CAN-EURO INVESTMENTS LIMITED
www.can-euro.com

Halifax Regional Municipal
Planning Services

March 26, 2012

Attention:
Gloria McCluskey
Jim Smith
Bill Karsten
Lorelei Nicoll
Darren Fisher
Jackie Barkhouse

RE Tower III Case # 17143 – A 27 Story Combined Commercial and Residential Building at the Corner of Micmac Boulevard and Horizon Court.

Dear Councillor,

We applied for a development agreement for a portion of our lands to be subdivided with 153,040 square feet.

The building will include:

- A ground floor for retail with 11,912 square feet net rentable area;
- Two floors of offices with 16,800 square feet net rentable area each;
- 24 typical floors, with 9 units per floor with a total of 96 one bedroom units and 120 two and three bedroom units;
- The roof level with all the mechanical equipment on the north side, a party and fitness room and two guest apartments;

This high rise building will complement to the two existing mid-rise buildings that are 16 and 19 floors tall. The new tower will be more than 800 feet apart from the existing ones.

The perspective view in connection to the surrounding buildings can best be seen from a rendering on page two of the Shadow Study, which is included.

7 Horizon Court, Suite 105 • Dartmouth, Nova Scotia, Canada B3A 4R2
Phone: 902-466-6500 • Fax: 902-466-6591 • info@can-euro.com

The combination of commercial and residential

- We think it is a great idea to, the mutual advantage of the residents and the commercial section.

- We believe that the commercial section has more or less the right size with 11,900 square feet retail and 33,600 square feet of offices.

- If the commercial section is too small it would be in danger of losing momentum.

- The retail space may be a little small compared to the 33,600 square feet office space but these dimensions are dictated by the form of the building and any change would only damage the attractive appearance of this building.

The combination of commercial and residential would make many cities in North America more attractive, providing more life and avoiding dead cities outside normal office hours. Naturally, this combination can work only for buildings located at major streets like Micmac Boulevard. This is exactly our location.

Would this building have any negative impact on the neighbors and on the neighborhood?

- The commercial tenants at the Mic Mac Mall and surrounding buildings will be delighted because more people means more business.

- "There is no influence on the shading on the baseball diamonds to the southwest, with the exception of early in the morning on June 21st" (see Summary Shadow Study on page 8).

- In the mornings, shading of Woodland Avenue can occur (see Shadow Study) which will affect any development on the former MT&T site, however, Tower III is located as far away from the MT&T land as possible and a similar building as approved for the MT&T site all along the boundary lines facing east and west would create much bigger shading and it would not be desirable having two eight to ten story buildings facing each other at the minimum distance required.

- The existing two mid-size towers are more than 800 feet apart and would hardly be affected.

- This leaves some single family houses at the south or southeast of the Tower as we can see from the perspective view on page two of the Shadow Study. These houses have the tower at their back on their north-side and we suppose that any living rooms are facing south. Therefore, these houses are not affected.

There are no other neighbors which could be affected. There was no opposition at the public information meeting with the exception of one lady who did not even live close by but did not like any high rise buildings at all.

The urban skyline

"Skylines are urban signatures. They are the shorthand of urban identity, and the chance for urban flourish" (Spiro Kostof, The City Shaped, page 296, enclosed).

Whoever drives from the airport to Dartmouth or Halifax will see the existing towers and then know that home is close. We add a third tower close by and these three towers are clustered. We cannot imagine that this new building will have any negative impact on the urban skyline. It is not even a skyscraper, it is a high-rise building, contrary to the two existing mid-rise buildings. We do not block the view to anybody, we do not alter the structure of the topography and no historical buildings are affected. We provide a covered walkway all around the building encouraging pedestrian movement and the building is within walking distance to the Mic Mac Mall and to the public transportation which hopefully could be moved a little closer to the building in the future. There are no traffic problems, not even on Saturday's before Christmas (see enclosed email to the planning department). We assume that this is one of the very few locations where high-rise buildings will hardly find any opposition, at least not up to now. We will address any possible concerns at the public hearing on May 3rd.

The need and the advantages of higher density

The density calculation is as follows:

98 one bedroom units X 1000 square feet =	98,000 square feet
120 two and three bedroom units X 1350 square feet =	162,000 square feet
Total required	260,000 square feet
Less: Total size of lot to be subdivided	153,040 square feet
Difference	106,960 square feet

The additional construction costs for a high rise building of this quality compared to an eight to ten story building with a much larger footprint may be around 15% and more. It would be impossible to realize this building without being allowed a higher density compared to the R-3 zoning.

We submit that a higher density would not hurt anybody and actually would be to the advantage of anybody;

- Commercial tenants of the Mall would not object;

- There is no traffic problem;

- The additional densities are achieved by going higher with no harm to anybody allowing a much smaller footprint;

- The site coverage is only 13% allowing a green park all around the south side of the building connecting to Maybank District Park;

- Horizon Court is a private street at the expense of Can-Euro;

- The commercial section has the right size to make it viable and is dependent on a higher density;

- We provide sufficient underground and surface parking;

- The Municipality has no additional costs but the advantage of a considerable additional tax basis.

- A precedent has been set by allowing a higher density on the former MT&T site some six years ago.

We submit that there is another very important consideration which is well explained in the enclosed article which appeared in the Globe and Mail on Dec 2, 2011. We quote:

> "The Golden Commission analyzed the cost of operating different forms of urban configuration and found that the extra cost of operating a widespread, low-density city such as Toronto compared with a more compact city such as Zurich or Vienna (to say nothing of Manhattan of Hong Kong), was an average of $1 billion annually over 20 years. And that was 1996!"

We enclose another article:

> "The days of urban sprawl are over – but not for the reasons you think".

What are the reasons?

> "Rising fuel costs are one thing, but in today's idea-driven economy, it's time costs that really matter."

Who could object? The urban single family sprawl was the biggest misallocation of assets in human mankind. It should never have happened in the first place.

The 120 apartments facing south have 1400 square feet each and can replace a medium single family house. We cannot provide a nice garden with flowers and bushes, but we can provide nice views. Nobody can expect to have everything at the same time but apartments have the advantage of being more economical and the cost to rent may be some 40% less than the cost

of owning a medium single family house without considering the potential of reducing the need for cars from two or three to possibly only one.

The building

It is a nice building. We received only complements and we are proud of this building and especially of the floor plans. The glass portion will be less than 40% as required by the City of Toronto to minimize heat loss and heat gain and the rest will be some sort of architectural panels, probably Aluminum but possibly Zinc or another metal. A combination of three different colours and shades should be attractive, darker gray, lighter gray and some blue, but this may not be final.

The alternative

The alternative would be an eight to ten story building all along the boundary lines to the former MT&T site and the Park with the parking in the center similar to the project already approved for the MT&T site. We do not think that this would be very attractive.

Another alternative would be to separate the residential tower from a commercial building. This was our original plan which we abandoned once we developed the new concept. The risk for Can-Euro would be reduced because the commercial building would be built only if 50% were leased, however the appeal of the design would be lost and the commercial building instead of facing Micmac Boulevard would be located in the backyard.

We hope that we covered all the important issues without hiding anything but if we missed something, please let us know.

Kind Regards,

Otto Gaspar
President

Enclosures:
Shadow Study
Email Dec 27, 2011 Re: Traffic Study
2 Articles from the Globe and Mail
Excerpts from The City Shaped, Spiro Kostof
Typical floor plans
Site Plan
Elevations

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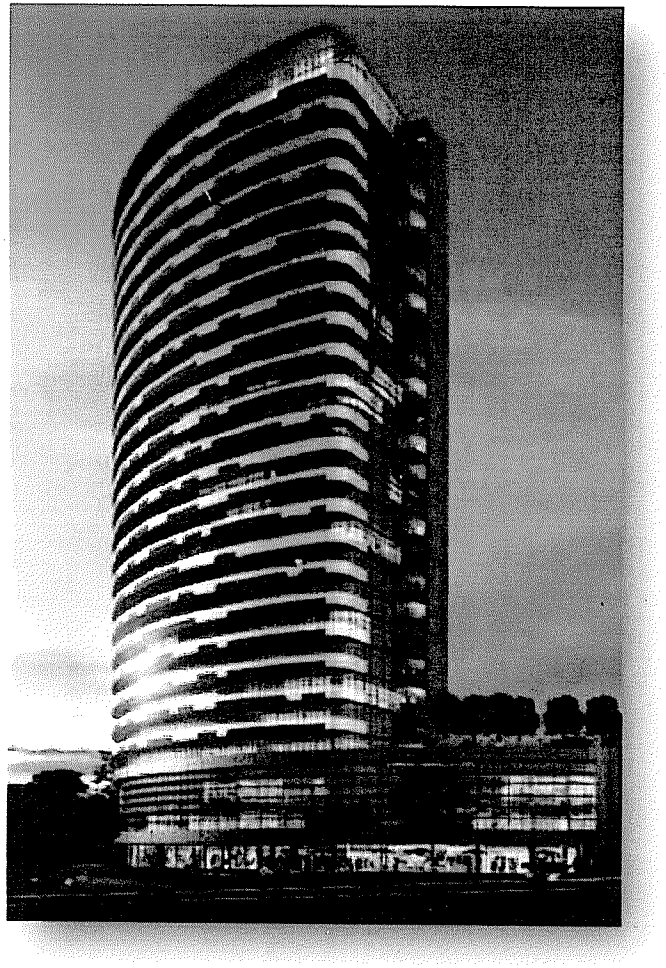
Tower 3

