are willing to pay and size of the development on what they can realistically obtain approval for and sell in the market place.

Port is too good a site and in our very immature and unsophisticated way that we saw in the '70s – there is something we can do here, I'm not sure what it is, but let's buy and then it will sort of evolve and we'll make the necessary strategic partnerships to do it. And it was moving in that process with Albert's, with the Tim Horton's plaza, with the upgrading of the Murray's, with the Kilt and Clover plaza, with Lock and Main. With gradual up-scaling of the Lakeside clientele and the Lion clientele, and the Port Mansion clientele and the dinner theater – it was a slow process but when you inject Port Place into the middle of it, is that just too big of a leap for...clearly it is too big of a leap for the residents to digest. And as I learned long time ago you don't have to kill something to make it not work, you just have to delay it long enough so that a) someone loses interest b) they lose money or c) they lose time or any combination thereof. If you put someone on the wrong side of the construction cycle you can find that things revert back to a much lower stage of development and that you have to start building from there. It will be very interesting. I don't know if I have rambled on long enough here?

F: No, no that's great. It's the most I've gotten out of anyone without talking. Just kind of finish of a little bit.

P: Sure.

F: You've talked about the Official Plan, the Secondary Plan and now the heritage district guidelines – do you think there is clarity in the city's vision for Port Dalhousie?

P: Something that I learned when I worked for the City's Solicitor's office in '76 to '79 and it was reinforced thereafter because a good part of my practice is what I call government relations – applying to various government departments and agencies for licenses, certificates, approvals, agreements and all that sort of stuff. That although in policy term they will create, in most cases the city departments are there to react. So because they don't own land in Port they can't come forward and say “good we're going to build a 6 storey hotel and we're going to put a pub in here” because that's not what they do. What they...their mandate is to create the environment within which other people can then bring in creative ideas and take the risk to build, operate and finance and put in place the personnel and all that sort of stuff.

F: Okay.

P: And you have the democratic right to be dead wrong. Same sort of theory with the issuance of liquor licensing, it used to be that they were very strongly controlled and it was very difficult to get one and you'd basically have to buy a place that already had one to get one. Well then there was a change of philosophy – well you know if you think you can run a licensed facility you go right ahead, however if you want to do a little analysis you'll discover that most licensed places either close or change their nature or profile or ownership within

five years. And it is very rare to have something that is sufficiently fashionable now and continue to be so that can be well run without greed or marriage break up or injury or death bugging up...franchises of course have a more easily demonstrated capability of meeting needs over a longer period of time. But the idea behind liquor licenses is "hey you qualify for one, you go ahead you have the right to lose your money just like anyone else and no, we're not going to say that there's only 12. If people think that they can make money by there being 24 okay. There's a certain amount of determinism here, survival of the fittest – Darwinism...Darwin at work in the liquor licensing business. Taking that back to land development, the City's...as I see it anyways –staff's obligation is not to say anything other than that area is for residential, that area is for commercial, that area is for industrial and we'll try and have buffers and provide transitions so that in Meritton the paper plants no longer work that's great, how can we provide for the transition of that land – clean, rezoned, put in new infrastructure to be converted into a compatible use in connection with the surrounding neighbourhood: residential, commercial, Highway 406, all that sort of stuff.

Where Port has the practical problem of dealing with that sort of conversion issue is by moving from industrial marine (commercial, fishing) to tourist, commercial, retail, hospitality with a recreation subtext to it in connection with an improving residential area. Often it's the case that the residential area is deteriorating: big houses can't be supported by single families, get broken up into apartments – boarding houses and they collapse. I think that the City has provided a mechanism for the commercial re-development of Port in the context of harbour and park land area with probably a little too delicately distinction between the commercial and the residential, but on the other hand if people move into that area and gentrify their house and it's right next to a parking lot for a pub, well you're sort of asking for it. But it's still a small enough area at least as it is presently constituted that it should be controllable. So I think that the City has taken a responsible approach in dealing with the deteriorated area in the '60's and '70's, providing a mechanism for the preservation and development for commercial purposes, at the same time encouraging improvement of the housing stock. If you bought a house in Port Dalhousie 25 years ago you could do it for seventy thousand bucks depending on size and location.

F: Right.

P: Port Dalhousie was not a difficult place to buy a house in. Now everyone...you don't see anyone, you may see people complaining about the taxes, but you don't hear anyone complaining about the purchase prices they are getting when they sell their house. Is there a property bubble – there will be a minor one for the upper end houses, but basically Port is a desirable place. There's a school or two schools, you can walk to the water's edge, it still has a small town atmosphere that's very appealing to a prospective purchaser. You know the Muir Brother Dry Docks building isn't there anymore; the Nu-Bone Corset factory isn't there anymore; the canning factory is the Lion...the Port Dalhousie Lion's Club. I mean

all those industrial things are gone. McMahon's Dairy isn't there that's Regatta Heights, I mean it's all residential with this little commercial core at the end with park facilities. That's not a difficult sell to someone.

F: Right.

P: How would you like to live in a neighbourhood with all these amenities? Every once in a while politicians have to resist the temptation to treat projects as if they are their own and I am obviously firmly on the side of those people who would say "set the environment and then let the creativity, the willingness to take risks all that sort of stuff emerge from the private sector. You provide the proper environment, you prepare the earth and someone will plant the seed and in turn things will grow. Give them a chance to do that, don't micromanage the site. In the context of Port Place I suspect that an objective view of it, which one would expect in the Ontario Municipal Board, but not necessarily get – I've appeared in front of the OMB enough times to understand that there are a number of pressures in play and that a lot depends on who you draw as the Board member. And I've had it happen to my client's benefit and to my client's detriment, leave that aside...And my sense of it is...and it's not necessarily the way I want it to go because I really don't have a position on how I want it to go.

F: Sure.

P: I'm involved in a sizable investment in the marina across the harbour I'm going to have to live with whoever is left standing. It makes no sense for me to choose a side for risk of choosing the wrong side and then having a 100 percent of the people hate me. It is sufficient for me to have 50 percent of the people hate me for not have taken a side.

F: Sure.

P: But the corresponding advantage is that at least I'll have 50 percent of people who'll say "well at least you didn't piss us off."

F: So you're playing it safe?

P: Yeah, I've seldom been accused of being as political as what I have just described to you. I'm usually quite prepared to cast my lot with one side and ride with it.

F: Sure.

P: Is it economic interest that directs me to be reclusive on the subject? Well I've explained to you that I've got a foot on both sides of the fence so I've got the fence very firmly placed in between. It's not all that comfortable, but it doesn't

make any sense for me to hop off the fence to go one side or the other when I don't really care. I mean I care, but I'll care when I know what's happening.

F: Sure.

P: Maybe that's that old attitude – what's that saying “only thing necessary for evil to triumph is for good people not to care” or something like that. Who's to say that I'm a good person...I'm staying out of it and look at it another way – I've got so much baggage attached to me that it would be a disadvantage if I were to weight in on one side or the other. I'd be immediately discounted for whatever good and bad reason. So what advantage is there to anyone to recruit my interest?

F: You were talking a little bit about politicians and pet projects. Do you feel that something like this is happening here with the Mayor or the Deputy Mayor?

P: The only person that I would overtly criticize is Bruce Williamson.

F: Okay.

P: Bruce Williamson is the senior councilor for Port Dalhousie. Why he gets re-elected I don't know. Bruce refuses to investigate an issue and then make a decision. Bruce instantly reacts to something then stays with it regardless what the facts are and that to me is fine in an opinion columnist, but is antithetical to what a politician ought to do. Early on...I mean I'll give him credit to this end, early on he was against any further development in Port Dalhousie. We fought him all the way to get the road re-aligned, to build the bridge, to finish the Port Dalhousie harbour walkway, to put in Albert's restaurant, to get a license on the boat in Port Dalhousie harbour or in Port Dalhousie pier marina. Bruce's knee jerk reaction was “No!” And so after a while we just didn't call him about anything. We didn't even bother providing him with a heads up “hey look what they did in this... here's some information and here's some more and if you could support us that's great” because we always knew that he'd be “I want to put on record as being opposed to this.” Well you don't know what it is Bruce. “Doesn't matter, you're for it and I'm against it!” We turned it into kind of a joke, but I thought that it was highly irresponsible when he adopted that position ten years ago and I thought it was highly irresponsible to do it here. Doesn't mean I'm in support of the project, but you don't come out against it from the get go. At least I don't think that that's fulfilling a politician's role, that's fulfilling an advocates role and great if he wants to sign up with one side or the other, but don't then run and say that you are going to consider what's best for the community.

I very strongly am appreciative of the process that the City went through as initiated by the staff and endorsed by Council. In giving the project ample opportunity to be aired...it was a tempest in a tea pot over the issue over whether the report ought to be issued about the first application.

F: Right.

P: That was a non-issue. In legal terms that's called a moot issue. It isn't in the range of possibilities why do you need our opinion? You know a Judge will not say "gee if something were to happen, what would you do?" Well we don't deal with possibilities, we deal with actualities and it was entirely feasible in my view...entirely appropriate for the City and the policy to say that if it's not an active application we don't comment on it. I thought that the Standard wrapped itself a little too self indulgently in the flag of public access (to information)...but the fact that they recognized that this was a, City staff and Council that this was an issue of one where a whole bunch of people had an interest in finding out and expressing opinion.

So finding the right venue: Club Roma, allocating enough time for the...for all sides to get all reasonable information and opinion out and having Council be required to listen to all of this and then making a decision. Whether you disagree with the decision, I'll leave that up in the air, but I thought that the City's approach to this very significant issue is laudable and certainly I would be supportive of it. I understand the disappointment of the PROUD people, but everyone knew that really the final outcome is not determined until the OMB. So it really didn't matter. I give credit to PROUD I thought with very few exceptions their approach was very objective, reasonable within the confines of where they were coming from and where they were going. I frankly thought that the developer group handled themselves well. It's a fundamental philosophical issue and both parties were given lots of opportunity to present their position. They present their positions well. It's just unfortunate that so much time and energy at least on one side is going to end up being wasted because the result is not going to be what that side wanted. There you go!

F: Wow. I think you've just about covered everything.

Interview 7

July 20, 2006

F: So you were basically saying...

P: Having listened to what you're trying – talking about what you're trying to achieve with your study I think one of the concerns I would have is the fact that the feelings in the community are still so raw because it's so close to the public meeting process. And the fact that there hasn't been a resolution as to what's going to happen here yet – you know that process may take another year or two.

F: That's right.

P: And indeed that outcome might colour or might have an impact in terms of how people perceive the whole process, and at this point asking questions in terms of the process without knowing the outcome, it maybe...

F: It makes it harder?

P: Yes, it makes it harder.

F: It's trying to jump to the conclusion basically without knowing enough?

P: Yeah.

F: The questions that I have don't specifically deal with any part of the application and I did that on purpose. They deal with components that are related to the application.

P: Certainly.

F: First series of questions deal with the heritage conservation district itself. So I hope these are not too problematic. I'll go ahead and ask – what was the purpose of implementing the heritage conservation district and who initiated the process – was this community led or citizen led?

P: Okay I think you need the history of the whole thing there. When we were successful in getting the district designated that was basically a process that was community led.

F: Okay.

P: We have a process...in the Secondary Plan for Port Dalhousie that was originally done over twenty years ago the desirability of looking at a heritage conservation district was identified. The first attempt was a combination of City and a few citizens and that wasn't successful.

F: Okay.

P: When it got to Council there was too much opposition. Well then the second time there was a group that came forward and very active and that led to the process that eventually led to the adoption of the district.

F: Okay. Do you think that the passing of the heritage conservation district gave Port Dalhousie a sense of identity, maybe perhaps something that it had been lacking before?

P: No, I think Port Dalhousie has always had a strong identity. It's been a strong community. There's been a history of active citizens in Port Dalhousie. I don't think that the heritage district per se added to that.

F: Was there fairness in the process of establishing of the district itself?

P: I'm not aware of any...flaws in the process. I think the...when I hear some of the people from the BIA speak today, their perception of what they were told the district would be and how it would work and what it has turned out to be are different. But I'm not sure...that's I think a communication problem within maybe as much as anything.

F: Okay. Now...try to stay away...

P: No, go ahead. You don't need to apologize for the questions. You're trying to do a study.

F: I'm trying to be...stay as focused and as objective without bringing into it too many biases or other things. Anyways, so this one had to do with Port Tower.

P: Sure.

F: The initial proposal. So your staff receives the report and I just want to get the sense of what the initial reaction was when the application came in.

P: Initial response – Well I guess there was a response in different ways. First we were surprised that someone was able to do an assembly of this nature. That was fundamentally different than how we as staff had envisioned things would happen in Port Dalhousie. And because in the past people had tried to do assemblies and they had been unsuccessful – I think our whole approach to the heritage district and whatever was based on we're going to deal with a series of small individual parcels.

In terms of the tower proposal: the first tower, they had a beautiful model and a wonderful presentation about it, but clearly as much as it was a potentially a

transformation process my initial reaction was that it seemed so out of scale in the area that the alarm bells went off.

F: Okay. I'm going to fast-forward quite a bit here. The application is withdrawn and the decision is made that the planning report is not going to be made public. Did you agree with that decision?

P: Basically there are...I'll give you some...I'll send you some copies from Council at that time. Basically I had concerns over the report being released and that was basically based on the fact that if...I was concerned about a precedent being established that if an application is withdrawn by an applicant whenever, releasing a report would then perhaps encourage Council to ask for reports on applications that don't exist and that way my concern from that perspective.

F: Can you comment on the size and the complexity of the project and what kind of experience had the City had prior in dealing with projects of this magnitude?

P: I think the only time we had dealt with the project which was any where close to this would be the MTO building, downtown St. Catharines. It basically though a one use building. The fact that it was being done by a public client as opposed to a private sector client makes it a different situation.

