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Bike Sharing / Vélos libre-service

Beginning in Amsterdam in the 1960s as a way to protect the environment and adopt sustainable, inexpensive transportation, bike sharing programs are becoming more and more popular. The objective of these initiatives is to provide users of the program the possibility to borrow bikes and utilize them for short distances. "Smart Bikes should not be seen as competing with traditional public transportation, rather it is a complementary and innovative measure that is another increasingly popular tool in the toolbox of public transportation" (DeMaio, 2001).

Bike sharing programs initially were poorly conceptualized and managed. The first attempt of bicycle sharing began with Amsterdam's White Bike public use bicycle program in 1968, which provided cheap and clean transportation.

Unfortunately, public use bicycles were not secured properly and were often stolen or vandalized. A similar fate befell Milan's bike sharing program ten years later. In both cases, the programs used

Mis en place pour la première fois à Amsterdam dans les années 1960 afin de protéger l'environnement et comme alternative durable et peu coûteuse aux modes de transport traditionnels, les programmes de vélos libre-service sont de plus en plus présents dans les grandes villes. Ces initiatives ont pour but de mettre des vélos à la disposition des utilisateurs pour de courtes distances. Il s'agit d'une initiative qui vient s'ajouter à l'offre de moyens de transport alternatifs et qui, jusqu'à présent, connaît un succès intéressant presque partout où les programmes de vélos libre-service ont été mis en place.

Bien qu'elles fonctionnent plutôt bien maintenant, les initiatives de vélos libre-service ont connu des débuts plus difficiles. En effet, les premières tentatives de vélos libre-service avaient été mal conçues, administrées de façon boiteuse et se soldèrent par un échec. C'est en 1968 à Amsterdam que le premier programme dans le genre a vu le jour. À l'époque l'administration municipale avait mis à la



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Bike Sharing (continued from previous page)

donated mass-market bicycles that were painted a solid colour to differentiate them from other bicycles. The programs operated by allowing the public to borrow the allotted bikes from around the city and required that the bikes would be left on the street for the next person to use. The programs were free to use and were funded in part through governmental financial assistance. Due to the lack of security for the bicycles provided by the sharing programs and the inability of individuals to find reliable locations to find a bike, the programs proved to be inefficient (DeMaio, 2001).

Consequently, new systems were devised that involved creating special racks in designated areas around the city in areas with higher densities to ensure the bikes could be located and used. These were often near transit stops, business districts, tourist attractions, multi-storey housing and high density neighborhoods. Coin-operated locking mechanisms were utilized as a means of deposit. The bikes were also made to be more durable to reduce maintenance costs. This new system, managed by not-for-profit organizations, relied on advertising revenues and government financial assistance as it was more expensive to operate (Ibid).

Public-use bikes (commonly referred to as Smart Bikes) are now designed to be unmistakable in their appearance, require special tools to disassemble them and utilize bike componentry that is incompatible with other bikes. The locking mechanism was redesigned to require swiping a credit card-sized ID card, which stores who is accessing the bike. The bikes and users can then be tracked, thereby reducing theft (DeMaio, 2001). Another method of security being implemented involves an automated lock on the bike itself and relies on the user obtaining the access code via a mobile or pay phone (DeMaio and Gifford, 2004, pg. 3). ClearChannel is an example of a worldwide Smart Bikes company that uses systems based on subscription cards and designated city bike racks, e.g. Oslo, Norway (ClearChannel Adshel, 2003).

In the United States, Portland's Yellow Bikes program was started in 1995 by two local bike activists. It received some local sponsorships, however, government funding was not utilized. The program used repaired, donated bikes and bike exchange was conducted informally on the street without any monitoring scheme. Theft and vandalism led to the program's demise after only a couple of years. The city is presently looking at rentals instead of free bikes. The same theft problem led to the termination of Denver's Cheker Bikes program in the 1990s. In Portland, there is renewed

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disposition des utilisateurs, des vélos blancs facilement identifiables. Rapidement, les responsables se sont rendu compte des problèmes inhérents au programme. Les vélos étaient la cible de vandales et les utilisateurs omettaient de le laisser aux endroits désignés pour que d'autres cyclistes puissent s'en servir à leur tour. La Ville de Milan en Italie a elle aussi, connu les mêmes problèmes une dizaine d'années plus tard avec le même type de programme. Tout comme à Amsterdam, Milan utilisait des vélos commerciaux qui avaient été donnés et que la Ville a ensuite peint de façon à les rendre facilement identifiables. L'idée était que les utilisateurs allaient pouvoir prendre un vélo et ensuite d'en disposer en bordure d'une rue afin que quelqu'un d'autre puisse s'en servir. Dans les deux cas, il n'y avait pas de frais pour les utilisateurs. Les programmes étaient entièrement financés par les différents gouvernements ainsi que grâce aux dons de matériel et de temps. Malgré cela, les premières expériences de vélos libre-service furent un échec et ce, principalement parce les usagers ne savaient jamais s'ils allaient être en mesure de trouver un vélo disponible lorsqu'ils en avaient besoin. En effet, le principal problème lié à cette première mouture du programme était le vol répandu des bicyclettes à usage public (DeMaio, 2001).