Dartmouth, Nova Scotia

Sun/Shadow Study

RWDI # 1200388
November 4, 2011



SUBMITTED TO

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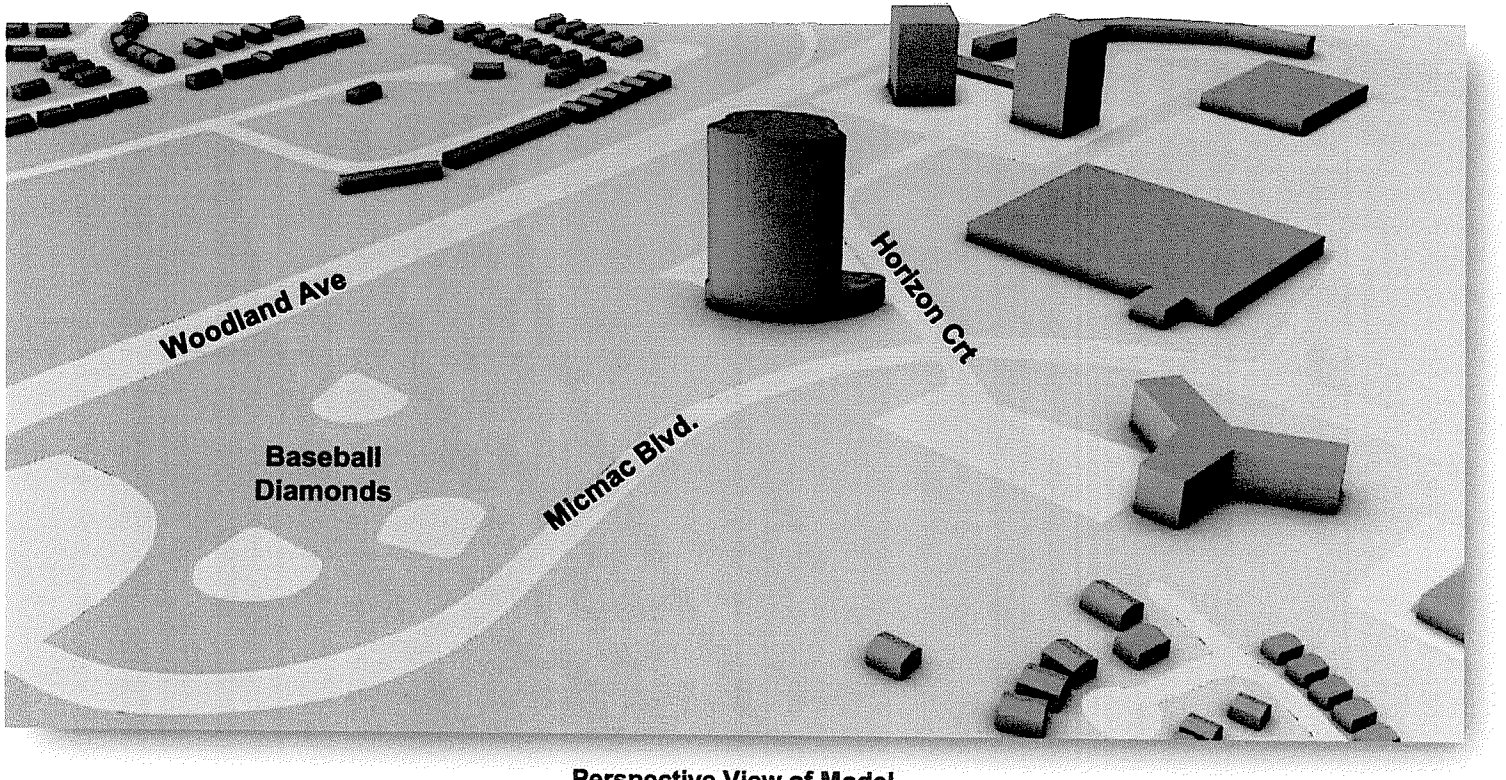
1. INTRODUCTION

Rowan Williams Davies & Irwin Inc. (RWDI) was retained by Can-Euro Investments Limited to conduct a Sun/Shadow Study for the proposed Tower 3 development in Dartmouth, Nova Scotia. The objectives of this study were to illustrate the sun and shadow patterns for various times and dates and to determine the potential exposure to sunlight and shadow on and around the study site. Of particular concern was the potential shadowing of the baseball diamonds to the southwest of the site.

This study involved the use of a three-dimensional computer model of the project site with the existing surroundings and the proposed development in place. The three-dimensional (3D) model was used to produce renderings of the shadows cast around the project site by the proposed development. The following report provides a discussion of the methodology and graphic results of the Sun/Shadow Study. Below is an image of the rendered 3D model.

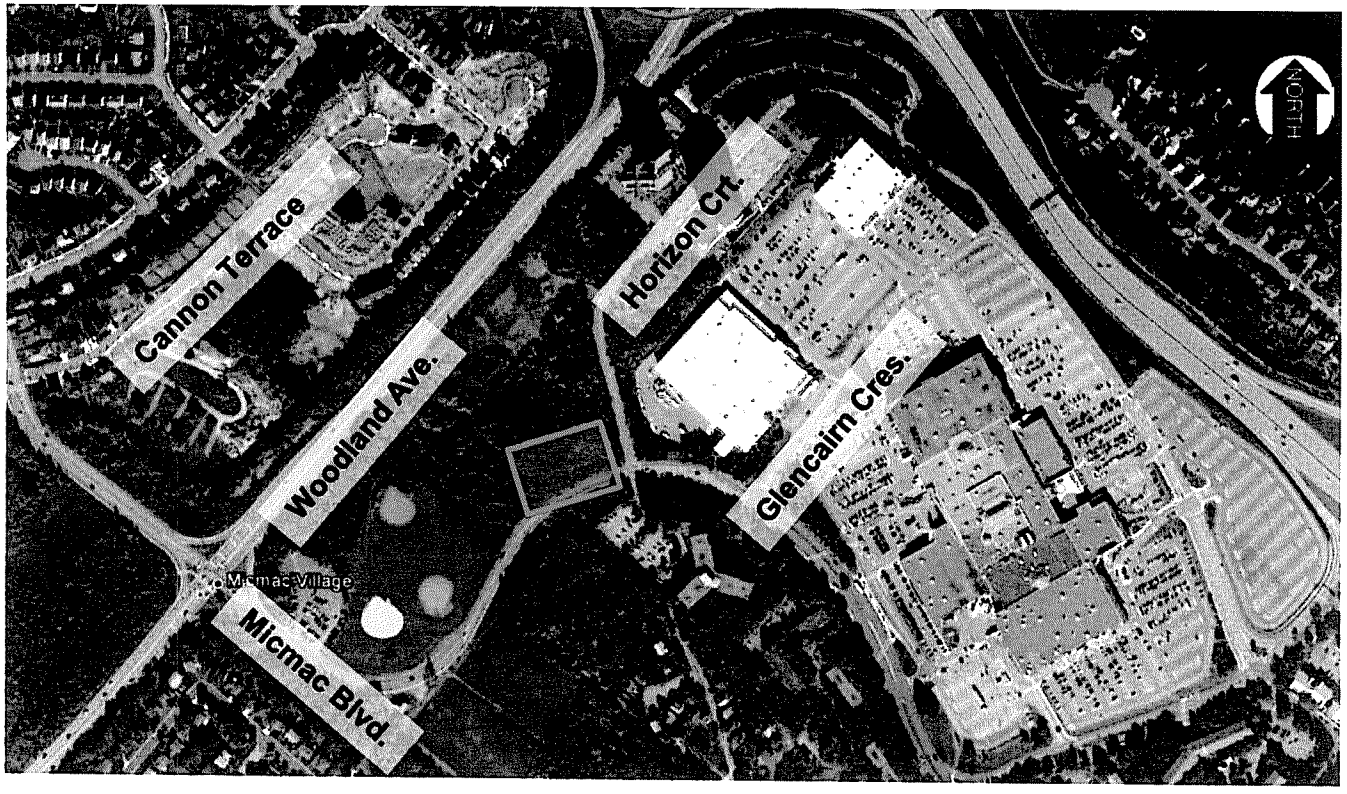


Perspective View of Model
(view from south)

2. BUILDING AND SITE INFORMATION

The proposed development is located on the west side of Horizon Court, just north of Micmac Boulevard, in Dartmouth, Nova Scotia. The development consists of a 27-storey tower, located on a four-storey podium, for a total height of approximately 86m. The podium has a footprint of approximately 77m by 32m, with the long axis orientated in an east/west direction. The tower footprint is approximately 59m by 32m, and is located on the west side of the podium. Both the podium and tower have a curved facade on the south side.

Currently the site is a treed lot. Immediately east of the site is a large commercial building, with the Micmac Mall beyond. To the northeast, along Horizon Court, are two mid-rise towers. The rest of the immediate surroundings are treed areas. Beyond the immediate surroundings there are low-rise residential areas to the south through west to north. To the northeast through southeast there are open lakes, with residential areas beyond.



Aerial View of Site and Surroundings
(Courtesy of GoogleEarth™)

3. METHODOLOGY

The shadow patterns illustrated in this report were generated with the aid of a computer graphics program and are shown on the following pages. A Computer Aided Design (CAD) three-dimensional computer model of the study site was created by our graphics department to reflect the design of the proposed development in accordance with architectural drawings forwarded by Can-Euro Investments Limited, received as of October 24, 2011.

The requirement for sunlight on sidewalks is the subject of changing opinion. Sunlight has, until recent times, been considered to be beneficial to one's health. This belief arose from the ability of sunlight to produce certain vitamins in humans, and therefore, to reduce sickness. During the industrial revolution, when diets were often insufficient to produce the required vitamins, and exposure to sunlight was limited by long hours spent in factories, it was advantageous to one's health to be exposed to sunlight. The feeling of wellbeing while being exposed to the sun is changing as people become increasingly concerned that exposure to the sun causes health problems, specifically skin cancer. This concern is a result of the thinning of the ozone layer and the resulting increased levels of harmful ultraviolet radiation.