Certainly this was a – we've never had a mixed-use project of this magnitude in St. Catharines. Now in terms of the experience of the staff, personally and professionally I have dealt with development of 640 acres sites for mixed-use project for 400,000 square feet of commercial space, 6000 housing units plus public components to go with that. The manager of planning services has dealt with on the private sector side dealt with major re-development projects in both the Niagara region and beyond.

F: Okay so the experience wasn't the concern. Now we'll move to Port Place. The Port Place application came in with a lot of "baggage." How did the staff deal with that? I mean with the previous things...did they interfere with how an application was to be reviewed?

P: I suppose in one way the fact that we spent so much time reviewing the first application became really an advantage to staff because there was a lot of... Since the number of the elements in the project didn't change in terms of the mix of uses then there wasn't a need to go back and go back over a lot of the background related to a number of those issues. It's the form that the project – the building form that the project took that' was different and that is what PDVC examined.

F: What weight did local community values have in the decision that staff made? Did it have any?

P: Clearly like...I would say that staff is conflicted on that matter because clearly there were...Staff as well as the community put in a lot of time into the guidelines and then we were faced with a situation that was very different from what we had anticipated and that caused an awful lot of concern.

F: Now there was a peer review as well for this. I'm guessing that staff made their decision obviously after the peer review had come through. How much weight did the peer review carry on what the staff recommended?

P: If the peer review had said that the heritage values in the area weren't being protected then we would have recommended denial of the application.

F: So it played quite a role...

P: It was a critical...we felt that we needed expertise on the urban design and on the heritage values given the scale and the height and the nature of the project and that became important. In the first project we had Jack Diamond as the project architect.

F: Right.

P: If we were going to be going to the Ontario Municipal Board on an appeal recommending denial of the application we felt that we needed external expertise so that we had that expertise available to us in the beginning of the process all the way through. When we got a new application we believed we needed to look at again at it with that external professional expertise because again we didn't know what was going to happen, which way it was going to go.

F: Right.

P: And if we were going to be at the Ontario Municipal Board we wanted to be able to say that we had that professional service available to us from the beginning rather than simply parachuting somebody in the end.

F: Okay. Now a lot has been made about the community improvement project area that was voted on. Does this now turn this project into a public-private-partnership in a sense; do you feel?

P: No, I don't look at it that way. I don't think...it's an interesting question from a perception perspective. I still don't think – it's still a stand alone private project and basically what they are going to do is set up a community trust that's going to target the taxes that are generated out of that into projects in the area. Now if that makes it a public-private-partnership...but I think it's interesting because you take a look at what the provincial government is pushing in terms of implementation of Smart Growth and the implementation of the Places to Grow document. They are recommending new approaches to basically the tax

increment grant programs, where they are saying that maybe we should be using those programs in areas even in areas that are not designated as CIPs, where we want to look at improvement in public space in and around places that we are developing. That makes it a...I hadn't quite thought of the perception that it becomes a public-private-partnership, but anyhow...

F: I just had a presentation yesterday on the 407 and the provincial government so I just threw that in here at the last second. I had no intentions to ask that.

P: Well you know it's funny...I wouldn't, certainly in our thinking we never thought of it as a public private partnership, but I suppose it could be that perception. I think the difference is that in the 407 it was something that was publicly built then we did the private sector thing. I don't know. It's a little different, but – that's an interesting question.

F: This one...I'll go ahead and ask. How do you address the public interest in this application? Were your decisions that were made based on the overall benefit that were going to be generated for the whole city? Or was there also a consideration for the immediate area that was to be affected and which had the more weight to it?

P: Well okay there's definitely concern for the local area. We had to make sure that the local... in our opinion that the local area is not going to be adversely impacted by what was being proposed. If it had been...if we had not been able to conclude that the local area wasn't going to be adversely impacted then the overall benefit would...we can't ... we didn't make that kind of trade-off in my opinion.

F: This question relates to the role of politicians. With varying public opinions on the applications do you think that the role of the politicians demanded more to be done in order to establish more consensus with in the two different camps. Could they have asked for a community advisory board, which would have comprised of both sides; or something along those lines, or was it too late and far too gone?

P: Well I think that you should ask the politicians that question.

F: Okay, alright.

P: I would suggest that you ask the Mayor to do an interview and then I would suggest that you ask Councilor Williamson to do an interview because those are people who are on the two sides of the issue. They could maybe provide you with some insight. I think if there is one thing that I could go back and do again after the first application had been dismissed...after the first application was withdrawn.

F: Right.

P: I think it would have been better if at that point we'd said to Council "look we need to go back and look at these guidelines for the commercial area and whatever." But I think at that point quiet frankly we were all so stunned with what happened and we thought okay they are going away they're not coming back. So we've got some time and all of a sudden the whole thing reactivated in coming back. If there were one thing that I could change with things that I provided advice to Council, and that is what it would be.

F: Okay. Do you think that the leadership from the local politicians...do you think that the public's best interest has always been at the forefront?

P: I actually believe that. This is an issue in which and this is a generalization and generalizations are always dangerous, but if you believe that the future of Port Dalhousie is as a small recreational area for St. Catharines you tend to look at the project one way.

If you look at Port Dalhousie as a commercial area that serves not just... commercial/recreational area that serves not just the local people, but serves a boarder community as well and it is something that has evolved and not something that is...What we have there today isn't frozen in time and then you tend to be – those people tend to look at it as part of the evolution of the area and that's where I think the two sides fundamentally differ. Both views could be legitimate.

F: There was a comment made by Spencer Higgins in the public meeting and he basically said that the guidelines should apply to the residential area, but that the core commercial area should have different guidelines. Do you agree with that assessment?

P: Well okay I think what he said was that there are different precinct within the district and that was recognized in the original heritage study in terms of the study and the background that was done. I think we put a lot of time and effort into the residential guidelines for the residential area and I don't think we put the same effort to create that for the commercial. And I think we suffer now for that.

At the time I think that people thought that we'd done a very good job when we did the guidelines, but I think in retrospect it is fine in the residential areas. Generally they seem to bond well and whatever, but we just don't have enough details, enough information in the commercial to really make them work. In retrospect maybe for...if we were dealing with on off little property, if we were dealing with one building at a time they might have worked, but I'm not sure that for something that we had the assembly that we had that it would work.

F: Okay. This is a really tough question. This is more a philosophical then a yes or a no definite. When the majority disagrees with what "good" planning is, what

is the role of the planner then? To do for as what the majority is asking for or carry it out as planned?

P: [Laughter] Like you said there's not a simple answer to that question. Clearly there are times that as a professional I think you have a responsibility to state your opinion and to take that forward for the betterment. But in the end you always have to remember that as a planner all you are doing is making a recommendation and in the end there's a political process that is to weigh out not just what the planner says, but what the people from the community say, what the applicant says and where that comes out in the process is different on every application.

But I think that that's a fundamental challenge for a planner anywhere, anytime. It's easy for you to simply sit back and say "oh okay everybody is opposed so we shouldn't do this." I don't think you are really fulfilling your professional responsibilities if you do that.

F: Well answered. These are just some questions based on the external factors. What role has the Region played on this application?

P: They've been a commenting agency to us. They will be the approval authority on the plan amendment.

F: Okay.

P: They've provided...they've been involved in the meetings with the applicant and things like that. It raises an interesting question because right now we're going through an exercise here in Niagara that's looking at what is the role of the Region versus the local municipality? There's a perception of the Region perhaps duplicating local planning efforts and being involved in local decisions that they shouldn't be involved in.

F: Right.

P: There's also a perception by some municipalities that the Region act like a big brother like "we know better." I don't know whether you've read the Planning Review – the Regional Planning Review? I'll see if I can find a copy for you. But this application is an example of what are the regional interests in here? They've not identified any conflicts with the Provincial Policy Statements in any of the comments they have provided. The only issue they've identified so far is the potential for the impact on the sewage of the pumping station and they've identified that there's going to be more traffic.

But we know that as of right we could have someone come in and build 150,000 - 215,000 square feet of commercial space on these lands and they'd apply for a site plan and a heritage in a three-storey building. And so the issue about traffic

isn't something that...somehow or another it will have to be addressed. We are dealing with a lakefront community, that these kinds of communities traditionally have certain issues associated with them.

F: How would you generalize the coverage that the local media has given to this development?

P: I think that the local media has had a really hard time dealing with this because things are so split. It's not a black and white issue.

F: Has their coverage been fair?

P: I don't know. I'm not a good person to...you need to ask the people, you need to ask the developer. You need to ask the leaders of the groups who are in support of or opposed. From my perspective I don't think they were unfair to the planning services department in terms of what they said and what we said. They reasonably and accurately reflected that.

F: What kinds of trust level exist between the citizen's groups and the planning services? If you had to rank them would they be high, medium or low?

P: Now or before?

F: Before and now.

P: Well I think it's...before we worked very closely and we developed and we worked to implement this. The recommendation that we've made I'm sure has shattered some of that trust because for those who are opposed – they see this as a betrayal. Maybe that's too strong a word, but they don't see it as supportive of what they thought the district was supposed to do. If you go back there's really a fundamental thing here and this is certainly something that I've talked about and we wrote in our original report about the heritage. It's also something that I talked about at the...where I did a presentation about a year and a half ago to a group of heritage planners.

As I see it a heritage district is not a land use control, it's a design control and as such there's a distinction in terms of the role. Simply because you're designated as a heritage district doesn't mean that you are frozen in time in terms of uses and the kinds of uses. What it does mean is that the design of what is an appropriate land use needs to be looked at. I think in the case of this particular project...I think another important factor is that the only new use that is not permitted as of right is the theater and I don't think that is really the controversial aspect of this.

F: You talked about this a little bit earlier – what perspective you take affects the way you go about making a decision in whether you are for it or against it. The

character of Port Dalhousie, how would you go about defining it? I mean is it just that a recreational area with a little bit of tourism or...

P: Well I think you need to put Port Dalhousie into context historically and it's interesting that at the public meeting there was a woman who was approximately 92 years old who did the...I don't know if you've seen the tapes?

F: I was at them. I got to six. I missed the one, the one that you spoke at – so I apologize.

P: Then you probably remember this lady.

F: She did the PowerPoint?

P: Yes, yes and she talked about the evolution and how Port Dalhousie has changed.

I grew up in St. Catharines. I wasn't born here, but I grew up here and I remember Port Dalhousie when I was growing up being at the end of the hay day of the amusement park. I can remember going on the rides at the amusement park and things like this. At that point the pollution in the lake was just starting to get bad so we still swam in the lake. We probably shouldn't have, but we still did. Nobody thought about testing, but Port Dalhousie then was still driven by the external. There was still a core of local commercial in the core but most of the places in the core were closed. There were abandoned buildings, the places looked like a slum. And then you had an evolution in the '70s and into the '80s where we had an up turn, which led to I think some hope. But that hasn't been sustained and if you talk to the BIA and you talk to the people that try and run the businesses there, it's a really tough go. Some are successful and some of those businesses will be successful no matter where they go and for some of them it's a real struggle.

The secondary plan that was done twenty years ago and been reviewed over time, identified that if the area was going to change the commercial core was going to focus on tourism in the long run as a way of trying to lead to an evolution.

F: Okay.

P: So I think it is in one way going to its old roots to build itself back up. Some people say that I look at it through coloured glass, but that's kind of how I see it.

F: Hypothetically speaking if the application is approved then you do see this what you've basically described to be happening a full circle basically of some sorts coming through and turning into a tourism...

P: Well it's not going to be like a Niagara-on-the-Lake or whatever. It's going to be a small scale...it'll be a niche for a particular range of people and things like that, but hopefully it'll be one that could move forward and evolve. Jordan has evolved in a particular way – you know somebody that I think you should interview for this is Mr. Pennachetti.

F: Sure.

P: I think he has a really good perspective in terms of what it takes for this kind of process to happen. Clearly we're in city that needs transition and Mr. Pennachetti has been through it personally in terms of that process of transition and I think he spoke very well about what he saw as the differences between the Jordan experience and why that's not transferable to Port Dalhousie. You know he has personal experience trying to make Port Dalhousie work and I think that's important. You might want to talk to Al Visser as well. He's the one that's built the Market Place. Talk to him about the problems he has on an on going basis. It looks nice and whatever but does it really work?

F: Was there anything else that you wanted to add?

P: No, I think...

F: This was a fairly short interview compared to the ones I was carrying out just prior to with other people.

Interview 8

September 28, 2006

F: I have a set of questions but please feel free to talk about your personal experiences within Port Dalhousie and within the community of St. Catharines in general.

A: Sure.

F: So the first set of questions deal with your involvement with Port Dalhousie. Just before I start are you a resident of Port Dalhousie?

A: I don't live in Port Dalhousie.

F: Do you live in St. Catharines?

A: I have lived in St. Catharines for most of my life, but currently I am living in Niagara on-the-Lake.

F: Okay. And what is your involvement in Port Dalhousie?

A: I have several involvements. I have developed two major commercial projects in Port Dalhousie. One which involves a Tim Hortons and a bunch of retail stores and offices, and another one which is a small mall with a couple of restaurants and half a dozen stores, at the corner of Lock and Main street. And then I am also the president of the Port Dalhousie Business Association.

F: Okay. I'm just going to ask you a series of question on the heritage conservation district. So were you involved at all...were you involved at all with the business association when the heritage district idea came up?

A: We were aware of it. I was aware of it; I was not involved with the business association when that happened.

F: Okay. Were your businesses running at the time when...

A: Our buildings?

F: Yes.

A: Yes, yes they were.

F: And what was the feeling, I mean I'm trying to establish whether it was a fair process that took place? Did you understand what that...?

A: I think so. I don't think most of us cared.

F: Okay. Really?

A: Yes, it wasn't something that we...once you have a building it really doesn't bother you because putting in a heritage district in place really protects a little bit, but the new people coming have to do certain things, but the existing people don't even think about it.

F: Okay so they are kind of grandfathered in. What do you make of the heritage district guidelines that came in place – they partly dealt with development and changes that would come about...that would take place in the community. Do you think, looking back at it, they have been downplayed?