En conséquence, la nouvelle génération de programmes de vélos publics mise en place dans quelques villes d'Europe a été conçue de façon à éviter ce problème, notamment en prévoyant l'installation de supports réservés où les vélos peuvent être verrouillés. Ces supports ont été placés dans des endroits plus densément peuplés ou fortement fréquentés comme les arrêts d'autobus ou de métro, les centres d'affaires, les attractions touristiques et près des tours d'habitation, de façon à ce que les vélos soient accessibles pour un plus grand nombre de personnes. Comparativement aux premières moutures du programme, les vélos utilisés étaient de meilleure qualité et plus durable, ce qui avait pour effet de diminuer les coûts d'entretien. Par contre, les coûts généraux du programme étaient plus élevés, ce qui rendit nécessaire l'adhésion de partenaires pour aider à maintenir le service et rendit nécessaire, notamment, la recherche de sources de revenus additionnels provenant de la publicité ainsi qu'une aide gouvernementale supplémentaire. Par ailleurs, des modifications ont été apportées aux vélos pour diminuer les vols. Par exemple, les bicyclettes sont encore plus facilement identifiables, elles ne peuvent être désassemblées qu'à l'aide d'outils spéciaux et sont

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talk by City Council Transportation Commissioner Sam Adams about bringing back a bike sharing program as a response to the media attention that bike sharing has received in Europe, particularly Paris's recent program. Portland's Office of Transportation is exploring offering rental bikes at locations around the city as a means to reduce emissions and congestion, and support the tourism industry. The city is considering using government funding, private partnerships and advertising to fund the program (Griffin, 2007).

In July 2007, New York City conducted a five day bicycle sharing experiment to test the viability of a permanent program. The experiment proved to be popular with city residents. The proposed program would generate funding through advertising. It would permit users to ride the bikes for free for the first 30 minutes and then charge them for additional time. Government support would pay for the installation of bicycle pick-up spots and bicycle lanes. The experiment was inspired by the bicycle sharing program in Paris where 10,000 bicycles are available at 750 locations (Brettell, 2007).

The Paris bike-sharing program, called Velib, is part of the city's endeavor to reduce traffic congestion and pollution. The program is available to tourists, offered in eight languages, and its machines accept foreign credit cards. A year long pass costs \$41.75 and a one day pass costs \$1.42 (Doland, 2007).

Another European city that operates a popular bike sharing program is Barcelona. The 1,500 Bicing bicycle sharing program was started by Barcelona City Council in March 2007 (Poynor, 2007). Barcelona requires a year long pass rather than a week-long pass to use the program in order to discourage tourists from using the bikes. The bikes are intended to be used by commuters for short trips only, reduc-



Photo of the bikes from Vancouver's Vancity Bike Sharing Program /
Photo du programme de vélos libre-service de Vancouver
(<http://justagwailo.com/tag/vancity-bike-share>)

Vélos libre-service (Suite de la page précédente)

désassemblées qu'à l'aide d'outils spéciaux et sont fabriquées avec des pièces incompatibles avec les vélos commerciaux. De plus, pour pouvoir prendre possession d'un vélo, un utilisateur doit maintenant utiliser une carte magnétique identifiée à son nom au lieu d'une pièce de monnaie, ce qui permet de retracer qui a emprunté le vélo (DeMaio, 2001). Un autre mécanisme de sécurité instauré permet à l'utilisateur d'obtenir un code d'accès par téléphone pour pouvoir déverrouiller un vélo (DeMaio et Gifford, 2004, p. 3).