Modern sun/shadow criteria used to assess buildings should address the above changing thoughts on exposure to the sun, while ensuring that completely shaded sidewalks or other pedestrian areas, which are visually uninviting, are avoided. At the present time there are no criteria in Dartmouth that can be used to assess whether a building, which partially shades a sidewalk, will be acceptable. Therefore the analysis in this study relies on discussion of the magnitude of the shade created by the proposed development. Of particular concern for this proposed development is the potential influence on the baseball diamonds to the southwest.

The CAD generated 3D model was incorporated into a computer graphics program with the appropriate settings to simulate the geographic characteristics and solar angles for Dartmouth. The computer generated renderings exhibit the simulated shadow conditions anticipated to occur in the vicinity of the study site. The tests conducted in this study assume bright sunlight from sunrise to sunset, in order to properly identify shadow patterns created by the proposed structure.

Table 1 identifies the dates and times shadow conditions were simulated. The times listed are either Atlantic Standard Time (AST) or Atlantic Daylight Saving Time (ADT), whichever is in effect on the dates specified.

Table 1 – Dates and Times Studied

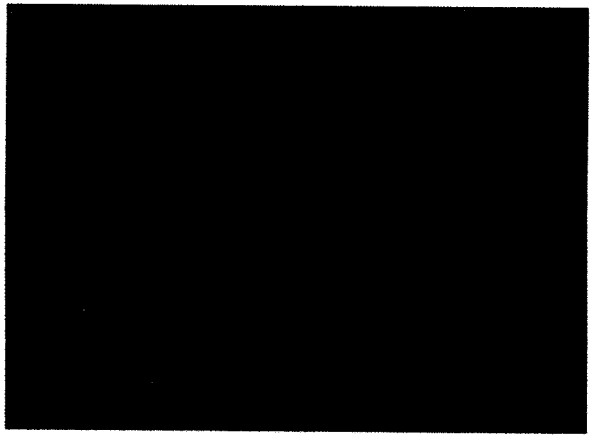
Date	Time
March 21st (AST)/ September 21st (ADT)	8:00am, 11:00am, 2:00pm, 5:00pm
June 21st (ADT)	7:00am, 10:00am, 1:00pm, 4:00pm, 7:00pm
December 21st (AST)	9:00am, 12:00 noon, 3:00pm

The approximate sunrise and sunset times for the three times of year studied are included in Table 2 for interest.

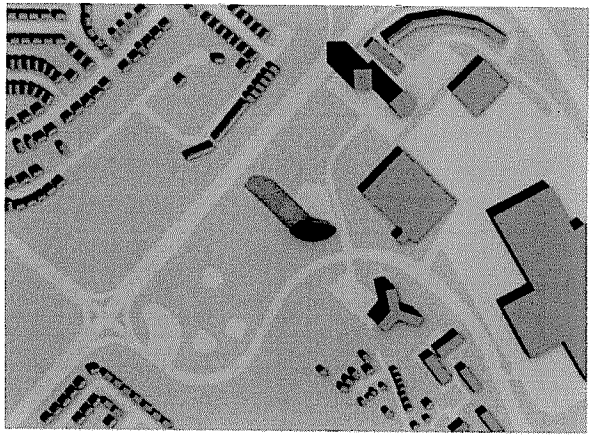
Table 2 – Approximate Sunrise and Sunset Times

Date	Sunrise Time	Sunset Time
March 21st, (AST)	6:15am	6:30pm
June 21st (ADT)	5:30am	9:00pm
September 21st (ADT)	7:00am	7:15pm
December 21st (AST)	7:45am	4:30pm

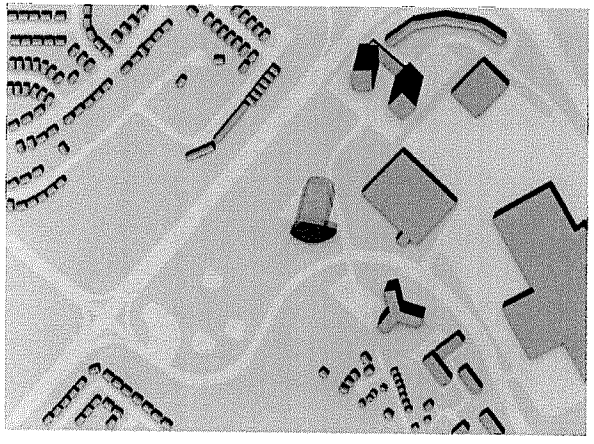
4. TEST RESULTS – March 21st



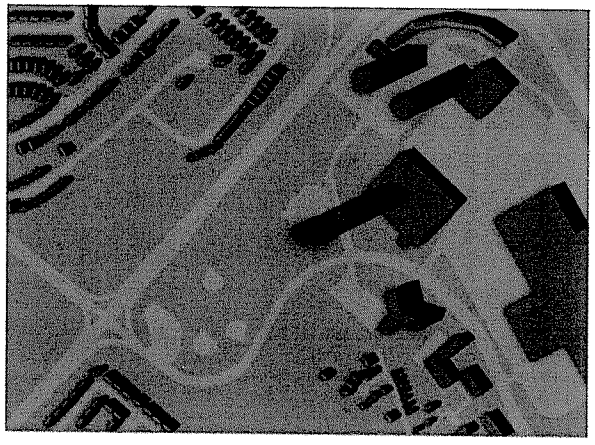
8:00 am



11:00 am



2:00 pm



5:00 pm

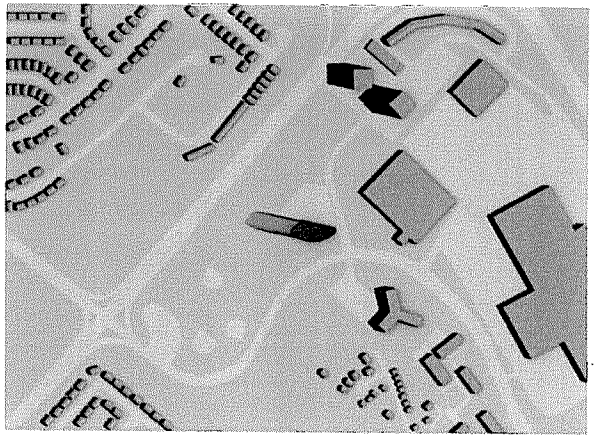
Of note:

- In the early morning, the shadow from the tower extends over Woodland Avenue.
- In the late afternoon, the shadow extends over the loading area of the nearby Kent store.

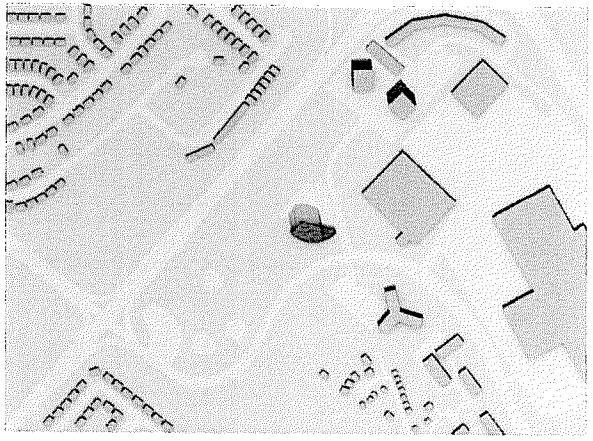
Hence, there is no influence on the baseball diamonds to the southwest.

June 21st

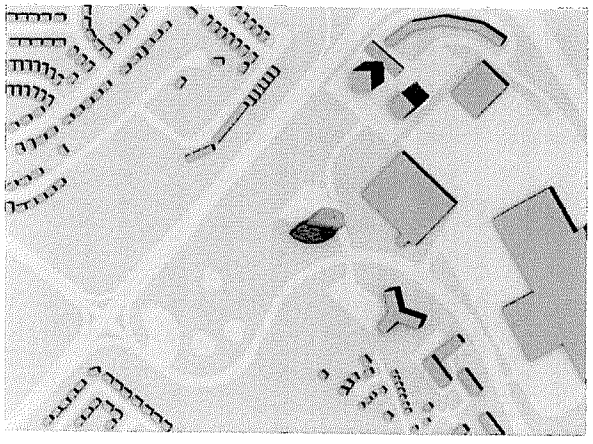
7:00 am



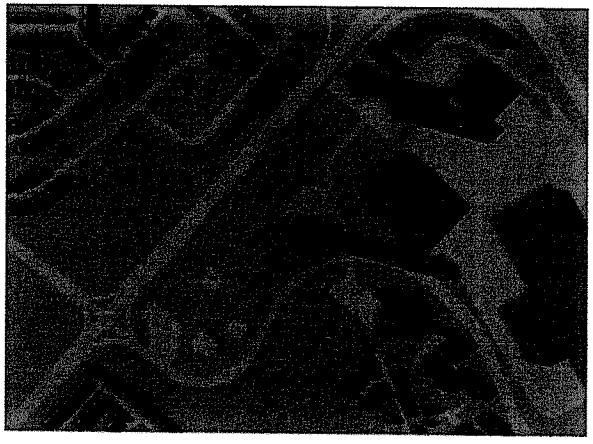
10:00 am



1:00 pm



4:00 pm



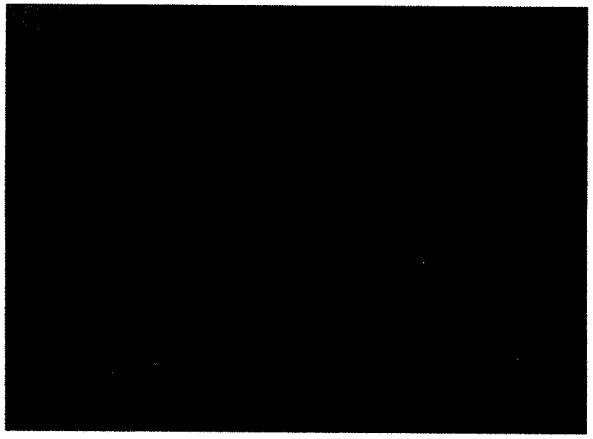
7:00 pm

Of note:

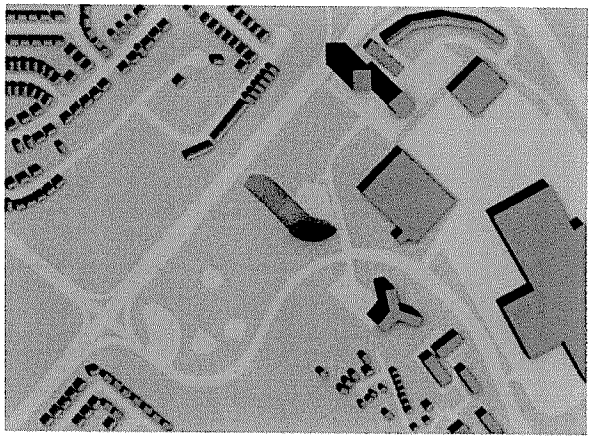
- The shadow of the proposed building extends to the north baseball diamond early in the morning.
- In the late afternoon, the shadow extends over Horizon Court.
- In the early evening, the shadow extends to the intersection of Glencairn Crescent and Micmac Boulevard.

Hence, there is minimal influence on the baseball diamonds to the southwest.

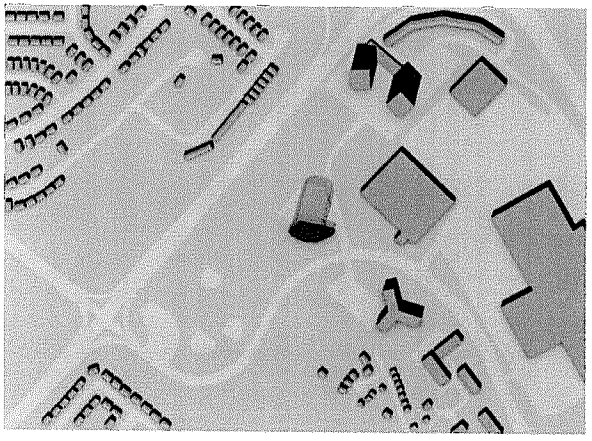
September 21st



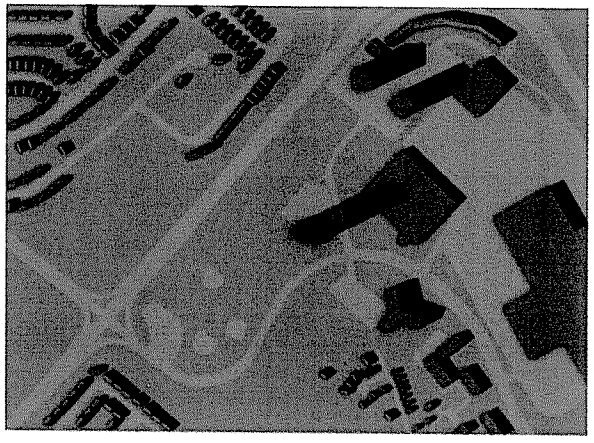
8:00 am



11:00 am



2:00 pm



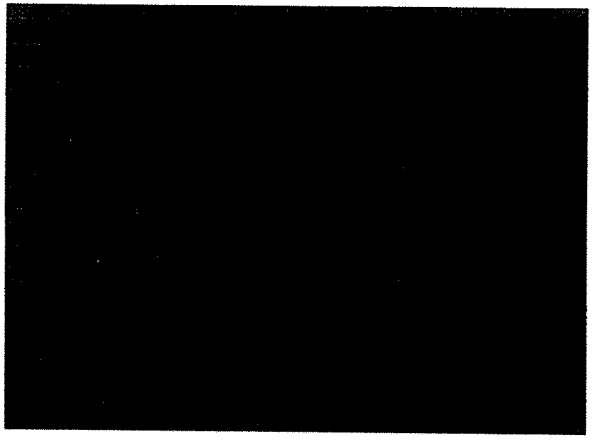
5:00 pm

Of note:

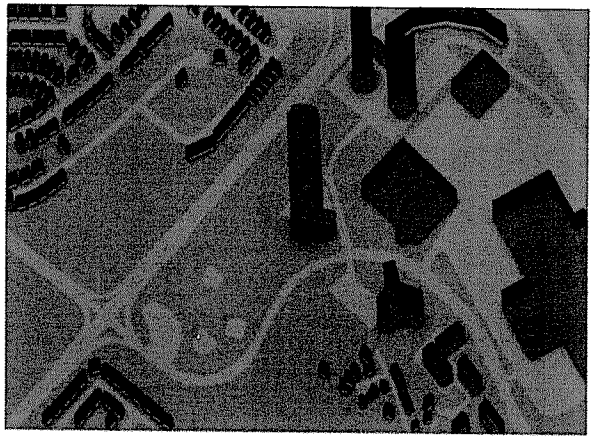
- In the early morning, the shadow from the tower extends over Woodland Avenue.
- In the late afternoon, the shadow extends over the loading area of the nearby Kent store.

Hence, there is no influence on the baseball diamonds to the southwest.

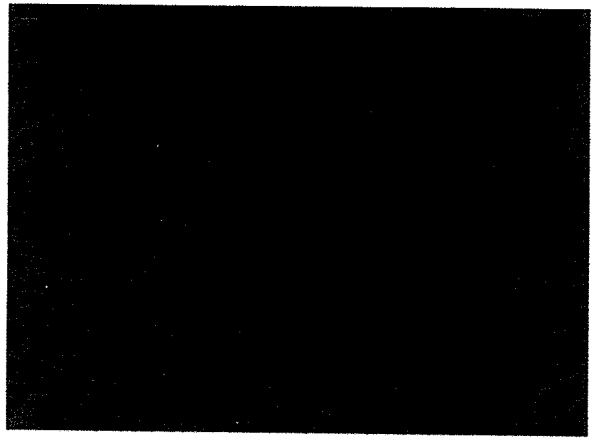
December 21st



9:00 am



12:00 noon



3:00 pm

Of note:

- In the morning, the shadow from the tower extends over Woodland Avenue and Cannon Terrace.
- In the afternoon, the shadow extends over Horizon Court and shades the tower at 10 Horizon Court, to the northeast.

There is no influence on the baseball diamonds to the southwest.

5. SUMMARY

The renderings included in this report illustrate the shadows cast by the proposed development on the 21st day of March, June, September and December. The proposed tower has no influence on the shading of the baseball diamonds to the southwest, with the exception of early in the morning on June 21st. In the mornings, shading of Woodlawn Avenue can occur, while in the afternoons there is the potential for parts of Horizon Court to be in shade.

6. APPLICABILITY OF RESULTS

The results presented in this report pertain to the model of the proposed Tower 3 development constructed using the architectural drawings received by RWDI on October 24, 2011. Should there be any design changes that deviate from this list of drawings, the results presented may change. Therefore, if changes in the design are made, it is recommended that RWDI be contacted and requested to review their potential effects on the sun/shadow conditions.

Betreff: Traffic Study for Tower III
Datum: Dienstag, 27. Dezember 2011 19:06
Von: Otto Gaspar <otto@gasparpartner.com>
An: "Kenneth R. O'Brien" <traffic@ns.sympatico.ca>, Darrell Joudrey <joudred@halifax.ca>, Geoff Keddy <geoffkeddy@geoffkeddy.com>, Nickolas Fudge <nickfudge@hotmail.com>, Christiane Gaspar <C.Gaspar@can-euro.com>, Stefan Gaspar <Stefan@chateaudev.com>, Tim Keddy <t.keddy@can-euro.com>, David Roy <d.roy@can-euro.com>

Dear Ken,
Geoff Keddy probably told you already that the traffic engineer of the Planning Department requires the traffic situation on Saturday peek hours before Christmas. I watched the traffic on a Saturday early December at 4 PM and I saw a queue of some 20 – 30 cars on Woodland Avenue turning to the left into MicMac Boulevard and MicMac Boulevard was more or less blocked.

The question is whether future tenants of Tower III will have any impact on this traffic situation and on how this impact compares to the impact generated by tenants on any future development on the former MTT land. There is a big difference because cars coming from the MTT land are not allowed to turn to the left using Horizon Court to the Circumferential. Our tenants do and they are even encouraged to do so if necessary.

We will provide one underground parking lot per tenant and if tenants want to drive to the Mall, to the food store, to Chapters or to the Circumferential they will automatically turn to the left driving through Horizon Court and the parking lot of the Mall. They will not bother to use MicMac Boulevard. I suppose that this will cover some 40% of the trips. If tenants want to drive to the airport or to downtown Halifax they will use MicMac Boulevard up to Woodland Avenue, but turning to the right would not be too much of a problem. This may cover another 40% of their trips. Only if tenants want to drive to downtown Dartmouth, for example to the parking lot next to the ferry or to one of these restaurants or for whatever purpose, they have to use MicMac Boulevard and turn to the left and this is a real problem. At certain times. However, this makes only 20% of the trips and, should MicMac Boulevard be busy for whatever reason, they can still use Horizon Court avoiding the intersection at MicMac Boulevard where there are no street lights.