A: I believe that when the heritage guidelines were put in place that they were intended largely for the residential area and therefore... and most people believe that's what it was for. So we all knew that the downtown of Port Dalhousie was in terrible shape and needed to change. So we had not thought about it in that regards.

F: So maybe it only really applied to the residential?

A: That's right. A lot of people believe that. I know it applies to the whole of Port Dalhousie, but the guidelines certainly were looked upon more from a residential point of view so that it wouldn't get all messed up with modern construction.

F: Do you believe that conservation districts should place constraints on development or re-development?

A: Should they? Of course they should, whether it's a conservation district or zoning by-law or whatever. There are all types of tools municipalities use to control development.

F: And I think I asked this question before but I'll ask it again, was there fairness in the establishment of the heritage conservation district?

A: I think it was fair. You know those who wanted to contribute could contribute and those who didn't want to didn't. And there were certainly areas in the heritage district...there were some areas that could have been included that weren't included because there were people who objected.

F: Okay.

A: So you basically draw around them. Sure it was fair.

F: There was a comment made in one of my previous interviews that...that there was a lack of understanding or a lack of communication between the business

community and the residential neighbourhood, the people who live in the residential neighbourhood. Would you say that this is somewhat accurate?

A: I would say that there is a misunderstanding in that there is a dividable communication tool. And so what happens when you have small businesses that are trying to survive basically, they just want to survive. They don't go to meetings; they don't do things because they have to be behind the cash registers. Many of them are one person businesses, that's what they do, so yes, there are differences that happen because of that.

F: Okay. I'm just going to get some of your comments on the PDVC proposal or proposals that were put forward. First one was Port Tower, what was your initial reaction to that?

A: I really liked the first proposal better than the second.

F: Okay.

A: I believe that when you create something and I'm a developer so I've developed a number of projects. I believe that when you develop something the biggest impact is at the street level. Once you go beyond four or five storeys there is no further impact to the people out on the street. If you walk in a large city for example, and if you're walking down the street and there is a building beside you that is four storey, or five storey or eight storey high, you can't tell what it is. I felt that the first proposal took a very good opportunity to be a tall building, which made it very valuable as an asset to the community and as a way to generate money to build the infrastructure that was going into the project and left less of the sky obliterated. Okay, if I were across the street from this project, the second phase of this project has much more bulk than the lower level and therefore is much more constraining to sight lines and things like that. Personally.

F: The current proposal – you said you like the first one.

A: I liked the first one better. I fully support the second one.

F: Okay and in terms of the scale and the height – you think they are fine?

A: I as a...you know I don't have a problem with the mass. I understand the mass that is necessary to make it work. As a person who has worked at Port Dalhousie for over twenty years. When you have a, let's call it a quaint little town or an interesting place for people to go, there are a couple of things that you need to make it work. One you need a place for people to sleep. Okay because if you do not have a place for people to stay overnight – they're not likely to eat late night dinners at the restaurants and things like that. They're not going to shop to the same level and so on. So you need a place for people to stay. You also need to have attractions, so you need to bring people in. When people come there they

have something to do. The project answers a number of things. One it's providing the theater, which will provide entertainment for local people, regional people and visitors.

F: Sure.

A: And it's providing the hotel space for people to stay in which will help it. The other thing is that if we go back to planning, good municipal planning years ago – it was always felt that any area should be self sufficient; self supporting. You know where people live; people work; people shop and so on.

F: Sure.

A: And if you go into today's planning and you go into the new urbanism concepts and so on, what they are saying is that we have messed up our cities, messed up our communities by not having the various components involved. I believe that from a planning perspective this projects answers a lot of that. We're bringing people to live here, we're bringing places where people can shop and dine and to enjoy themselves. So we are enhancing the tourism potential but we are also making it a more homogenous community that can...I think it's healthier.

F: Okay. Now the city has granted the project CIP, community improvement project status. Do you consider this...maybe I should back track a little bit. The major push here came from the private sector. The CIP is sort of the contribution from the public. In your opinion is this something of a public private partnership?

A: The CIP is basically...what it allows to happen is it allows the money that is going to be raised from the taxes on the new project, a portion of that to enhance the community that the project is in.

F: Okay.

A: I think it is to a degree a partnership. But I believe that there is some fairness to it as well. It wouldn't seem right to me that if there was a new project in Port Dalhousie that was generating x number of millions of dollars a year, that they couldn't afford to fix the parking lot adjacent to it or the beach or whatever.

F: Sure.

A: And that they'd take that money to Merritton, so there is some fairness to it. And also it is a stimulus for the local area and in many ways it is something that the local residents of Port Dalhousie should be ecstatic about. If I lived in Port Dalhousie the CIP would be the one thing that I would want for sure to happen because that way I know that the peer, the parks and the carousel, all those things are going to get attention. So I was quite surprised that there were residents who opposed that. I couldn't understand that because it's like saying I

don't want you to clean up my backyard, please clean up someone else's – couldn't understand it.

F: Sure. These set of questions deal with the public participation that took place in response to the proposal. Do you think it was relevant, all the public participation? Were all the voices heard and all the concerns aired out?

A: I think that the concerns that could be raised were raised.

F: Okay.

A: There were a lot of concerns raised that in my opinion were not relevant, but I think everyone was given the chance to speak and say their piece. I personally sat through about eighty percent of those meetings. It was a real grind but it was good.

F: Sure.

A: People got to say what they wanted to say.

F: So it was effective?

A: I think it was. They were obviously very large public meetings but there was no one who was denied the right to speak. And there was no one denied to make a written submission. I believe that the evidence was there to make the decision.

F: Okay. How would characterize the civic involvement in Port Dalhousie, if you had to add a few adjectives to express the level of involvement?

A: Umm it's...

F: Has it been rational, let me ask you that?

A: Rational is a tough word.

F: Okay.

A: I think a lot of is shortsighted. There are a lot of people...and being in the development business if you go to Port Dalhousie today and you look at the buildings where Tim Hortons is.

F: Yes.

A: We created that building some ten years ago and we tried to create a façade that fit into the market place there and one that looked good and worked. I had tremendous opposition to that project.

F: Really!?

A: Yes, the people of Port Dalhousie said that it would ruin Port Dalhousie. Now they like it.

F: Sure.

A: Okay. When we did the building at the corner to Lock and Main, which was initially two bars and a dental office – I have a picture in my board room of the building that I was going to build there and they turned it down. You want to take a minute and take a look at it?

F: Sure.

A: Let me show you. Come for a walk...

A: But any way that's...so you see that the history of Port Dalhousie. That building they looked at and said "No, we don't want this." So it's interesting. Then the building beside it – then I went to build this Marketplace on the right.

F: Yes.

A: Again I was told that it would ruin Port Dalhousie, that it was awful. I had worked my butt off to get that approved! Okay little shops, I don't know if you've been in it?

F: I've been around it.

A: Yeah okay so that's what I did. The same people that are talking about this project are the same people that I had, well not all of them but some of them that I had communicated with over the last ten or fifteen years. A big majority of the people in Port Dalhousie weren't there when I did these things. Most of them are migrants, they come from Toronto or wherever they come from and they move down here.

F: Sure. So would you then say that there're odds or unevenness that exists in the development and what the residents want and they can't almost exist together?

A: Well the thing in this is that Port Dalhousie has a lot of people in it that are...let me describe them. Empty nesters, semi retired or retired who have all kinds of time on their hands. And so what happens is that when something is proposed, no matter what it is, they're opposed. Okay and it's not that they don't like what happens, it's just that they cannot deal with change. And so all the projects that I

have done – I don't have any more people objecting to it, they actually use them as examples of good development now.

F: Sure.

A: But at the time I struggled to get them approved. Part of what happens in a municipality is that the staff of the municipality or the council of the municipality has to have a vision to overcome what may not be a realistic position because of fear. People are afraid of change.

F: Sure. These are some governance based questions. Overall, has the city council been consistent in their decision making in terms of when they first started. Have the councilors been wishy-washy, all over the place?

A: On this project?

F: Yes.

A: I think that most of the councilors were very careful to not state an opinion until it came to the point where they had to make a decision. There were probably three of them that were vehemently opposed from day one and probably two of them from the Mayor who were in favour, right off the bat. The rest of them were kind of in the middle.

F: How have the city's planners responded to the chain of events that have taken place? I'm sure you've dealt with them before.

A: I think that the planners have done a remarkably good job. It's an extremely difficult job and we went through a change of planning directors during this process.

F: Okay.

A: And they've...Paul Chapman did the final report and I think did an excellent job.

F: And you commented a little bit earlier about the Mayor, do you think he has provided adequate leadership?

A: I think he, I'd be willing to say this to him if he was here. Once he decided that he wasn't going to run again – he became an excellent Mayor.

F: Okay, it took all the pressure off of him?

A: Yes, and he basically took the leadership role and said you know what we have a city that has urban boundaries that are fixed. We have no room to grow.

We have a rotting infrastructure that needs replacing. We are going to be trapped in an upward spiral of property tax costs in this city unless we find ways to get major investment. This is one of the...you know no one comes in and says "I want to spend \$80 million in the city of this size every Tuesday." It only happens...and we need that type invested in this city. I think that that is one of the identities that you have to look at. What are the filters we use to judge the decision? Is it economic benefit, planning issues to do with that community, all those kinds of things have to be looked at...

F: Sure.

A: And so in his leadership he said "you know what we need a project like this." So I think he did a good job.

F: What kind of, and this is just your opinion, what kind of trust levels exist between citizen groups and the municipal government, if you had to rank them high, medium, low?

A: Well okay if you talk about citizen's group in general I think it is probably average or good average. That particular group right now, the PROUD group probably I would say that there isn't a lot of trust because the municipality is doing something that they don't agree with. So I think that's difficult, but I think that there are lots of community groups that have good relations with city hall.

F: Do you think there is clarity in the city's vision for the area of Port Dalhousie?

A: I think that there is pretty good clarity. I think that all the city plans and their strategic planning over the last few years, have said that Port Dalhousie is an area that needs to be developed and needs to be intensified. It was identified in the beginning and I worked on the strategic planning committee under the city, which just finished doing an update of the plan and again they identified Port Dalhousie as a place that could be intensified. It is one of few waterfront properties that we have on the lake and if we look at most municipalities with waterfronts...I believe that the waterfront should be accessible to everyone but I think you need to leverage the opportunity.

F: Sure. These are just some general questions. How do you think that the media dealt with the situation that ensued after PROUD's opposition?

A: Well the media is probably... they did their usual job. The media here is very negative so they report on negative things. They don't report on positive things. I don't have a lot of respect for the local media here.

F: Okay. As of right now, what kind of life or what kind of a quality of life does Port Dalhousie offer to its residents?

A: Well Port Dalhousie as a residential community has a couple of different parts. It has some newer apartment – condominium type buildings that have been built over the last 20 years. It has some newer subdivisions at the end of it towards the lake and then it has an area with housing that dates back to turn of the century to post World War II, and a lot of that housing is not in great condition. But over the last few years because the housing is in a very competitive area and expensive; you see people moving in and start to make some repairs to it. It is now starting to come back as a better residential area.

F: And how will quality of life change if the proposal is approved?

A: I believe that probably the biggest thing that will happen is that everyone's house value will go up \$100 000, it'll be immediate. That's the first impact. The second impact is that the people who live in Port Dalhousie will now be able to walk down to the core and they'll be able to enjoy some shops, some restaurants and will be able to enjoy a clean beach. You know we are property managers and we manager our properties in Port Dalhousie. We have a crew that goes every morning to clean up the needles; and to clean up the beer bottles; and to clean up the trash from the young people from the night before. My hope is that that will disappear.

F: Okay. Well that basically concludes what I wanted to ask. Do you have anything further to add?

A: I think one of things is that in looking at any planning situation – and that's what you are studying and that's what you are trying to learn, is that good planning doesn't find its roots in democracy, okay. People who sit on city council are not necessarily well qualified to make good planning decisions, whether this is a good decision or a bad decision.

F: Sure.

A: They are just ordinary people trying to make a decision and people who live in a community tend to react negatively to change. So the planners have to be visionaries who broker the change. They are the ones who are professionally trained and educated and they make a report to council. Now council can either accept the report or reject it, but they are the people who are put in the position to make this decision. It's got to be a lonely job.

F: Sure.

A: And so I think...I take my hat off to a guy like Paul Chapman who is doing this type of a job and knowing that on one side there are going to be people who are going to object, there are going to be a whole bunch of other people who are saying "yeah!" And there are going to be other people sitting on council saying "we don't understand and what are we to do?" And eventually it will all go to an

OMB hearing that will listen to planners and lawyers and these types of people. And really what the residents feel won't impact the hearing; it will have to be planning evidence.

F: Sure.

A: And that's part of this process that is so scary when you make it so public; it really hurts the community. Port Dalhousie as a community has been severely damaged. Being a representative of the business community we've had representatives of our association who own businesses there, they've had people walk into their store and say "you are in favour of this new building, we will never shop in your store again."

F: Really!

A: We've had people say that we'll not eat in your restaurant again. We've had those kind of threats and when you have businesses that are...in our Marketplace we've had four businesses fail in the last two years. There is no one in Port Dalhousie making a great deal of money in business. The only ones making money are the ones that I call "kiddy bars." You go to My Cottage and they have 1800 licensed seats. Boy you go there, I don't know if you've ever been there on a Friday night, Saturday night at one o'clock?

F: I have.

A: You don't have to answer that question.

F: Too late.

A: But you know what I'm saying. You know exactly what I'm talking about and those people who come there, 95% of them are wonderful people, just like my kids.

F: Sure.

A: Right? But there are 5% that aren't, and we have noise issues and we have parking issues and we've got people whose cars get keyed and we have all kinds of issues every day. And you know what, it's not a healthy environment for the people living there and that's where there has to be change. You have businesses that rely on young people to come there and drink the beer, and that's how they pay their bills and make it work. What many residents say is that let's close all the bars but leave the buildings there and we'll turn them into quaint little shops. So the reality is that the quaint little shops can't make any money.