Les programmes de vélos libre-service sont maintenant implantés dans quelques villes des États-Unis. Sans surprise, c'est Portland en Oregon — une ville américaine souvent à l'avant-garde des nouvelles tendances en matière de développement durable — qui fut, en 1995, la première ville américaine à instaurer son programme de vélos libre-service à l'initiative de deux promoteurs locaux. À l'instar des initiatives européennes similaires, le programme était auto-suffisant en termes de financement puisqu'en plus des frais d'utilisation, la Ville pouvait compter sur des revenus de commandites. De plus, les vélos facilement identifiables à leur couleur jaune, provenaient quant à eux, de dons du public. Malheureusement, tout comme dans le cas de Milan et d'Amsterdam en Europe et comme pour ce qui de l'initiative des « Cheker bikes » à Denver pendant les années 1990, l'initiative de Portland fut de courte durée et fut abandonnée deux ans après son lancement, pour des raisons de vols et de vandalisme. La ville songe maintenant à relancer le programme, mais il s'agira cette fois d'un système de location de bicyclettes qui permettra de résoudre, une fois pour toute, les problèmes de vol et de vandalisme. En partie à cause de la popularité des vélos libre-service en Europe, les responsables de l'*Office of Transportation* de Portland estiment qu'un système de location de vélos s'inscrit tout à fait dans les efforts de la ville pour diminuer la pollution atmosphérique, réduire la congestion routière et stimuler le tourisme. Cette fois, Portland songe toutefois à s'adjoindre un partenaire privé et à développer une stratégie de publicité. Ce qui dans le cas de Portland s'avère un défi considérable, étant donné les réticences de la ville envers les panneaux d'affichages. Par ailleurs, l'aide gouvernementale n'est cette fois, pas exclus (Griffin, 2007).

D'autre part, la Ville de New York a expérimenté un service de vélos libre-service en juillet 2007 en vue de mesurer l'intérêt d'un potentiel programme permanent. Selon les premières évaluations, la mesure s'est avérée populaire auprès des habitants. La version proposée du programme aura recours aux revenus de publicité et

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ing congestion and pollution. Authorities have had to continue to expand the program to meet demand, though critics have asserted that there aren't enough bikes during peak hours (AFP, 2007). Laurette Arriens-Støtvig of ClearChannel, the company which installed the bike system, said that, since March, more than 90,000 people have registered and the bikes have already been used more than a million times. The program is so popular that the mayor has decided to expand the system to a total of 400 stations with 6,000 bikes.

A few Canadian cities have experimented with similar bike sharing programs. Toronto had a bike sharing program for six years, but it came to an end in December 2006 due to a lack of financial resources and volunteers. The program, called BikeShare, had 16 locations where bicycles could be picked up and dropped off for members. Grants came from environmental foundations and corporate sponsors. It did not receive any direct government funding (CBC News, 2006). Vancouver is in the midst of a 45-day experimental bike sharing program, started in June and ending in September 2007. The program is sponsored by Vancity Credit Union. To deter theft, the bikes are registered with the police and use locks (Knox, 2007). Bike sharing is also being promoted at the University of Ottawa. Bikes are loaned out free of charge to members of the university community. Students must first register as members of the program and leave a \$10 deposit. Locks are provided for security and bikes can be reserved in advance (University of Ottawa, 2007). McGill University also has a free bike sharing program at its Macdonald Campus. Students can pick up a bike at the security office in exchange for a piece of ID, which is retrieved when the bicycle is returned (Lalonde, 2007). Montreal's Plateau Mont-Royal borough, in association with the company Caisse populaire Desjardins, is spending \$60,000 on a trial bike sharing program between June 14 and September 2007, called Becikvert. The program, which has 20 bicycles divided among three locations, at Mount Royal metro station, at La Capitale du Mont-Royal real estate office, and at the Centre de services communautaires du monastère, is free to all users (The Gazette, 2007).

In conclusion, for bike sharing programs to be successful, DeMaio and Gifford (2004) recommend that cities improve their bike safety by offering more bikeways, bike lanes, special intersection modifications and priority traffic signals. The bikes should be painted with bright colors for visibility, bike training classes should be offered and customers should be required to use helmets. To reduce municipal liability, participants should sign waivers as in Germany's Call-A-Bike program. As well, more reliable bike facilities and racks should be designed within the city, not only for the bike sharing participants, but all cyclists. Better bike facilities would increase overall bicycle ridership, which in turn would increase the number of potential bike sharing participants.

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offrira aux usagers les trente premières minutes gratuites, après quoi ils seront facturés. De plus, le projet prévoit une contribution du gouvernement qui couvrira les coûts des installations de cueillette des vélos et la création de pistes cyclables. L'idée du projet de la Ville de New York est inspirée du programme en place à Paris où 10 000 vélos sont disponibles pour la location dans 750 points de service (Brettell, 2007). L'initiative en question, baptisée Velib, fait partie des mesures prises par l'administration parisienne pour réduire la congestion et la pollution. Le programme est accessible aux touristes et les instructions sont offertes en huit langues. Un abonnement annuel au service coûte 41,75 \$ et pour une journée, le coût est de seulement 1,42 \$ (Doland, 2007).