You can see that our tenants will never add to any traffic problems, actually by not using MicMac Boulevard they help the traffic situation.

This refers to tenants leaving the project. Tenants returning home have a problem or add to the traffic problem only if they are driving down MicMac Boulevard turning to the left into Horizon Court, however, if the traffic situation is very bad they can still take another route. For example they will continue another 30 meters to the street light turning to the left into the Mall and driving through Horizon Court into the underground parking lot.

This does not apply for any visitors of our commercial section. I suppose that some 50% of the people using our commercial section will come from our apartments which do not create any traffic problem, but the other 50% or whatever will come from MicMac Boulevard and will exit to MicMac Boulevard. There is no other choice because they are not allowed to use Horizon Court. This is unavoidable. But I think that this is more than considered in your traffic study.

You will ask me how I can control the traffic situation on Horizon Court. I think I can and I probably will do. I will give our tenants a sticker to place somewhere in their car where it is visible. When you are driving on a highway in Europe stickers are very common. You have to purchase a sticker in Austria or in Switzerland or wherever. If necessary I will do it. If not necessary I will not do it.

I do not think that the traffic study has to be changed but I would kindly ask you to make a statement that our tenants can never add to any traffic problem at the intersection between Horizon Court and MicMac Boulevard, never, because they have a choice which tenants of the MTT lands would not have.

With regard to the impact of this project to the overall traffic situation it should not be a problem for anybody to fully understand that we will reduce the traffic situation in general and especially on Saturday peek hours before Christmas because our tenants are within walking distance to the Mall instead of 200 households having to drive from wherever they live to the Mall.

Kind regards and a Happy New Year, Otto

Municipalities where predominant land use is for low-density housing find that real-estate taxes don't pay for services. LARRY MacDOUGAL FOR THE GLOBE AND MAIL

CANADIAN CITIES

The gravy in land use and density

Targeting 'fat' services cuts muscle and bone, argues **Jack Diamond** – the avoidable costs are in planning

It's the level of services in a city that puts the urbane into urban life. It's the quality of life of Canadian cities that ensures their competitiveness. It's the services that our cities provide that give them their competitive edge.

The assumption that cities across Canada can somehow balance the books by eliminating what has been called gravy is clearly mistaken. Attempts to cut "fat" end up cutting muscle and bone from the urban body. Squeezing public services to address a structurally defective funding system is like raiding the piggy bank to pay a mortgage.

Selling the family jewels, another exercise in futility, will only result in short-term gain for long-term pain. This is particularly true of the sale of social or rent-supplemented housing, a critical component of ensuring social equity, surely a Canadian value.

What municipalities need is increased revenue. But our Constitution gives no fiscal power to cities. That infrastructure planning, investment, construction, maintenance and the funding of services require long-term commitments and stable financing only makes that lack of power more acute.

While there's little or no gravy to be found in current city operations, there's enormous wastefulness in the form of our cities. But there are, at the federal, provincial and municipal levels, more effective means to reduce or even eliminate such excess without constitutional change.

To understand where the wastefulness exists, consider the layout of 21st-century cities. The Golden Commission analyzed the cost of operating different forms of urban configuration and found that the *extra* cost of operating a widespread, low-density city such as Toronto, compared with a more compact city such as Zurich or Vienna (to say nothing of Manhattan or Hong Kong), was an average of $1-billion annually over 20 years. And that was 1996!

Indeed, municipalities in which the predominant land use is that of single families or other low-density forms of accommodation find that real-estate taxes simply don't meet the cost of providing hard (street lighting, garbage pickup etc.) and soft (libraries, parks etc.) services. To continue building cities in this way can only plunge municipalities even deeper into debt.

Given our constitutional constraints and the extent of low-density suburban growth already in place, how do we address this seemingly intractable condition?

First, the federal government could review the way in which it has provided infrastructure funding, which has not been made on the basis of the most effective long-term benefits. In 1997, Ottawa created the Canada Foundation for Innovation, with $4-billion sequestered for health care and biomedical research. Applicants compete on the basis of objectives, means and targeted outcomes. The fund has attracted the very best from around the globe and stimulated research that brings kudos to Canada and will be of enormous benefit worldwide.

Why not apply this model to infrastructure funding? The federal government could demand performance standards designed to reduce the cost of operating cities and, at the same time, improve their productivity and quality of life. Cities with proposals that best met the performance standards would win the necessary funding. Consideration of this model is particularly timely, as Ottawa is to hold talks with the provinces and cities on what a long-term infrastructure plan should look like. (The Building Canada Plan expires in 2014.)

An essential criterion might be to improve the modal split – that is, to increase the ratio of public ridership versus automobile use. Another might be to increase average residential density. (This wouldn't mean no single-family housing, only a more balanced residential portfolio.) One result would be that investment in transit could pay its way.

Second, the provinces could introduce full cost pricing. Currently, they fund expressways, water and sewage trunk services – in effect, subsidizing the developer at the expense of the city. Such a measure would benefit the city's configuration and its servicing costs.

And third, at the municipal level, improvements can be made through zoning and city bylaws. These could be rewritten, for example, to allow development of any land use, whether residential, commercial or industrial, only within 1,000 metres of a transit stop. This would tie land use and density to transportation capacity (Planning 101) and also ensure jobs accessibility and reduce commuting times. It also would encourage the integration of all modes of transportation across city regions.

The large parking areas now surrounding shopping centres should be rezoned to allow their development as town centres; and single-family housing should be permitted to convert to duplexes, potentially doubling the existing residential capacity without further land consumption.

If this approach is too radical, consider the alternative: Besides increasing debt, there'll be more sprawl and needless consumption of agricultural, recreational and conservation land, yet longer commuting times, lower productivity, less efficient emergency services, more pollution and a diminished quality of life.

The efforts at all levels of government, particularly municipal, should be focused on land-use planning where the true avoidable costs are, rather than raiding the piggy bank to try short-term fixes.

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budget depend on a cozy relationship with the government prevents him from doing that.

In a recent interview with the CBC, Mr. Atleo alluded to a great number of other native communities in crisis. But rather than identify them and challenge the government to action, he let the opportunity pass. He murmured something about changing the status quo, yet squandered the opening to confront it.

Rather than initiate immediate physical action, Mr. Harper scheduled another meeting with Mr. Atleo. Then he put Attawapiskat under third-party management. What this effectively means is that the government put the blame squarely on the Indians. The subtext is that native leaders mismanaged millions and put their own people in danger. Meantime, nothing was being done for the people freezing in unheated tents, beyond the generosity offered by the Red Cross and fellow Canadians.

Interestingly, the result of Thursday's Harper-Atleo meeting was to agree to hold another meeting.

No, the real shame of Attawapiskat is that one government wants to ignore and blame while another wants to retain the status quo for its own survival and have another meeting. Shame on Mr. Atleo and Mr. Harper not doing anything before the story broke. Shame on them for merely booking another meeting. Shame on them for relying on the Red Cross to do the job they should have finished long ago. Shame on them for failing Canada.

Richard Wagamese is a National Newspaper Award-winning former columnist.

The days of urban sprawl are over – but not for the reasons you think

RICHARD FLORIDA
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One of the few things increasing as fast as the price of oil lately has been the amount of commentary linking higher energy costs to the death of suburbia. Clearly, higher gas prices have affected where people want – or can afford – to live. Just as the demand for SUVs plummets and consumers have finally begun to see the point of hybrids, people are turning away from sprawling exurbs toward urban neighbourhoods and inner suburbs.

A recent report from CEOs for Cities, a group of U.S. business leaders, mayors and university presidents, declares: "Now that the era of cheap gas is over, demand for development on the fringe is down, and consumer interest and market potential lie in developing and redeveloping neighbourhoods closer to the urban core."

"Could it happen in Canada?" this newspaper asked recently. While Canada is not suffering from the one-two punch of rising gas prices and subprime mortgages, it's abundantly clear that the same kind of shift away from sprawling suburbs and toward the urban core is under way from Toronto and Montreal to Vancouver and Calgary.

But what's happening here goes a lot deeper than the end of cheap oil. We are now passing through the early development of a wholly new geographic order – what geographers call "the spatial fix" – of which the move back toward the city is just one part.

Suburbanization was the spatial fix for the industrial age – the geographic expression of mass production. Low-cost mortgages, massive highway systems and suburban infrastructure projects fuelled the industrial engine of post-war capitalism, propelling demand for cars, appliances and all sorts of industrial goods.

The creative economy is giving rise to a new spatial fix and a very different geography – the contours of which are only now emerging.

Rising fuel costs are one thing, but in today's idea-driven economy, it's time costs that really matter. With the constant pressure to be more efficient and to innovate, it makes little sense to waste countless collective hours commuting. So the most efficient and productive regions are the ones in which people are thinking and working – not sitting in traffic. And, according to detailed research by the Nobel Prize-winning economist Daniel Kahneman, commuting is among the least enjoyable, if not the single least enjoyable, of all human activities.

Thus, urban cores are again becoming centres for technology, jobs and economic growth. Leading-edge companies are recognizing the value of an urban location. Google runs a shuttle bus that takes employees who live in downtown San Francisco to its Silicon Valley headquarters. On a recent visit to the company's new facility in lower Manhattan, I was shown a map of where the employees lived. Most were clustered in a tight band across lower Manhattan, Brooklyn and nearby areas such as Jersey City and Hoboken in New Jersey. Remember, these are well-paid people who could live behind picket fences on suburban Long Island, Westchester or Fairfield, Conn., if they so chose.