When you're in a municipality and you have...I always say to people is that the reason why we have problems with our downtowns is because they allowed

people to turn the housing units into offices. You know when you have a store in a three storey building downtown and the butcher lived upstairs and he'd have a store downstairs – it worked pretty good.

F: Sure.

A: And what we found out and we could do as well is we could take that second floor and we could build a house somewhere else and rent the second floor out either as an apartment initially and then oh as an office because I think I can get more per square foot than I could get out of an apartment. So now we have these offices there and all of a sudden what happens is that those offices say “you know what this isn't very efficient.” So now we build an office structure. And now we have all these empty spaces and we've got problems and we've re-zoned them as commercial.

In Port Dalhousie what happened was we had a lot of beautiful little shops years ago and then the food business came in, the beer business came in. And the guy who sells liquor could pay way more dollars per square foot than the guy who sells shoes. So the bottom line in Port Dalhousie was that every time a place became open that was able to be used as a food and beverage place – that's where it went. So we ended up with these groups of businesses that were booze oriented basically while the community deteriorated! They should have never allowed for that to happen, they should have never allowed for the planning to happen that way, they should have never issued the liquor licenses, but they are done. They are there and so you can't get rid of that problem without getting some thing in its place. So that's the problem, so there – that's my opinion.

F: Well that was great. Thank you.

Interview 9

September 28th, 2006

F: First set of questions are just very broad, there are about six set of questions. What has been your involvement in Port Dalhousie - past and present roles? I know you have been...

M: Well I was a volunteer back when the Port Dalhousie harbour plan was being created and the whole on-structure was being done, I was involved in that. And the development of the overall plan to redevelop the Port Dalhousie harbour.

You know it was amazing because you went through this and it was quite a good vision and we're not complete yet, but I remember thinking "it will never happen. Council won't do that" you know, but fortunately piece by piece it was put together. The walkway went around and everything else. Port Dalhousie itself started to refurbish and the commercial section was the major...was the start, where some investors got in and started to fix some of the buildings up to differentiate it from the Port Dalhousie of the old.

F: Sorry I jumped a question. I wanted to ask how long you have been a resident of St. Catharines.

M: All my life. Sixty six years.

F: Okay.

M: Except for when I went to school.

F: Okay, second set of questions deal with the heritage conservation district that was passed. What led to the adoption of the conservation district?

M: Well I think the citizen's group now called PROUD had latched on to the idea of having a heritage designation and really pushed it pretty hard to get it done. There was opposition, not much but there was some opposition to it. I know that there were questions at the time about the commercial area versus...being involved or not being involved, which is part of what we are now having to deal with.

F: Was that a major concern at that time? Or was it a...

M: Some of us had some concern about it.

F: Right.

M: But felt that there was a sense of reasonableness about how...that it was recognized...that it still needed work that had to be done to improve that area because it was certainly not the way they wanted it.

F: Getting into the designation process, what was the council's role?

M: During the dedication of the heritage?

F: Right.

M: Well heritage designation obviously has to go through council. Council had reports done and eventually through the process approved the heritage designation.

F: Now some guidelines came about from the heritage conservation district, I believe to deal with the development and change in the district – are those being down played now because of some of the issues that you had talked about in the commercial?

M: I'm not sure of your question, so let's try that again.

F: Okay. Well basically the guidelines suggested...had recommendations on the development and change that should come about in the district. So are those guidelines being down played at all in your opinion?

M: I'm not sure that they are being down played. I think that the concern is that ...that we have a potential way of saving what heritage buildings are there and improving the overall uses that are in the commercial area. And obviously when you do that, that does create questions and opposition and that's sort of where we're at.

F: Was there fairness in the establishing of the conservation district?

M: Of the what?

F: Of the heritage conservation district in Port Dalhousie?

M: I don't think that there were any secrecies going on or anything like that. I know that within the operations here in the city and one of the things that we had discussed – there was some question on whether that commercial area ought to be included in the district or not. And we knew that there had to be work done there and pretty severe work if we were going to get something corrected. But it really never got to a point where it got into a report it was just a serious consideration – is there a problem here and there was some discussion about it.

There was some discussion about it here in this office with members of PROUD. They certainly were indicating that they understood that there had to be work done and that it would be better for the overall district if it was all included. And they certainly recognized that work had to be done in the commercial area. There was never any intent to not include it.

F: Okay. I'm going to slightly touch on the PDVC proposals, both of them. So how did you find out about the initial application which was Port Tower?

M: How did I find out about it?

F: Did it come about...

M: I mean it was...it probably came about by even my own personal discussions with investment people, entrepreneurs and one of those individuals that I spoke to was an owner of a property down there. Actually I talked to a number of them who owned it and subsequently sold it to PDVC. The only way you were really going to be able to establish something that's viable is to have control of most of the properties to do it, and I didn't see the city doing that. And I didn't see council investing the kind of money that would have to be done in order to do that. And one of those individuals was Dan Rosetta.

F: Right.

M: So...he was talking about bringing some more theater in. He was hoping he could buy the Lakeside and turn that into a dinner theater operation and I don't know if you know of the mess we have here, which was a real problem.

F: Right.

M: It was creating neighbourhood problems. So he found investors and he started putting, he put together – they did these offers to purchase which were accepted and started to create the land mass that they felt was needed. They had no concept about what they were...they certainly didn't have the concept about towers or anything like that.

F: Sure.

M: So I was very much aware of what was going on. They kept me...Dan had me down and introduced me to the people involved, and I was frankly very excited about it because it looked like we finally could deal with cleaning up the commercial area and re-establishing the place to a nice livable place. So when I found out about the project that included a 30 storey tower, which was I guess two and a half years ago...

F: Your initial reaction was?

M: ...when we went down to meet Jack Diamond and see what he had in line. I was a bit shocked.

F: Okay.

M: I was shocked and I thought ohh this is going to be interesting.

F: To say the least.

M: But in the meantime I looked at it and said "I like the concept. I liked the idea of what they were talking about." So I guess that's when I found out about the tower and that's changed quiet a bit since then.

F: Sure. Moving to the current proposal, which is Port Place. What is your opinion on the scale and the height?

M: Oh I think they have done a good job of really compromising the... or I don't think compromising is the word, of listening. You know they pulled the thing out because they knew that the...I was away at this point of time.

F: Oh really okay.

M: It meant that the project was done. I was in Finland on one of our trade tour. So when I got back, I wasn't going to leave that one alone. Seemed to me there were ways that this thing could work. So a number of citizens were quiet upset that it wasn't going to happen. So I invited them to a meeting and said "what are we going to do about it?" So they come up with some good recommendations and then asked the developer to reconsider. They had another architect, who is now the architect that is doing it, come in and talk to them. They asked "how would you improve on this?"

As a result we have now, what I think is as good a compromise to what most citizens were concerned about, which was height – 30 storeys. And what would be more realistic. Yeah it is 17 storeys now. From the parking lot it's going to be 17 storeys.

F: Right.

M: But for the majority of the people who live in Port and are coming into Port or are coming down Main Street, it's not going to look like 17 storeys. It is a better concept and still making the whole project viable. Building a tower wasn't going to work by itself. Fixing up the Lakeside wasn't going to work by itself. Putting in a theater in isn't going to work by itself. But the overall investment and the way they have developed the project is an urban sort of...in that small little urban area, I think is quite good. Still not every one likes it so much.

F: And that's kind of subjective. What are the opportunities and the conflicts? I mean why is it important for this to happen now in Port Dalhousie?

M: Well you know as a receiver of a number of phone calls about behavioural problems and four o'clock in the morning people parked in your front lawn and doing various things on your front lawn and so on.

F: Sure.

M: There was the obviously the need to make some changes there and more and more it was becoming an attraction for outside people to come in and get drunk. We have done a pretty good job of, I think trying to resolve some of it, but still you have lots of things going on. The owners of the bars, the Lakeside and so have done frankly a great job in trying to mitigate the sound coming out of their end. Now days it's out there that the noise is coming from, it all these small places along there.

And that will change because, certainly if the project goes ahead the demographics of who is there is going to change. That doesn't mean that you can't go down to the beach and swim. It doesn't mean that you can't go around and use the merry-go-round, doesn't mean all of those things. But that end of the area is going to change the demographics then...instead of 25 year old and we all were at one time, people coming out at 3 or 4 in the morning and having a great time. Everyone's happy and disturbing the neighbourhood. Instead you're going to have people coming out of restaurants and the theater, who'll probably be coming out around 11:30 or twelve o'clock and not quite so jovial.

F: Right.

M: So I think that is really why it was important to get something changed there. But as long as you're not prepared to invest the money, then you've got to listen and watch what people who are prepared to invest the money and how they can make it work.

F: Just want to backtrack. You said that the motivation or the push came from the private sector.

M: Yes.

F: And the CIP has been approved, so would you then consider this a public private partnership sort of thing?

M: Well all of the CIP money comes back to the city. It's not in their hand they're not taking any of that. That money is going in to help redevelop the park, to do

works on the carousel, to put the skating path ways in and other types of projects like that in that area. So there's no money...they are still paying the full pop when it comes time to tag this and that money is that's the way it is that we want to have it contracted.

F: So is this sort of a partnership would you say?

M: Well it is a partnership between the private sector and the city as far as helping to...

F: Get that area improved?

M: Yes, get that area improved, getting the parks done. You know I can see them helping to do other things. There is a significant change in the tax structure when this is done and by taking the TIF: tax incremental financing, that's going to provide us with money that we can now use to do that.

Don't tell the Region though.

F: Okay. I think they already know right?

M: Yeah, they already know.

F: Just some planning and public consultation related questions. Was the public participation relevant? Were all the voices heard? Did it bring out relevant issues that were addressed?

M: I think so. You know what, when we finally got to public meeting part fortunately, you know we had preliminary meetings and all that but when we finally got to the public meetings and I mean it was a long process. It was a lot of nights and it was tough.

F: Sure.

M: But we heard some good things from those who were opposing and there are some good reasons why people don't want it and I certainly respect that. I'm not sure that they're all wrong in every aspect and there are good reasons for doing it. And some of them weren't. So I think there was a good balance. What surprised me was the number of people...generally when you have something proposed it's only the people who don't want something that show up.

F: Right.

M: And it surprised me, the number of people who showed up that did want this and I think that tells you a story. This was really something that people really thoroughly thought about and weren't afraid to come out and say it. I know there

were more people opposed than in favour and that doesn't surprise me, but I was surprised by the number of people who...I think it was at the public meeting 67 opposed who presented and 52 in favour or something like that. It was quiet interesting. I can tell you that it was a long couple of weeks and it kind of messed up a few other things that I was supposed to do.

F: Has the opposition been too strong from the get go or was there really a chance to establish a community led advisory board where both opposition and supporters could have come together and maybe have worked something out.

M: I think that I don't know...the community advisory. You know the city does do more than what the Planning Act says that it has to do.

F: Sure.

M: And the initial meeting that was held at Club Roma I think it was taken over by PROUD and there wasn't...and that's where you start that type of dialogue and that was just cut right off.

F: Okay.

M: I watched because I sat down, I didn't have to run the meeting and I didn't have to say anything, I just sat in the back and watched. And I watched people who wanted to speak that I knew were in favour of it that were virtually cut off by other people in charge that were against it. It was really interesting, it was well coordinated. I don't know whether they realized that they were doing it or not, I think so, but I'm not going to...I mean it was...the idea was for everyone to get a concept of and an idea of what was being proposed. Well, there was never any real discussion about that and it...you know they had fairly respected architects there and heritage architects and things like that and they were booed. Like - you know come on. They do know what they are talking about. I had one good friend of mine who was very rude in opposition. I couldn't believe it!

F: These are some governance related questions. Overall, has the city council been consistent in their decision making?

M: On this one?

F: In terms of the whole thing that started it off.

M: Yes, I think it's been fairly consistent. I think if the first plan were to be dealt with, I'm not sure that one would have gotten approved. The second plan I am fairly certain it would have, well it was approved. We were missing a councilor but even so, even if that councilor was against it, it would have still gotten approved because I would have broken the tie.

F: Right.

M: I said that I don't even want to go where she might have been. It has been fairly close. There has been a group of people that look at it and oppose it, and then there are a group of people who look at it and are in favour of it, and then there were some people who were in the middle who didn't know.

F: Right.

M: I think that the changes that were made in the design feature and how it was going to be done. I don't think it was very clear that...they weren't proposing that they were going to take over the park in the first one, but it sure...that's what it appeared to be. And this was I think much clearer. This one is like "we know what we're doing - here are some ideas that you may want to consider."

F: Can you comment on the role of the city planners and how they responded to the chain of events that took place.

M: Well frankly I do believe that they are the only ones that are unbiased and really did research and did not make up their mind until they finally started to put their package and pieces together. I'm sure that they probably had a lot of debates downstairs in the planning department, but I really feel that they were, and are unbiased in their opinions.

I think we are very fortunate to have the planners that we have here. Sometimes they give me reports that I don't like, but I have to...but I don't interfere with them because I don't believe that I should interfere with the. That's what planners should be. They should be the unbiased opinion of the community because somebody has to make up a logical recommendation based on facts. So that's what you're going to have to do.

F: Sometimes it's harder than others.

M: Yes, it is tough. You'll have guys, mayors - people like me that'll try and influence you.

F: Do you think that you have provided adequate leadership on this issue?

M: Me?

F: Yes.

M: My leadership style is quiet different than others. Yes, I think so. I don't and try not to interfere with others. But yes, I think so. I try and not interfere with...I don't interfere with staff. Now people may think that I do, but I don't. I very seldom try and speak to councilors and try and get them to see it my way. I

believe that my directions are to try and find the best solutions to bring forward and on that basis that I think I did. I think that when this is done assuming it is approved by the OMB and it is actually built, people will be going there and saying “what was the problem?” I really believe that. I think they will be very happy with it.

F: What kind of trust levels exist between the citizen groups and the municipal government, if you had to rank them high, medium, low?

M: Personally I am getting tired of getting all this stuff and I think most councilors are getting sick and tired of getting inundated with emails and press releases. You just hope you know...just go away. We’ve made the decision here. Now it’s up to the Region. The Region isn’t making a planning decision other than they are commenting on whether this meets the provincial plan and the regional plan. And it’s not about whether a theater works, you know like get out of this.

F: Right. Is the clarity in the city’s vision for the area of Port Dalhousie?

M: I really do think that there is and it goes back twenty, thirty years ago when the harbour plan and the Martindale pond, all of that was done and we are still working on trying to do some of that by linking JC Park with Port Dalhousie, or Rennie Park.

F: Right, Rennie Park.

M: And part of this money may help us to get that bridge built. Those types of things we had a very clear vision of. The other thing that the harbour plan did was give a clear vision to clean up the harbour, to help Port Dalhousie revitalize and that’s where we’re at.

F: These are just some general questions to finish off with. How’s the media dealt with this situation, in your opinion?

M: It’s been a great story for them.

F: Okay. That’s well put.

M: They’re onto other things now, but it’s been a great story and you know it filled a lot of print, it filled a lot of radio waves, and I guess a little bit of television. There have been pros and cons and I think that one side thinks that they have been unfair and the other side thinks that they’ve been unfair.

F: What kind of quality of life does Port Dalhousie offer now to its residents?

M: During the summer it’s a wonderful place to be but not a great place to live if you’re down close to the activities that they have, if you want to sleep on the

weekends. But other than that I think that the quality of life is exceptional. You've got some very unique things that happened there and some traditional things like that that go on. It's a nice place, and the surprising thing is that thirty years ago people who moved here to St. Catharines that would be the last place that'd be suggested.

F: Yes, I've been told that. How will the quality of life change if the proposal is approved?

M: Well I think it will improve, I really do. I think that the people in Port will benefit from first of all the demographic changes and the late night marauders on streets in the summer will be reduced significantly. That doesn't mean that there won't still be kids going down to the park at three in the morning and trying to have a beer on the beach.

F: Sure.

M: But it will certainly shut down the numbers and it will be far better that way. For those who live there and want to walk down and have a beer or go for dinner and so on, like they do now, they'll still be able to do that and probably have more selection. I think it will be a far better place then.

F: Is there any thing further you'd like to add?

M: I just look forward to seeing it get done.

F: Okay.

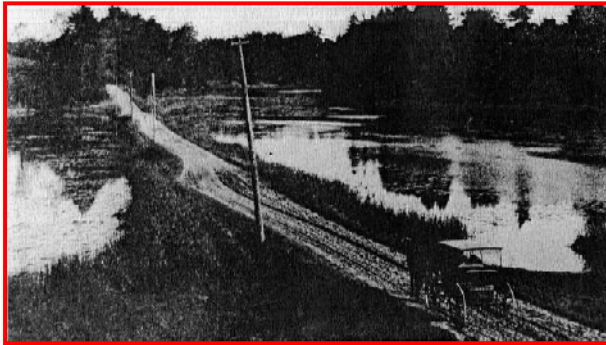
M: Hopefully it will be approved and we can move forward and see that the heritage buildings that are there will be restored, that are truly heritage and that the remainder will really put a lovely looking presence on the Main street. And that we'll have more people living in that area that I think is always helpful. And we'll have a theater, which I think will be very good there. I just think that it's the right approach.

F: Well that sums it up.

M: Okay.

F: Thank you.

Appendix D: “Before and after” visual data analysis



Martindale Road, circa 1910
Source: Aloian (1978)



Martindale Road, 2007



World War I Memorial, circa 1924
Source: Salter (1969)



World War I Memorial, 2007
Corner of Ann and Main Street

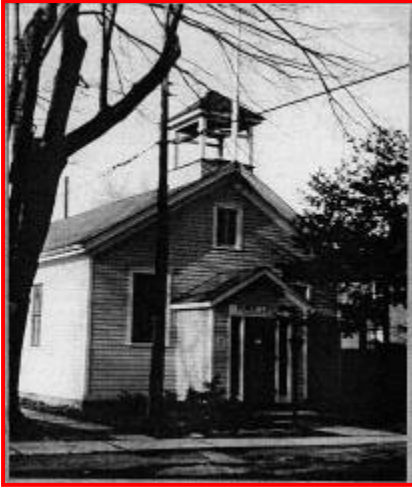


Nu Bone Corset Company's Dalhousie Hall
Source: Salter (1969)



“Dalhousie Hall” Apartments, 2007

According to Aloain (1978) the Nu Bone Corset factor had moved to Port Dalhousie in 1940. An unfortunate fire resulted in the closure of the business in 1960. The building was later re-adapted and converted into apartments.



Port Dalhousie Town Hall (circa 1863)
Source: Salter (1969)



Port Dalhousie Public Library, 2007



Covered pedestrian bridge with the old Maple Leaf Rubber factory (circa 1900) in the background.
Source: Salter (1969)



Lincoln Fabrics and the Port Dalhousie pedestrian bridge, part of the Harbour Walkway that traces the Lake Ontario shoreline, 2007



Lock One, second canal. Old Front Street, 1905



Site of Lock One, second canal, 2007



"Old Front Street" present day Lakeport Road, 1977
Source: Aloian (1978)



Murphy's at the corner of Lock and Lakeport, 2007



Front Street, north of Lock, 1969
Source: Salter (1969)



Lakeport Road - Port Dalhousie, 2007



Lock Street, north of Front Street, 1969
Source: Salter (1969)



Marie's Sea food on Lock Street, 2007



The Old Gaol dates back to 1845
Source: Aloian (1978)



The Gaol used as a storage facility, 2007



The wooden carousel was built in 1898 by the ID Loeff Company of Rhode Island.
Source: Aloian (1978)



The carousel was resorted throughout the 1970s and is still situated at the east end of Lakeside Park.



Wellington House later renamed the Lion Hotel dates back to 1877. Source: Aloian (1978)



The Lion Hotel, and the Lock and Main Marketplace constructed in 1988.

Appendix E: Vignette

Observations from the initial public meeting over Port Place

The initial public meeting on the “Port tower” issue had been scheduled for six o’clock with the venue well known to me, the Quality Parkway Convention Centre – just off of Ontario Street in St. Catharines. However, as if to reassure myself that my study played some role in Port Dalhousie’s evolution, I called City hall to re-confirm the time and place.

Driving to the convention centre, all I could think of was the e-mail that I had received just the day before from a local resident that I had already interviewed. The subject of the e-mail read “Showtime” with a great big exclamation mark at the end. The e-mail was simply a reminder for me to come out and see how well prepared his side was in the debate over Port Dalhousie’s redevelopment, which had been scheduled for at least the next three nights in June. The message hinted that this meeting would be where the “gloves came off” over the contentious Port Place re-development. As I drove, I was cognizant that today was the day that both sides had so painstakingly prepared themselves. Today, at this public meeting, the history of Port Dalhousie and the path it was headed for in the 21st century was going to take shape.

Anxious to get to the meeting before it got underway, I only paused at the entrance to pick my copy of the thick notes that had been rigorously photocopied and meticulously assembled by the city’s staff. As I entered the room, I saw before me rows upon rows of chairs that had been setup in anticipation for the large crowd. Well, the chairs more than sufficed and the hall never did hit capacity.

I made particular note of the different t-shirts the two sides had donned. I suppose the sale of those shirts must have been a thing of excitement within the community. The PROUD camp had their white shirts that in some instances read “I ♥ Port” as if to suggest that those who were on the opposing side did not love Port, and in other instances the t-shirts simply read S.O.S from their initial “Save Our Seaport” campaign. Those in support of the development wore a dark, hunter green shirt with white bold text that simply read “Build It.”

As the room filled in, rows and sections somehow became designated for the two different sides so that each person walking in was made distinctly aware that where you sat mattered. The inter-mingling between the two sides was minimal with only a few residents acknowledging friends who sat on the opposite side. Soon the meeting got underway and the rules of engagement were outlined by the rumbling voice that carried a distinctly serious tone. The loud speakers carried the voice of the man in charge, Mayor Tim Rigby.

Appendix F: Questionnaire recruitment letter and the questionnaire

University of Waterloo

Dear Participant:

I am a second year Master's student from the School of Planning at the University of Waterloo. I am conducting research under the supervision of Professor Robert Shipley on the perceptions of change in Port Dalhousie and its downtown. The City of St Catharines has approved a proposed re-development project for downtown Port Dalhousie. The proposal has received both criticism and support from local community groups. One of my aims in carrying out this study is to evaluate the public participation process and the level of local civic involvement within Port Dalhousie's heritage district. As a resident of Port Dalhousie, your opinions may be important to this study. I would appreciate the opportunity to speak with you about your experience on this topic.

I plan to conduct this research as a door-to-door survey between the hours of 4:30 pm and 8:30 pm, and expect to be in your neighbourhood during the week of October 23, 2006. Your involvement in this survey is entirely voluntary and there are no known or anticipated risks to participation in this study. If you agree to participate, the survey should not take more than 10 minutes. The questions are quite general for example; would you like to see physical changes made to downtown Port Dalhousie? However, you may decline answering any questions you feel you do not wish to answer and may withdraw from participation at any time. All information you provide will be considered confidential and will be grouped with responses from other participants. Further, you will not be identified by name in any thesis, report or publication resulting from this study. The data collected will be kept for a period of one year in a secured location at the University of Waterloo.

If after receiving this letter, you have any questions about this study, or would like additional information to assist you in reaching a decision about participation, please feel free to contact Professor Robert Shipley at (519) 888-4567, Ext. 35615. If you would like a summary of the findings of the study, which will be available after April 2007, please email me or leave a message with Professor Shipley.

I would like to assure you that this study has been reviewed and received ethics clearance through the Office of Research Ethics at the University of Waterloo. However, the final decision about participation is yours. Should you have comments or concerns resulting from your participation in this study, please contact Dr. Susan Sykes in the Office of Research Ethics at (519) 888-4567, Ext. 36005.

Thank you in advance for your interest in this project.

Yours sincerely,

Fazeel Elahi
University of Waterloo
School of Planning
felahi@fes.uwaterloo.ca



An evaluation of Port Dalhousie's heritage district and the perceptions of its downtown

1. How long have you been a resident/business person of Port Dalhousie? _____years
 2. Which of the following best describes you?
 Owner Tenant Other _____
 3. Are you aware that your residence/business falls within the Port Dalhousie heritage conservation district?
 Yes No
 4. Are you aware of the proposed re-development project known as Port Place slated for Port Dalhousie's downtown core?
 Yes No **(If no, please proceed directly to question 14)**
 5. Which of the following best describes you?
 I am directly involved in the discussion/debate about the Port Place proposal.
 I am very well informed about the Port Place proposal.
 I am up to date about the Port Place proposal.
 I am generally aware of what the Port Place proposal is about.
 6. Did you attend any of the public meetings/information sessions related to Port Place?
 Yes If yes, how many _____ No
 7. Were your views, either for or against expressed in those meetings, either directly or indirectly?
 Yes No
- In your opinion:
- | | Yes | No | Unsure |
|---|--------------------------|--------------------------|--------------------------|
| 8. Did the St. Catharines City Council deliberate over Port Place in a fair manner? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Has the Mayor been neutral in the stance he has taken towards Port Place? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Should the Mayor have taken a neutral stance in dealing with Port Place? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Do you believe that Port Place is in keeping with the historic character of Port Dalhousie? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. If built, Port Place will enhance the community of Port Dalhousie. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. Has the Port Place proposal divided the community of Port Dalhousie. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14. Would you like to see physical changes made to downtown Port Dalhousie? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
15. As it exists presently, downtown Port Dalhousie requires:
 No changes Maintenance Upgrades Revitalization

16. Which one of the following poses the greatest challenge to the success of downtown Port Dalhousie?

- Limited parking/access Unsuccessful businesses Why? _____
 Limited tourism potential Unpleasant bar scene _____

17. Please select one, Port Dalhousie's heritage district designation was meant to conserve its:

- History Residential Buildings Commercial Buildings Urban Landscape

For questions 18 to 24 please select one of the following to indicate your response

Strongly Agree = SA Agree = A Unsure = U Disagree = D Strongly Disagree = SD

In your opinion: SA A U D SD

18. Downtown Port Dalhousie is economically viable.

19. Most profitable businesses within downtown Port Dalhousie are seasonal?

20. The neighbourhood of Port Dalhousie is a desirable place to live in.

21. Port Dalhousie is a safe community.

22. The housing in Port Dalhousie's heritage district is affordable.

23. Port Dalhousie is served by various amenities (schools, parks etc.) within close proximity.

24. There is adequate housing in Port Dalhousie's heritage district

25. On the following scale, how would you rate the quality of life in Port Dalhousie?

- Excellent Good Satisfactory Poor Very poor

26. In 5 years time the expected quality of life in Port Dalhousie will have?

- Improved Stayed the same Gotten worse Not sure Why? _____

27. You are: Male Female

28. You have successfully completed which of highest following education:

- Grade school High school College University

29. Which of the following best describes you?

- Unemployed Employed Semi-Retired Retired

30. On your last birthday you turned _____ years.

31. You are presently a member of a community group? Yes No

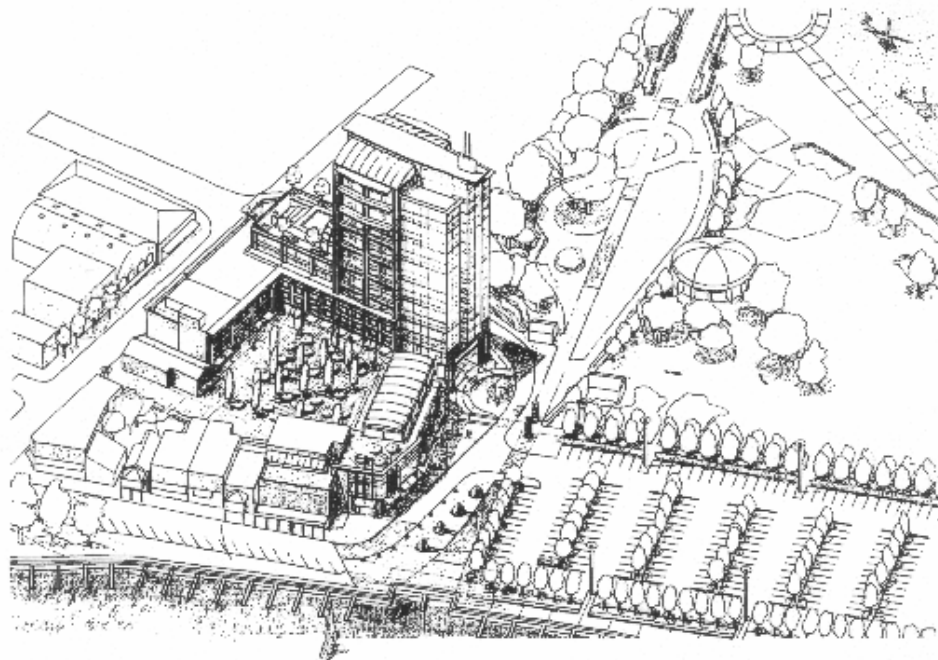
32. Would you like to receive the results from this survey? Yes No