The new spatial fix is simultaneously more global and more concentrated – oriented around a smaller number of large world cities and global mega-regions. For every San Francisco or London, there is a Detroit or a Cleveland, regions where both the urban core and the suburbs are in decline.

Zach Neal, a sociologist at the University of Illinois, Chicago, writes that the city-regions of the past were essentially self-contained markets that operated as "functional hierarchies" – i.e., they produced just about all they needed themselves and supported everything from agriculture and factory complexes to downtown office centres and residential suburbs.

But Neal says the new global system of cities is built on "relational hierarchy" – it's the relationships between key cities and regions globally that matter. A Brookings Institution report finds that global cities such as New York, London, Tokyo and Shanghai are strongly connected to one another, much more so than, say, New York and Louisville or Toronto and Edmonton.

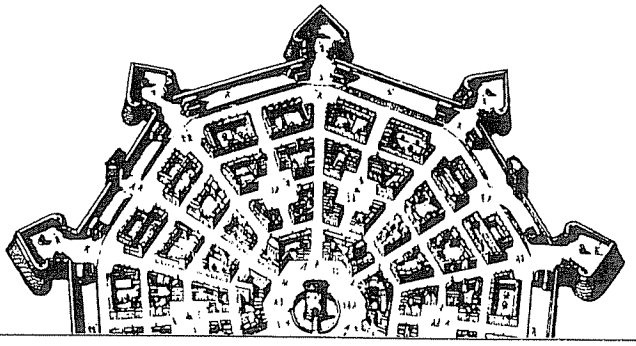
As these global centres grow ever larger and more strategically important, they essentially usurp many of the functions once played by second- and third-tier cities – in effect, growing larger at their expense.

And it's within these global centres – from London, New York and Tokyo to Toronto, Los Angeles and Sydney – that the shift from the suburbs toward the urban core is most pronounced, as talented, ambitious people trade more space for shorter commutes. As housing prices in suburbs and second-tier cities stagnate – or, in the case of certain U.S. suburbs, nose-dive – prices in these superstar urban centres continue to rise, in some cases to stratospheric rates.

While we are in the early development of this new economic geography, one trend is clear: The history of economic development and of capitalism revolves around the more intensive use of urban space. The coming decades will thus probably see greater concentrations of people, increasing densities, and further clustering of industry, work and innovation in a smaller number of humongous cities and mega-regions globally. Alongside that will come ever more concentrated economic opportunity and deepening social and economic divides between people and places.

Rising energy costs may be the proverbial straw that is breaking the camel's back, but the geographic transformation we are living through is driven by something far bigger than high prices at the gas pump.

» Richard Florida is the author of Who's Your City? *and director of the Martin Prosperity Institute at the University of Toronto.*



SPIRO KOSTOF

THE CITY SHAPED

Urban Patterns and Meanings Through History

Original drawings by Richard Tobias

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instances, Bulfinch's State House in Boston for example, there is no sign at all inside the building of the dome's existence.

The belfry is also a good case. We associate it chiefly with the church and the ringing of bells for religious services. But there are secular belfries as well, associated with government. The skyline of Flemish towns was often highlighted by a belfry that was a separate building in the marketplace. It served both as rallying point for
275 the townsfolk and as civic landmark in the flat countryside. At Bruges it measured 330 feet (100 m.) in height; at Ghent 300 feet (91 m.); at Dunkirk, 295 feet (90 m.); at Ypres, 230 feet (70 m.). The belfry also occurs occasionally in northern France; in places like Soissons and St.-Quentin, it takes the form of a tower attached to a castle. Most frequently the belfry is a fixture of important public buildings in medieval communes—a sign of their sovereignty and civic pride. Such towers appear with special frequency in central Italy and Northern Europe. In addition to town halls, they accent markets (as at Bruges), and monuments to powerful guilds like cloth halls (as at Ypres).

In these cityscapes, a visual contrast is often set up between church and state through the prominent civic tower and the belfry of the cathedral. Height is of course the most obvious element of this contest, but other design discriminations can be as effective. In Tuscany different building materials, which read as contrasts of color, make a skyline statement with unmistakable clarity. At Siena, the brick tower of the city hall lifts its attenuated shaft from the floor of the Campo to respond to the white mass of the cathedral and its campanile on the hilltop of Città. Florence, prior to the splendid concentration of its skyline by Brunelleschi's dome, pitted the dark brooding towers of government—those of the Palazzo Vecchio and the Bargello (Palazzo del Podestà)—against the radiant marble-encrusted form of
Pl.33 "Giotto's Campanile" for S. Maria del Fiore. The civic towers, in addition, were often massively built and opaque, and their flat-topped summit articulated with the *ballatoio*, a machicolated cornice borrowed from military architecture. The adoption of this secular form by Giotto's successors for the campanile in the later 14th century, rejecting his original spired scheme based on North European models, was probably intended to signify that the cathedral was in the care of the commune—in effect a civic monument.[23]

THE URBAN SKYLINE

Skylines are urban signatures. They are the shorthand of urban identity, and the chance for urban flourish. Cities of all descriptions and periods raise aloft distinctive landmarks, to celebrate faith and power and special achievement. These landmarks focus city forms and highlight city portraits. The presentation itself is contrived. It is chiefly meant for an external audience. The artist composes the urban skyline with the pilgrim, the official visitor, the common tourist in mind. This image changes slowly and deliberately. Contrasts like that of Canaletto's London and the city today were a long time in the making. Radical transformations—the thrust of factory smokestacks or corporate towers—signify cultural upheavals. When the towered railway terminal and its hotel lifts up its silhouette in emulation of the urban cathedral, we know that the old values are reduced or overtopped. When the city center ends up as an aggregate of tall office buildings, we recognize that the city image has succumbed to the advertising urges of private enterprise. The skyline, in the end, is a negotiated symbol: What stands out as the city's official silhouette was given license to do so.

to carry us back to the urban organisms of a Europe before the Fall and the innocence of village life.

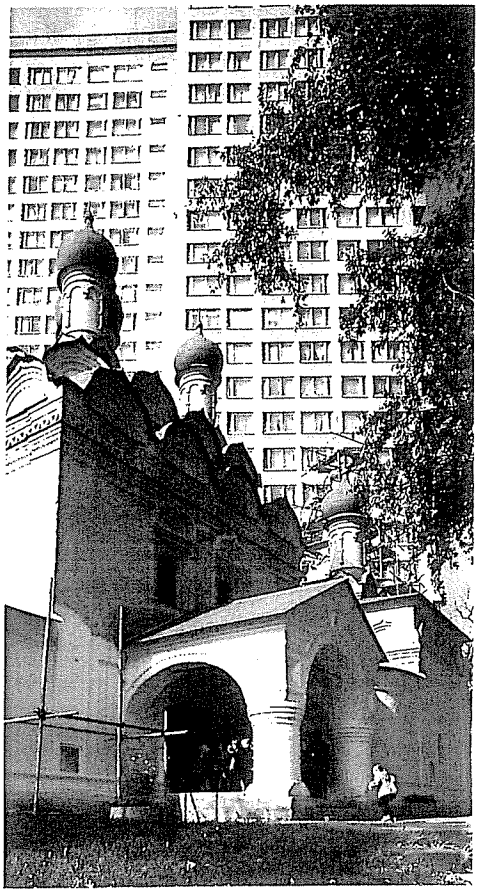
But this is an extreme position. The skyscraper city as it has existed for one hundred years *is* tradition by now. The issue is how to curb it, and give it an appropriate place in the scheme of things. The alternatives are to discourage it altogether by opting as a community for a no-growth policy; or to regulate the proliferation, siting, and appearance of the skyscraper.

Building high is no longer a technical challenge—the question rather has become, "Should we?" Doubts are being expressed more and more openly about the equation of tall buildings with urban progress—both in economic terms and in terms of the quality of life. Recent advances in measuring the impact of the skyscraper city on the citizens' well-being point out much to be worried about.[65] "Environmental impact" reports, required in the United States for all new significant building projects since 1969, could be extremely impressionistic. Drawings and models almost never dealt with the real world of the pedestrian functioning at the foot of these behemoths.

The main point, not addressed by such reports, was, in any case, that there are cumulative effects of the skyscraper city that cannot be calculated on a building-by-building basis. The issue of destroying famous views and altering the structure of topography is deeply felt in cities like San Francisco. The San Francisco Urban Design Plan of 1971 dealt with *height* and *bulk*, as had the New York Ordinance of 1916, with some concession to topography. But what about the concatenated pattern of spaces and volumes that gives blocks their identity? people wanted to know. What about the issue of human-scaled amenities at the base of the tall building, to redress the alienation and adverse effects of its great height? What about problems of shape? the effects on the microclimate, the additional shadows, the making of cold and windy streets? What about the symbolic issues of dominance? An activist campaign to take matters away from wheeling-dealing politicians and developers led to the passage in September 1985 of a new plan for the city center. The plan put a ban on the replacement of many landmarks, including older generations of highrises; shifted new office towers away from the overcrowded financial district; and added a ceiling to the actual amount of building that could take place in any one year—the so-called "growth cap."

And the debate has spread nationwide. Seattle has just passed restrictions similar to those of San Francisco. In Philadelphia, when a developer's project for Liberty Place was allowed to overturn the long-respected height limit of Penn's statue on City Hall, Philadelphians who cared were split between those who professed a loss they could not specifically quantify, and those who cried "Good riddance!" to an archaic and sentimental urban affectation. Some prominent outsiders, Paul Goldberger of the *New York Times* chief among them, thought that the offending structure by Helmut Jahn was a skyscraper of such distinction that it had *ipso facto* a perfect right to define for the future the skyline of Philadelphia.[66] The ultimate gauge for what should be permissible in our own cities, Goldberger seems to be saying, is the quality of architecture as judged by architectural critics. It is on these esthetic grounds that he is willing to consign the determination of the Philadelphia skyline, and the rearrangement of the traditional priorities of the city, to a developer and his architect. "[The building] transcends the old order, and establishes a new one, at a level of quality good enough to justify throwing away the old."