If yes, please list your address:

Appendix G: Excerpts from PDVC's Port Place planning report

Entire report available at:
www.portdalhousie.ca/pdf/PDVC%20application.pdf

Application to Amend the City of St. Catharines Official Plan and Zoning By-Law



THE KIRKLAND PARTNERSHIP
ARCHITECTS

 BLS Planning
Associates

February 2006



February 7, 2006

Mayor Tim Rigby and Members of Council of the City of St. Catharines
City of St. Catharines
50 Church Street, P.O. Box 3012
St. Catharines, Ontario
L2R 7C2

Dear Mayor Rigby and Members of Council:

Port Dalhousie Vitalization Corp. (PDVC) is pleased to submit our application for an Official Plan Amendment and Zoning By-law Amendment related to the redevelopment of a portion of the commercial core of Port Dalhousie. We are grateful to the Mayor and the people of this community for creating the right conditions for a redesigned project to be submitted in a new application. We are proposing a mixed-use development featuring a boutique hotel, a state of the art theatre, retail space, residential condominiums and underground parking. Additionally, PDVC hopes to take advantage of specialized government incentive programs that will allow the company to undertake a number of improvements to surrounding public lands, such as the municipal parking lot and Lakeside Park following a separate public process. We are taking a global approach to this development, and these improvements are a very important component of this project.

Our new architect, J. Michael Kirkland, of the Kirkland Partnership Inc. describes his role as follows:

"It's an extraordinary thing to design and develop within the context of a heritage site. This is not merely because of respect for historical things but because to build in such a context is to enter immediately into the heritage continuum"

PDVC's plan is a concept that we have been studying and working on for the past 3 years. We have conducted numerous studies and hired a renowned architect to design the project. We have utmost confidence in our architect's ability to design a landmark development for Port Dalhousie in the City of St. Catharines, while remaining mindful of Port Dalhousie's distinguished heritage. We have also, in this application taken the time to speak to many of those who opposed redevelopment in the past. It is our hope, by taking this proactive approach, that we can communicate our vision more thoroughly.

The economic impact of this development is significant. It translates into increased business for the City of St. Catharines, a substantially greater tax base, hundreds of new jobs, and sustainability of existing businesses in Port Dalhousie.

We believe that our proposal is consistent with the direction provided by the City of St. Catharines' Official Plan and the Neighbourhood Plan for Port Dalhousie as well as the principles of the Niagara Region's Smart Growth strategy. The amendments to the Official Plan that we are seeking will serve to implement the direction given in the Neighbourhood Plan and the Heritage Conservation Guidelines, which encourages a Master Concept Plan for the commercial core for Port Dalhousie. We have taken into account many municipal and regional planning considerations, and we are eager to continue working with the City on developing solutions to issues that may arise.

PDVC is excited about the opportunity to submit our application for development that will create new commercial, cultural and residential uses for the land to help solve some of Port Dalhousie's current problems. We believe that the proposed improvements to Lakeside Park will promote increased public usage of that park and have made specific suggestions in that regard. The public spaces and courtyards we wish to create within our development will be enhancements to the area, and improve access to Lakeside Park. The development will substantially enrich the community and attract a more mature clientele on a year round basis, leading to a more stable economy and an environment better suited to the community.

We are firmly committed to building this exceptional development and are eager to turn our vision into a reality. We look forward to working with the City of St. Catharines on this exciting project.



February 7, 2006

Mr. Paul Chapman, MCIP, RPP
Director of Planning Services
Planning Services Department
City of St. Catharines
50 Church Street, P.O. Box 3012
St. Catharines, Ontario
L2R 7C2

Dear Mr. Chapman:

**PORT DALHOUSIE VITALIZATION CORP.
COMMUNITY IMPROVEMENT PLAN REQUEST**

BLS Planning Associates on behalf of Port Dalhousie Vitalization Corp. (PDVC) submitted a request to the City of St. Catharines in June of 2004, and September of 2005 indicating that the Corporation was desirous to have the Port Dalhousie commercial core (being the area of their development) placed within a Community Improvement Project area. The justification provided with that application relied mainly on information prepared for and by the City related to other matters rather than any aspect of the development and public works proposed by PDVC.

It was noted that the City, at that point in time, was going through the process to designate three areas within in the Municipality being the Downtown, the Queenston Neighbourhood and the Hartzel Road – Merritton areas as CIP areas. Since that time we have met on a number of occasions and you have requested that we re-submit our request based on those discussions. It is also our understanding that the City has recently designated a single property as being within a CIP area.

The provisions of the Planning Act will allow a municipality to designate an area, or the entire municipality, as a Community Improvement Project Area for, amongst other matters, economic development.

 *Better Land Use Solutions*

3215 North Service Road	1 St. Paul Street, Phase 1
Box 220, Burlington, ON L7R 3Y2	2nd Floor, St. Catharines, ON L2R 7L2
Tel: (905) 335-1121	Tel: (905) 688-1130
Fax: (905) 335-1414	Fax: (905) 688-5893
E-mail: planning@btsplanning.com	

The City of St. Catharines in preparing Community Improvement Plans look at the Grant Programs, the Financial Relief Programs, and Municipal Development Costs Relief Programs.

The Grant Program would provide within in CIP area a grant available to equal 15% of the redevelopment costs to a maximum of \$15,000.00 per unit where there is the conversion of non-residential space to residential units, and the rehabilitation of poor quality of residential units, or for the construction of new residential units. The Grant Program will also provide grants available to equal 50% of the eligible costs to a maximum of \$15,000.00 to promote the improved or restoration of commercial façades.

The Financial Relief Programs provide a tax incentive finance program (Grant) to offset the disincentive of increased property taxes associated with property redevelopment. This program is based on the belief that it is better to receive a portion of an increased assessment rather than having no increased assessment. This program would allow a period of not more than 10 years of decreasing grants by the municipality.

The third aspect of the CIP program is the Municipal Development Cost Relief Program which offers relief from development costs that collectively can have a substantial impact on the financial viability of a redevelopment project. That would include the refunding of application fee for Official Plan and Zoning By-law Amendments, Part Lot Control applications, Plans of Condominium, Development Agreements and Site Plan Agreements, Demolition Permits and Building Permits. The objective of this program is to promote redevelopment projects. Regional Niagara has also initiated financial incentives related to community improvement programs.

PDVC would like to utilize the grant and incentive programs (TIF) offered to others throughout the City in the redevelopment of their property. However PDVC is not requesting the grants or tax incentive programs for their own means but rather, they are prepared to place those incentive grants in a trust fund, administered by the City, to be utilized for public works off-site. This would include improvements to the parking in Port Dalhousie, the upgrades to the Carousel building in Lakeside Park, the construction of a skating park within Lakeside Park, landscaping and other improvements in the general area in Port Dalhousie.

This type of program, to our knowledge, has not been utilized by any municipality. However we can find no prohibition to the utilization of such a program. In effect, the utilization of a Community Improvement Program will return monies that would otherwise fall into the developer's pocket to the Municipality with the provision that the increase in assessment is utilized in the area of the redevelopment rather than being funded into the general fund and spread throughout the City.

In order of priority the works suggested are as follows:

1. Parking lot improvements on the west side of the channel. This would include landscaping, lighting, increase in number of spaces, etc.
2. Improvements to the building housing the Carousel to provide for improved visual, accessibility, and operational facilities to allow year round use.
3. Ability to top up Rotary Skate Path fund raising efforts and to provide a location along the original First Welland Canal route and the ability to utilize the chillers associated with the development to produce ice and reduce costs to the City.
4. Provision of a Welland Canal water feature in the Lakeside Park to celebrate the location of the historic First Welland Canal.
5. Improvements to parking areas as identified in the City commissioned Paradigm Parking Study of the parking shortfalls of Port Dalhousie.
6. Provision of a connection to Jay Cee Park and the new island by way of a bridge or walkway system.
7. Other public works within Port Dalhousie and Lakeside Park.

If you have any questions or require further information, please do not hesitate to call.

Yours truly,

BLS PLANNING ASSOCIATES



Tom Smart, MCIP, RPP
Director

EXECUTIVE SUMMARY
TO AN APPLICATION BY PORT DALHOUSIE VITALIZATION CORP.
REGARDING AN AMENDMENT TO THE CITY OF ST. CATHARINES
OFFICIAL PLAN AND ZONING BY-LAW

BLS Planning Associates has been retained by Port Dalhousie Vitalization Corp. to provide planning services related to applications to amend the City of St. Catharines' Official Plan and Zoning By-law related to the redevelopment of a portion of the commercial core of Port Dalhousie. Port Dalhousie Vitalization Corp. is proposing a mixed-use project in the core that occupies most of the existing identified core area.

In addition, Port Dalhousie Vitalization Corp. also proposes to request that the PDVC site within the commercial core area be included in a Community Improvement Area as part of these submissions. Once the area is included within the Community Improvement Plan (CIP) Area, PDVC proposes to utilize the incentives offered by that program to undertake a significant number of improvements and modifications within Lakeside Park and the Port Dalhousie area. Lakeside Park will remain a public park, and any improvements to that park will be made in conjunction with the City and do not form part of this application. When the CIP program is approved, there will be an additional public process and consultation to determine the types, specifics and location of those public works.

PROJECT SYNOPSIS

Port Dalhousie Vitalization Corp. proposes a mixed-use project on lands within its control that will consist of the following:

- Redevelopment of the existing restaurant and retail space to provide 3,645 square metres (39,235 square feet) of retail, office, and restaurant space
- A 2,035 square metre (21,905 square feet) 415-seat theatre
- A 3,930 square metre (42,303 square feet) hotel containing 70 suites, with an indoor/outdoor pool
- A residential condominium structure containing 72 to 80 residential units. The residential component of the development represents 12,099 square metres (130,236 square feet)
- The provision of underground parking (210 spaces) for the hotel, residential uses and visitor parking

The development and condominium building are designed to serve as a signature landmark to identify the importance of the Port Dalhousie area within the City of St. Catharines. The development will have a maximum height of 60m (17 stories, comprised

of 16 floors and a penthouse level). The full set of architectural drawings and plans prepared by The Kirkland Partnership Architects is found at Tab 3 of this submission.

The redevelopment of the Port Dalhousie commercial core area as a mixed-use centre provides the opportunity for the redevelopment and enhancement of adjacent public lands. Port Dalhousie Vitalization Corp. intends, as part of the overall development, and in conjunction with the CIP plans and in partnership and consultation with the City, the Friends of the Carousel, the Rotary Skating Path, and the Welland Canal Foundation to undertake significant public works within the public lands associated with Lakeside Park and the canal. These proposed works, that will be the subject of an additional public review and consultation process, are suggested to include:

- Improvements to the enclosure building for the carousel that will increase the prominence and visibility of the carousel and the areas utilized for the repair and maintenance of the figures contained on that carousel
- Assistance in building the skating path proposed by the Downtown Rotary Club to provide for a year-round skating venue (ice skating in winter, in-line skating in season)
- The provision of a water feature or other commemorative feature in the vicinity of the first Welland Canal, located on-site, that will add additional historic background to this important piece of St. Catharines history
- The reconstruction and re-configuration of the existing parking area within the park to provide for additional parking and improved traffic movement, and the greening and lighting of the parking area to make it more attractive and secure, without the net loss of green space
- The maintenance of the historic jail facility to ensure the preservation and appropriate use of that facility

The proposed developments within the public realm of Lakeside Park do not form part of this application to amend the Official Plan and Zoning By-law as the uses are currently permitted within the provisions of the Official Plan and Zoning By-law.

PRESERVATION OF EXISTING HERITAGE BUILDINGS

Prior to the creation of the Port Dalhousie Heritage District by the Ontario Municipal Board, there were two properties controlled by Port Dalhousie Vitalization Corp. Designated under the Heritage Act by City Council. These were: 11 Main Street (Jail House) and 16 Lock Street (Lakeside Hotel). The importance and desire to care for these two buildings have long been established, and it is the desire of Port Dalhousie Vitalization Corp. to maintain these buildings.