The judgment of quality is, alas, notoriously arbitrary. As Geoffrey Scott, author of the famous essay of 1914 on *The Architecture of Humanism*, put it during a comparably pluralist interval:



113 The delicate onion domes of Moscow's mid-17th-century church of St. Simon the Stylite provide a striking contrast to the 24-story apartment blocks of the Kalinin Prospekt.

> We subsist on a number of architectural habits, on scraps of tradition, on caprices and prejudices, and above all on this mass of more or less specious axioms, of half-truths, unrelated, uncriticised and often contradictory, by means of which there is no building so bad that it cannot with a little ingenuity be justified, or so good that it cannot plausibly be condemned.[67]

The value of symbols is of a different order. Symbols are carriers of meaning. Urban symbols are presumably carriers of some collective meaning of those who live and work there. Who should be allowed to design a city's skyline? Who should have the privilege to represent us on the horizon? These are the fundamental questions.

Throughout history, as we have repeatedly observed in this book, urban form has been firmly legislated. The much-admired medieval Siena had a premeditated form, down to the shape of the windows and the enforced use of brick. The design prescriptions that controlled Haussmann's Paris extended to the smallest details: pilasters on façades could not be more than 40 centimeters (about 16 in.) in depth, balconies required official permission and even so could not project more than 80 centimeters (31.5 in.), corbelling was strictly prohibited, and so on.

In the last half-century cities have effectively turned over their skylines to powerful developers, corporations, and their architects. But the interests of the community are not synonymous with the interests of developers and corporations. They put up the tall buildings; the community is asked to look after them. As early as 1926, the President of the American Civic Association underscored this fatal flaw in the skyscraper mystique. "There is a very close relation," he wrote, "between the privilege to owners of erecting high buildings, and the burden thrown upon the community of taking care of the consequences."[68]

The importance of the civic dimension of the skyline has yet to be fully grasped in the culture of the skyscraper city. It is still true today as it was at the beginning that, to quote Thomas Adams, the chief author of the 1931 Regional Plan for New York, "In the American city the disposal of the lots to individuals with liberty to make the best of them for their private purposes was the governing factor in development, rather than architectural control in the interests of the community."[69]

This is the import of San Francisco's new plan, and others like it. They remind us that the skyscraper city, like all other negotiated settings of our past, cannot be praised or excoriated as an esthetic container alone. It is in that juggling act between private interests and the public good, supervised by the citizenry, that something more precious may reside. The esthetic vision of how our cities will look will always be supplied by professional designers, of course. But it is perfectly appropriate, indeed imperative, for the citizens to control the limits of that vision. While private interests are entitled to seek their advantage in the urban fabric, and city authorities and their experts are paid to find wholescale planning solutions to the problems of unfettered growth, it is the citizens as a collective voice who must ultimately decide the shape of their city. Like the communes of Tuscany which took charge of their city-form in the later Middle Ages and shaped it to reflect their governance, their political and social priorities, so it is given to us to do the same.

If we still believe that cities are the most complicated artifact we have created, if we believe further that they are cumulative, generational artifacts that harbor our values as a community and provide us with the setting where we can learn to live together, then it is our collective responsibility to guide their design.

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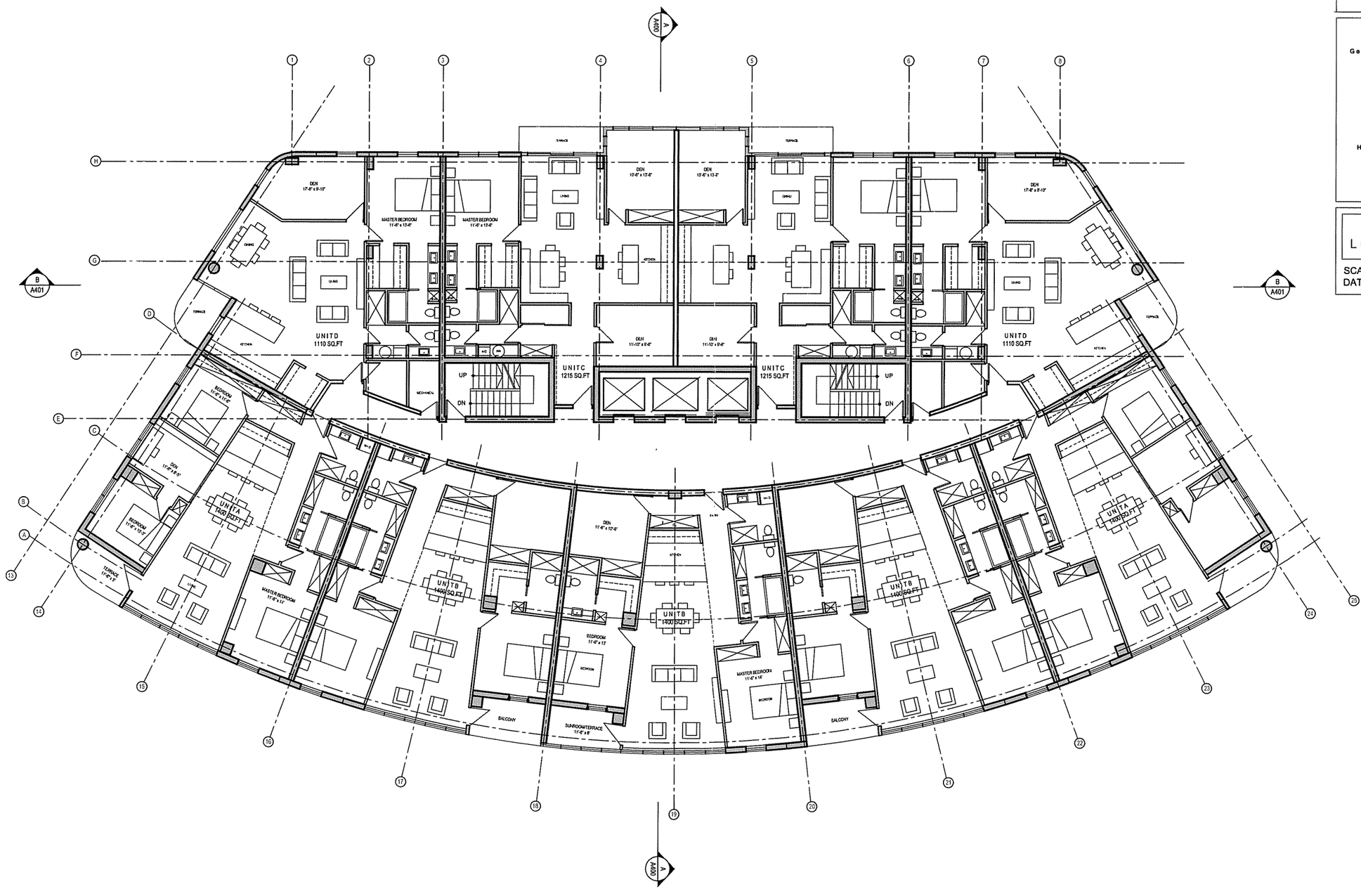
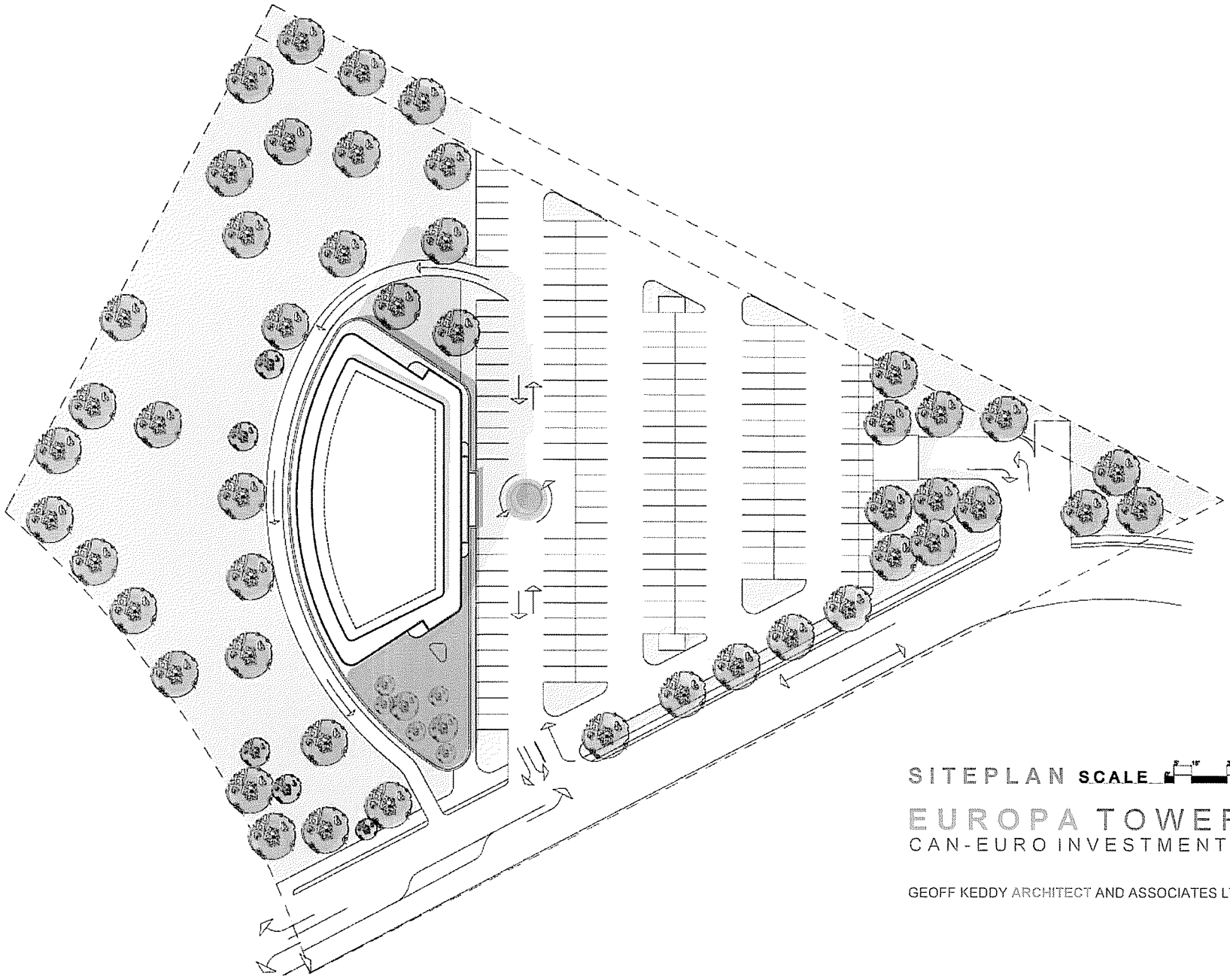
UPPER LEVEL PLAN

SCALE 1'-0" = 1/16"
DATE : 26_03_12

A206





SITEPLAN SCALE 0 15' 30' 60' 75'

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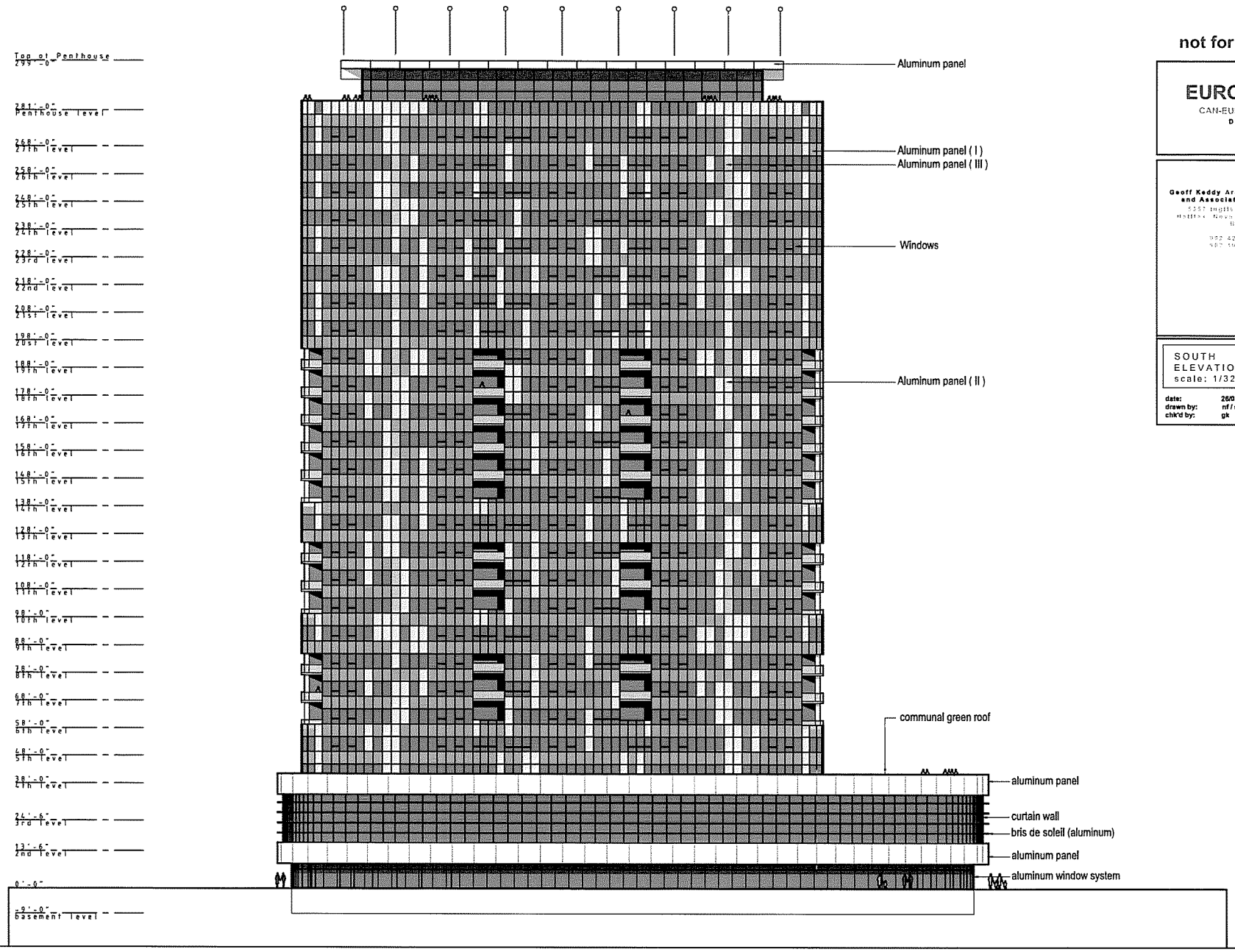
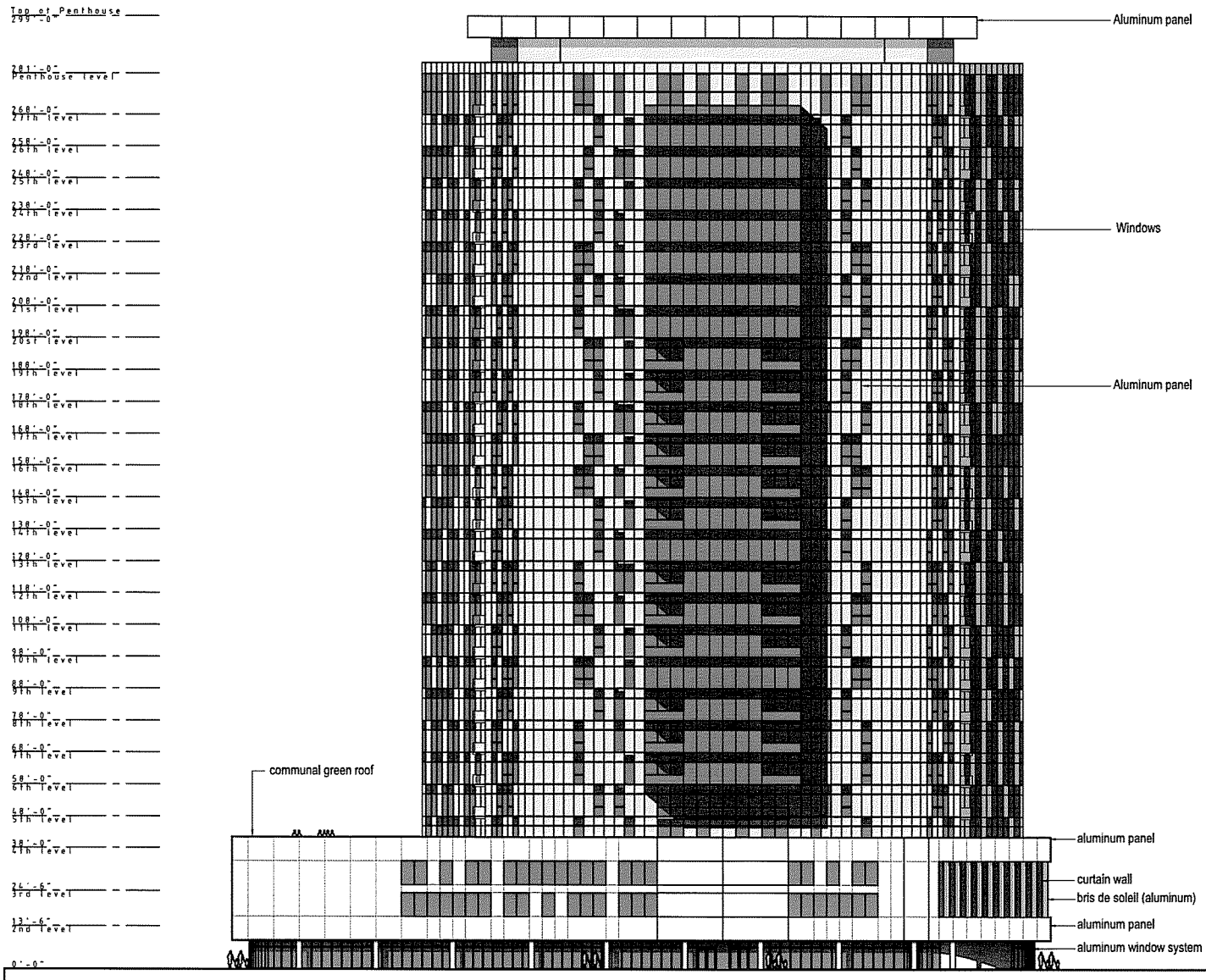
SOUTH ELEVATION
scale: 1/32"=1'-0"

date: 26/03/12
drawn by: nf / sa
chk'd by: gk

A301





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NORTH ELEVATION
scale: 1/32"=1'-0"

date: 26/03/12
drawn by: nf / sa
chk'd by: gk

A303

NORTH ELEVATION

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EAST + WEST ELEVATION
scale: 1/32"=1'-0"

date: 26/03/12
drawn by: nf / sa
chk'd by: gk

A302