Port Dalhousie Vitalization Corp. retained the services of Blackwell Engineering Limited to undertake a structural assessment of the buildings on site. They also retained Spencer R. Higgins Architect Incorporated to provide a Heritage Assessment of the site and buildings. Both of those reports are found at Tabs 4 and 5 respectively of this submission. In part, the conclusions of the Higgins report indicated that: *in regards to the scheme's impact on specific buildings, we believe all character-defining elements can be preserved, provided three key requirements are observed: (1) that the entire 1896 fabric of the Austin House Hotel (the Lakeside Hotel) be preserved, not just its façade; (2) that the façade footprint of the McGrath and Union House Hotels (the Port Mansion) along Lakeport Road be preserved, and their Lakeport Road façade and verandahs be rebuilt to their early 20th century appearance; and (3) that the Jail House be maintained, restored, and given an appropriate use.* The developer and architect have committed themselves to these three points.

By reintroducing economic and cultural vitality into the commercial core, an important component of the PDVC proposal, one is more likely to favour the long-term conservation of the core's historic fabric.

TRAFFIC AND PARKING

The Parking and Traffic report was prepared by the BA Group, a transportation consulting firm, and is found at Tab 6 of this submission.

Key findings of the report include:

- The residential, visitor and hotel parking demands will be satisfied by the provision of a 210-space underground parking garage on-site.
- The transient parking demand related to bar/restaurant, retail and theatre uses will be **significantly reduced** (by as many as 780 vehicles) during critical time periods, including weekday/weekend evenings and late night.
- The site parking demand will increase during the weekend afternoon period. However, the order of magnitude of this parking demand will be significantly less than that currently experienced during evening and late-night periods. This parking demand will likely be absorbed into the existing area parking.
- The unsignalized intersections in the area are expected to operate at similar levels of service in the future with the proposed development.
- Site access and driveways are expected to operate well.
- The underground parking garage is well designed and expected to operate well.

The report concludes that based upon the foregoing, the proposed Port Dalhousie Vitalization Corp. project can be readily accommodated within the existing street network and will not unduly impact on-street traffic operations or the area parking supply.

It is noted that the hotel and residential components of this development represent low-traffic generators with limited trips per day and will have a minimal impact on traffic flows in the area. Parking for those uses will be within the development and underground.

SITE SERVICING

A revised Site Servicing report prepared by Urban and Environmental Management Inc. indicates that available services infrastructure adjacent to or close to the proposed development, including the Lakeside Park Pumping Station, will be capable of servicing the site. The full report is found a Tab 7 of this submission.

ECONOMIC DEVELOPMENT EFFECTS

Port Dalhousie Vitalization Corp. retained Dr. Lewis Soroka of the Department of Economics at Brock University to estimate the employment effects of the proposed development.

Dr. Soroka's report, contained in Tab 8 of this submission, indicates that the construction project creates, directly and indirectly, 309 to 474 jobs for two years; the exact local input will depend on the local content of the workforce. The ongoing operations of the businesses in the new centre will provide, directly and indirectly, a net increase of 885 continuing jobs; i.e., these jobs are an addition over and above the jobs currently provided by businesses on the development site. The report indicates that there will be 231 direct new jobs on site, with 131 employees on site at the busiest time of use. It is noted that many of the current employees in the core are dropped off, walk, or take transit rather than parking on site. PDVC is currently formulating a plan for providing employee parking at other locations and shuttling those employees into the site during peak times.

CONCLUSION

This report provides a policy review and description of the vision for the Port Dalhousie commercial core area. That vision was, in part, developed by the community at large during the preparation of the Port Dalhousie Comprehensive Development Strategy and has been augmented by the work of Port Dalhousie Vitalization Corp.

The policies presently contained within the City of St. Catharines' Official Plan related to the Neighbourhood Plan for the Port Dalhousie area are now in excess of 20 years old and contemplated a design scheme being developed for that area. The vision contained in the design scheme proposed by Port Dalhousie Vitalization Corp. reflects contemporary planning and thinking and promotes Smart Growth principles. It is necessary and desirable to modify or replace those policies with new policies in a public review process

provided for by this application as outlined in the main body of the report. The main report contains the detailed amendments to the Official Plan and Zoning By-law necessary to update the vision of the core area and to allow the development proposed.

Port Dalhousie Vitalization Corp. proposes to redevelop a large portion of the commercial core area of the Port Dalhousie Neighbourhood, and this proposal represents an exciting and innovative addition to the City of St. Catharines.

The development proposed goes beyond the ownership of Port Dalhousie Vitalization Corp. to include facilities and benefits to other property owners in the area and the public at large. Proposed improvements to Lakeside Park and the introduction of additional residential uses will provide an enhanced atmosphere for the area that is more sustainable and economically viable than that which is being provided by the present dominance of summer late-night patrons and the under utilization of uses in the off season months. This development should serve as a catalyst for other developments in the City and Region.

This report, and supporting materials, have examined in some detail the provisions of the existing planning policy and made recommendations for appropriate changes. The report's findings are that the development, as proposed, meets or exceeds all Provincial, Regional, and City requirements.

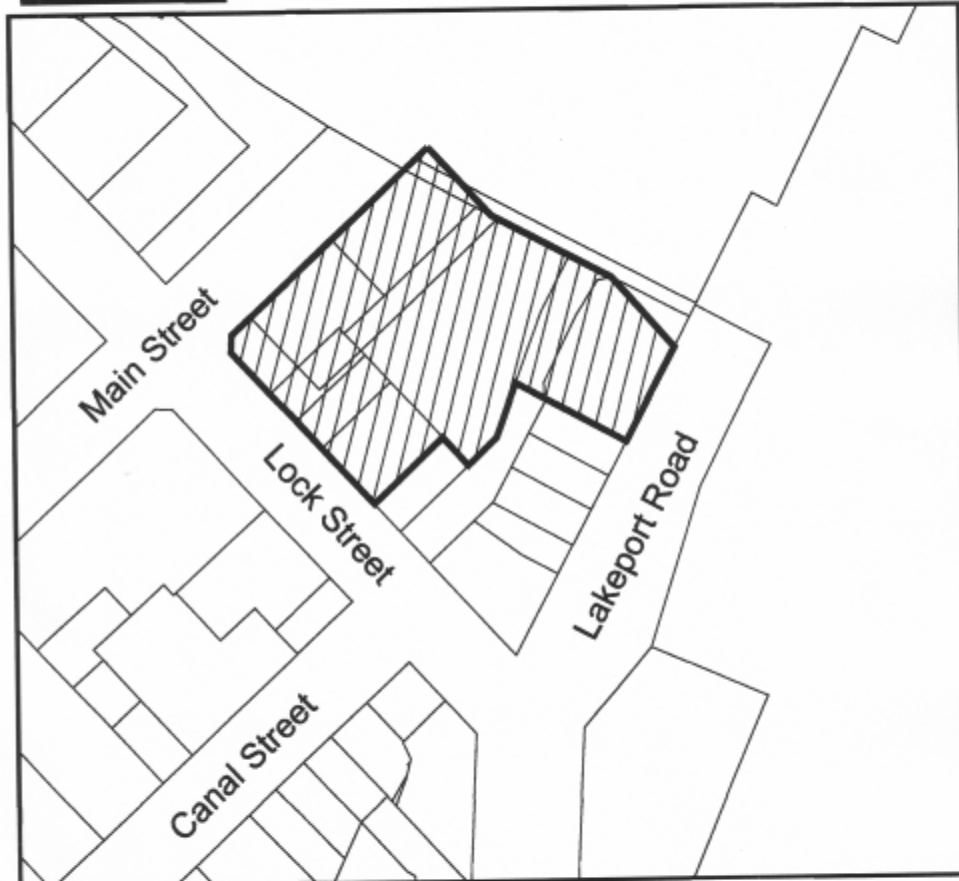
The development is consistent with the provisions of the Provincial Policy Statement and the current Places to Grow initiatives. The development is in conformity with the Regional Niagara Policy Plan and Smarter Niagara, Better Ways to Grow initiatives; represents a wise use of existing infrastructure and transit facilities; and represents a 'Smart Growth' development that could serve as a model for other initiatives in the Region. The development proposed builds on the direction provided in the City of St. Catharines Official Plan, Zoning By-law, Port Dalhousie Comprehensive Development Strategy and Heritage Guidelines, to provide a focal point for the community commercial area without impact or disturbance to the existing residential area.


The Port Dalhousie Vitalization Corp. proposal also serves to solve some of the area concerns by reducing parking and traffic demands, improving wheelchair access to the existing area services and shops, and providing a public plaza (either by incorporation of an agreement with the City in the Site Plan Agreement or via Public Access Agreements with the City) in a secure and safe environment for families from the City and beyond. The development will also provide additional employment opportunities for area residents and new residents to the area in a pedestrian-friendly environment. The design scheme has been developed to minimize any potential adverse impacts from a visual or shadowing perspective, and the opportunity to celebrate the historical importance of the Welland Canal in the growth of the Region has been enhanced.



LOCATION PLAN

1 : 1250



 Area of Application

6.1 The Residential Building

The residential building is the economic cornerstone of the project. It provides early and predictable revenue to the project, allowing time for the theatre and hotel to develop patrons.

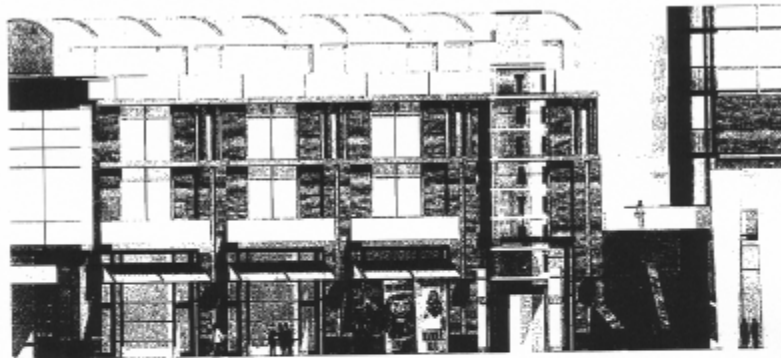
The 72 – 80 residential apartments have both special challenges and unique prospects and must be developed at a high standard to be effective. Simple apartments above shops won't do. Residents will be drawn to the charm of Port Dalhousie and the prospect of Lake Ontario views. Residents on site will provide an element of economic support to retail in the area and "eyes-on-the-street" overview security to the site's parks, streets, and public spaces.

The residential building must be designed to manage public activity on-site, which will reduce extended-hour use and noise. It also has to be able to sustain the costs of building over existing buildings, preservation of historic buildings, and underground parking.

To succeed, the residential building must provide a certain level of quality, which includes the services, amenities, and views one associates with other premier residential apartment buildings.

Fundamental elements for the project include exclusive parking; dignified building entrance arrangements; and amenities such as exercise and spa/pool facilities, on-site staff, and a concierge. Such a building normally requires a minimum of 90 to 100 suites, depending upon the market being served.

6.2 The Theatre



The construction and operation of a new 415-seat, privately built and operated theatre is an extraordinary event in Ontario. It will add a new presence in Port Dalhousie which will provide a vital constituency to the site — a robust, new theatre audience. The

theatre's address will be on the park side. Its marquee and lobby entrance are on the street edge.

The theatre is a fully developed facility with stadia seating, a proscenium stage, and a fly loft.

Patrons of the theatre will support the variety of restaurants, cafés, and retail shops in the commercial precinct.

Parking for the theatre is in the public lot or, for hotel guests, in the underground facility. The timing of theatre events (mostly evenings) means that demand for public parking will be staggered with "time share" efficiency with other uses on the site.

An overhead door will provide access to a consolidated truck and service area under the lobby of the theatre, with the ability to park busses during non-delivery periods. The consolidation of all such activities for the block, accessed through one portal, minimizes the effect of operations on public streets. The door itself can be camouflaged with theatre signage of coming events with backlit illumination.

6.3 The Hotel

A boutique hotel of 70 suites is proposed on Lock and Main streets. The hotel partially inhabits the existing three-storey Lakeside Hotel building. Its lobby is accessed through a building arcade, which connects Lock Street to Hogan's Court. The *porte cochere* to the hotel is on Main Street with direct access to underground parking. The hotel will share its spa/pool facilities with the residential building.

Like the theatre, the hotel acts as a complementary element, supporting the restaurants, bars, and retail shops of the area.

6.4 Retail Shops

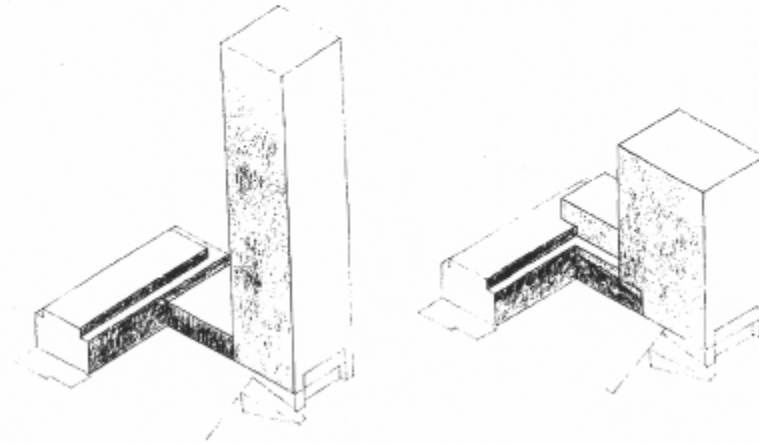
The ground floor spaces of buildings on all four streets will include public service uses as well as the building frontages on Hogan's Court. These will include retail shops, restaurants, cafés, and bars; the theatre and hotel entrances; and entrances to the residential building.

7 ARCHITECTURAL CONCEPT

7.1 Massing

The proposal is the second attempt to comprehensively revitalize the block. If the first scheme could be characterized as a tower (30-storey) and base building (four-storey) scheme, the re-submitted project is comprised of a mid-rise scheme of various heights that produce a stepping formation (four, six, seven, 16, and 17 stories). The northern-

most portion of the block is the highest, with a full building height of 16 floors and a stepping penthouse level.



Original Massing

Proposed Massing

7.2 Scale

The fundamental scale of the block complies with existing remaining and rebuilt buildings: two or three stories on Lock Street and Lakeport Road. On Lock Street the cornice elevation of the existing three-storey building is replicated in new buildings to the west. A fourth floor, occupied by hotel rooms, is set back from the cornice line to an extent which would render it invisible from the ground level on Lock Street. This building base characterizes both Lock and Main streets, with new masonry buildings with coordinated cornices surmounted by taller parts on the residential building at the north corner of the block.



Lock Street Elevation

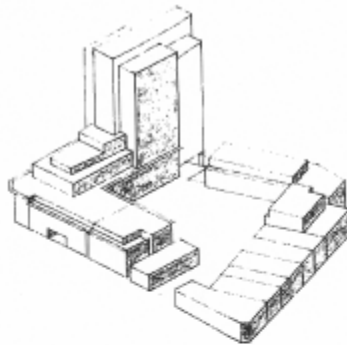


Lakeport Infill

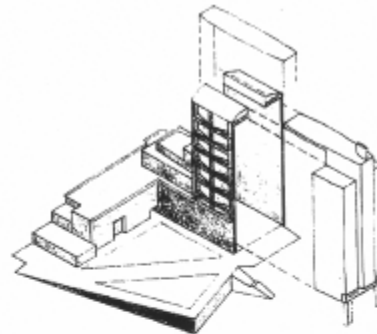


Lock Street Infill

The lower masonry portions of the block step progressively from south to north, tying the lowest portions of the block to the highest. This transition is facilitated by the use of masonry cladding which acts as a "housing" for the portions of the building facing north to the lake.



Stepped Built Form



Syntax

7.3 The Promontory and the Lake Lantern

The geography and topography of the site offer a unique opportunity for the development and for the City. Port Dalhousie lies directly south from Toronto, is a traditional destination for day sailors, and is an obvious port of call in a Lake Ontario cruising

itinerary. The peninsula of Port Dalhousie's "prow" is the subject site, which constitutes a promontory by virtue of geography and topography.

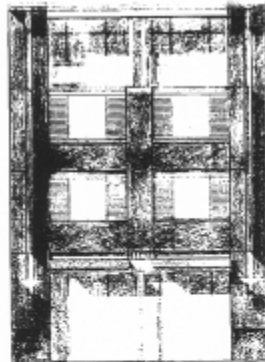
This is a terrific asset, which calls for a unique building to capitalize on the situation. This is the reason the building embraces its particular geographical advantage, forming a face or lantern to the lake with the park its foreground.

Despite the building's relative low height when compared to the previous proposal, it is designed to provide an elegant vertical proportion when seen from the north. The project accepts its iconic potential to represent St. Catharines on the lakefront. This quality can be observed in daylight through translucence and reflectivity, and at night through special lighting effects.

7.4 Materiality and Detail

The fundamental element of the project is the building bay. This is important because it is the scale of that of the smallest existing historical buildings on the block, and it acts as a ready device for integrating the new and existing building fabric. For both large and small buildings, it is the architectural DNA.

The illustration shown is that of the Hogan's Court façade which is also similar to Lock Street. The 8.65m building bay is framed by 1.5m masonry piers. The retail shops at grade are outfitted with projecting fretted glass or fabric canopies on metal frames. The upper façade is comprised of brick walls and piers supported by an elegant steel post reminiscent of late 19th century porch and portico construction.



Elevation of Typical Bay



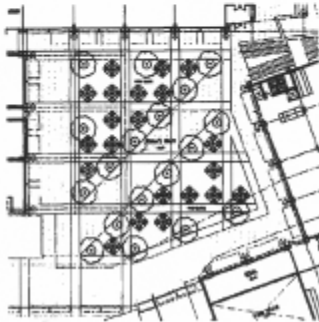
Oblique View

The rooms on each floor have operating main windows with louvered side lights which provide good sunlight and a modicum of privacy. At the top of the façade is a projecting cornice which provides both unity and enclosure to the court (or street). A fabricated slot within the main piers supports banners pertaining to the retail shops or special events.

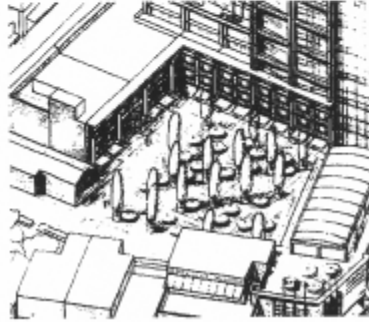
Special lighting effects will provide theatrical illumination of façades within the court surface. The court itself may on occasion be used as a special event space.

7.5 The Urban Realm of Hogan's Court

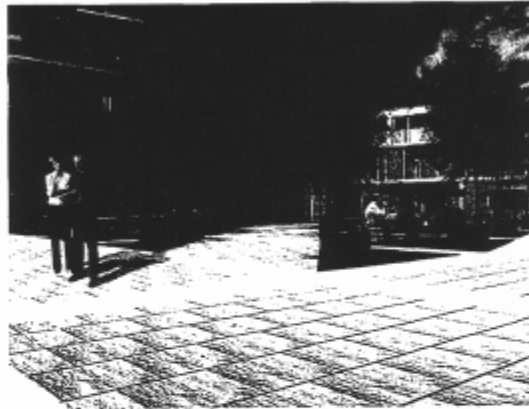
Hogan's Court, which is presently comprised of buildings backing on Hogan's Alley, is Port Dalhousie's great new public space — a wonderful piazza-like space defined by building façades and outdoor seating canopies — and is a place for exhibits, sculptures and fountains, and a wide array of events. The paving surface will be comprised of geometrical patterns elaborating both the current configuration of buildings and the historic path of Hogan's Alley.



Hogan's Court Plan



Hogan's Court Aerial View

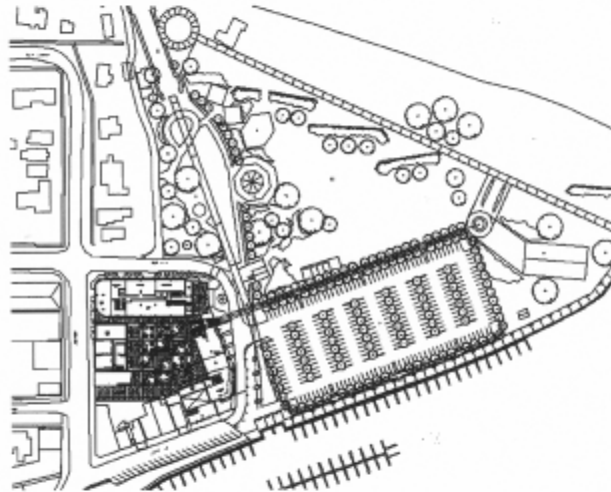


Hogan's Court Perspective

A publicly accessible terrace is proposed on the roof of a reconstructed Port Mansion building currently occupied by the existing theatre. This terrace will afford views of the harbour and park and will include an outdoor café.

8 PARK REVITALIZATION PROJECT

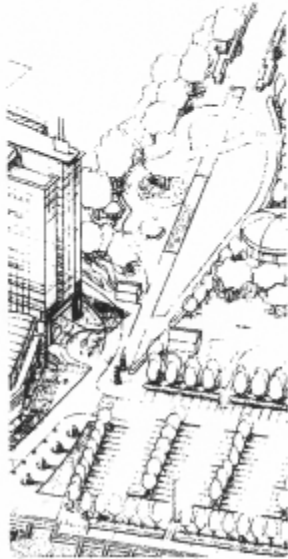
Although it is not part of this application, and subject to a separate public consultation process, revitalization of the area should include a coordinated redesign and refurbishment of Lakeside Park and the public parking areas. There will be no loss of green space within the park. The park will remain a public facility available to all. The design diagram shown is a "place holder" rather than a final design. Included in our suggested redesign is the following:



Site Plan

8.1 The First Welland Canal

Using landscape devices, the historic path of the Welland Canal should be illustrated in the landscape. These may include paths, hedges, tree alignments, fountains, skating paths, lighting, etc. Archaeological accuracy, given the several manifestations of the canal, is less important than a visual expression of the notion. St. Catharines championship curling heritage is represented by the poetic inclusion of an outdoor curling surface, sharing the 4.3m wide canal delineation.



Path of the Welland



Water Promenade at Tivoli

8.2 Serpentine Skating Path

A meandering path with sub-surface piping may provide an engaging ice skating/in-line skating circuit through a portion of the park.

8.3 Treed Promenade

A landscaped *allée* should be provided along the edge of the reconfigured parking area to allow a civic quality access between Hogan's Court and the beach.

8.4 Redesigned Parking Facility

A 275- to 282-space parking facility articulated by rows of trees should be provided.

8.5 New Carousel Enclosure

A new enclosure for the carousel is proposed. The elegant restored carousel would benefit from a greater degree of transparency, allowing views of the park, beach, and lake for those inside; and views of the historic carousel's interior for those outside. The photograph is of such a facility built at Mitchell Park in Greenport, New York.



Carousel at Greenport, New York

8.6 Other Potentials

Other possible elements include a commemorative water plaza featuring flags and pendants of the reigning Henley champions. In addition to the carousel, other park structures need refurbishment, relocation, or replacement.



Victory Square

11 TRAFFIC AND PARKING

The Parking and Traffic report prepared by the BA Group, a transportation consulting firm, is attached at Tab 6 of this submission. The Parking and Traffic report provides a detailed review of the parking demand and traffic generation characteristics of the project in context with current parking and traffic activity levels associated with existing uses on the site and within the core area.

Key findings of the report include:

- The residential and hotel parking demands will be satisfied by the provision of a 210-space underground parking garage on-site.
- The transient parking demand related to bar/restaurant, retail, and theatre uses will be **significantly reduced** (by as many as 780 vehicles) during critical time periods, including weekday/weekend evenings and late night.
- The site parking demand will increase during the weekend afternoon period. However, the order of magnitude of this parking demand will be significantly less than that currently experienced during evening and late-night periods. This parking demand will likely be absorbed into the existing area parking.
- The proposal is expected to generate in the order of 85 to 115 two-way trips during the AM and PM peak hours, respectively.
- The unsignalized intersections in the area are expected to operate at similar levels of service in the future with the proposed development.
- Site access and driveways are expected to operate well.
- The underground parking garage is well - designed and expected to operate well.
- It is recommended that four on-street parking spaces along the north side of Main Street be removed to improve traffic circulation in the vicinity of the proposed site driveways.
- It is recommended that Hogan's Alley be closed to vehicular traffic, except for emergency access.

The report concludes that based upon the foregoing, the proposed Port Dalhousie Vitalization Corp. mixed use project can be readily accommodated within the existing street network and will not unduly impact on-street traffic operations or the area parking supply.

9.5 ***Special Commercial Zone Provisions (C4-2)*** *In addition to the permitted uses of the (C4) zone as outlined in section 9.1, above the commercial uses, a residential condominium development is permitted.*

The provisions for the C4 Zone as shown on Schedule B to the By-law are modified to provide that within a (C4-2) Zone, the Minimum Front Yard will be 0.0 m, the Minimum Flanking Yard will be 0.0 m, the Minimum Side Yard will be 0.0 m, the Maximum Height will be 60 m., and the Maximum Lot Coverage will be 100%; all other provisions of the (C4) Zone apply, save and except the requirement of Section 9.2 which does not apply.

17 CONCLUSION

Port Dalhousie Vitalization Corp. proposes to redevelop a large portion of the commercial core area of the Port Dalhousie Neighbourhood, and this proposal represents an exciting and innovative addition to the City of St. Catharines. The design team from The Kirkland Partnership Inc. Architects has utilized, wherever possible, the provisions of the Official Plan and the Heritage Guidelines for the area to prepare a design scheme that considers both the architectural detail and the streetscape, while providing for a mixed-use development that will strengthen the core area.

The introduction of a larger theatre and a new hotel will serve to anchor the development and provide future sustainability for the core area. The residential building (condominium) provides the mixed use to allow sustainability in the core area and reduce the pressure on intensification targets for the lower- density areas of the city.

The development proposed goes beyond the ownership of Port Dalhousie Vitalization Corp. to include facilities and benefits to other property owners in the area and the public at large. Proposed improvements to Lakeside Park and the introduction of additional residential uses will provide a different atmosphere for the area that is more community-orientated than that which is being provided by the present dominance of the seasonal uses and late-night patrons. This development should serve as a catalyst for other developments in the City and Region.

This report, and supporting materials, have examined in some detail the provisions of the existing planning policy and made recommendations for appropriate changes. The report's findings are that the development, as proposed, meets or exceeds all Provincial, Regional, and City requirements.

The development is consistent with regard to the provisions of the Provincial Policy Statement, the Greenbelt Plan, and the current Places to Grow initiatives. The development is in conformity with the Regional Niagara Policy Plan and Smarter Niagara, Better Ways to Grow initiatives; represents a wise use of existing infrastructure and transit facilities; and represents a 'Smart Growth' development that could serve as a model for other initiatives in the Region. The amendments sought to the City of St.

Catharines Official Plan and Zoning By-law build upon the vision for Port Dalhousie, as identified some 20 years ago, and contemplated a design scheme being developed for this area, and in the more recent Port Dalhousie Comprehensive Development Strategy and Heritage Guidelines, to provide a focal point for the community commercial area.

The Port Dalhousie Vitalization Corp. proposal also serves to solve some of the area concerns by reducing parking and traffic demands, improving wheelchair access to the existing area services and shops, and providing a public plaza area in a secure and safe environment for families from the City and beyond. The development provides an improved view from Lakeside Park and the Lake, by developing this area rather than having the views from the park focusing on what currently is the "backside" of the commercial core. The development will also provide additional employment opportunities for area residents and new residents to the area in a pedestrian-friendly environment. The design scheme has been developed to minimize any potential adverse impacts from a visual or shadowing perspective, and the opportunity to celebrate the historical importance of the Welland Canal in the growth of the Region has been enhanced.

Respectfully Submitted,

BLS PLANNING ASSOCIATES



T. W. Smart, MCIP, RPP
Director

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