En plus de Paris, Barcelone opère également son propre programme depuis mars 2007 de vélos libre-service. Par contre, dans ce cas-ci, le programme, appelé *Bicing*, ne s'adresse qu'aux résidents et fonctionne avec un système d'abonnement annuel de façon à en limiter l'accès aux touristes (Poynor, 2007). Les autorités ont continué d'étendre le programme afin de rencontrer la demande, mais les critiques du programme maintiennent que les 1 500 vélos en circulation ne parviennent toujours pas à répondre aux besoins (AFP, 2007). Selon les estimations de la firme ClearChannel, responsable pour l'administration du programme, plus de 90 000 personnes se sont enregistrées pour bénéficier des vélos libre-service et que plus d'un million de déplacements ont été effectués jusqu'à maintenant. En fait, la popularité de *Bicing* est à ce point importante que le maire a décidé d'augmenter à 400 le nombre de points de service et de porter à 6 000 le nombre de vélos en circulation.

Au Canada, des initiatives similaires ont été tentées dans quelques grandes villes. Toronto a offert des vélos en libre-service pendant six ans. Le programme, appelé *BikeShare* comptait 16 points de service à travers la ville, mais fut abandonné en décembre 2006 faute de ressources financières et de bénévoles. Le financement du projet provenait d'organismes environnementaux et de commanditaires corporatifs, et ne recevait pas de subvention des gouvernements (CBC News, 2006). La Ville de Vancouver a aussi tenté l'expérience cet été grâce au soutien de *Vancity Credit Union*. D'autre part, l'Université d'Ottawa fait également la promotion des vélos libre-service et a instauré un système gratuit pour les étudiants de l'université. Tout ce que les étudiants intéressés ont à faire est de s'inscrire et de fournir un dépôt de 10\$. De plus, l'université fournit les cadenas et permet aux utilisateurs du programme de réserver un vélo à l'avance (Université d'Ottawa, 2007). À Montréal, en plus de l'initiative de la ville, l'Université McGill offre son propre service gratuit à son campus MacDonald, situé à l'ouest de l'île. Les vélos peuvent être empruntés en échange d'une pièce d'identification et doivent être retournés au même endroit (Lalonde, 2007).

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Photo of the Toronto Community Bicycle Network (http://www.treehugger.com/files/2007/03/bike_sharing_a.php)

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En conclusion, les expériences passées ont montré qu'afin d'assurer le succès des initiatives de vélos libre-service, les responsables du projet doivent prendre les mesures nécessaires pour empêcher le vol et le vandalisme des équipements, principale raison de l'échec de plusieurs programmes au fil des années. Parmi les solutions proposées à ce problème est de rendre les vélos facilement identifiables, en les peignant d'une couleur vive et en installant des mécanismes efficaces pour verrouiller les bicyclettes ou en fournissant des cadenas aux usagers. De plus, certains observateurs font remarqué que le succès de ces programmes seraient sans doute encore plus important s'il y avait davantage de pistes cyclables et de voies réservées ainsi que si d'autres mesures incitatives étaient instaurées (DeMaio et Gifford, 2004). L'amélioration des équipements et des infrastructures pour les cyclistes est susceptible de faire augmenter l'utilisation du vélo comme moyen de transport de façon général. Ce qui est, en bout de ligne, l'objectif principal de la plupart des programmes mis sur pied depuis les années 1960.

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Photo of a bike from Vancouver's Vancity Bike Sharing Program / Photo du programme de vélos libre-service de Vancouver
(<http://justagwailo.com/tag/vancity-bike-share>)

Homeless Meters and Panhandling

For some time now, North American cities have been looking for innovative, effective ways to address the problems of homelessness and affordable housing. One controversial way some cities are tackling the problem is through the use of "homeless meters." By converting parking meters to accept donations from citizens, these cities are developing another source of revenue that can be directed at homelessness while discouraging panhandling. Denver has just unveiled the first phase of its own homeless meter program, which is part of its larger *Denver's Road Home* plan, an ambitious 10-year strategy to reduce homelessness. This strategy aims to decrease homelessness by 75% over five years and reduce the current annual city cost of \$40,000 per homeless person down to \$14,512 per person in the first year. It is part of Mayor John Hickenlooper's plan to reduce the \$70 million a year the city was spending on homelessness when he came to office. Even with the large amount dedicated to curbing the problem, the city continued to see an increase in homelessness. (Harper, 2007). Part of the plan involves asking residents to refrain from giving money to panhandlers and instead place the money into the revamped parking meters, referred to as "donation meters." (City of Denver, *Denver's Road Home Plan*, 2006).

The money donated through these meters will go towards meals, job training, substance abuse counseling, housing and other assistance programs. The project was introduced as residents and tourists were giving an estimated \$4 million U.S. per year to panhandlers, but not off-setting the city's costs or resulting in a noticeable benefit to the homeless. The city is funding the program through businesses and individuals sponsoring the 36 meters at \$1000 each. This public, private and not-for-profit initiative then redirects the funds raised to Mile High United Way, which focuses the money around long-term solutions to end community homelessness (City of Denver, Public Works Department, 2007). The red-and-white meters have averaged approximately \$2000 per month, and 50 new models are scheduled to appear in September 2007.

A few Canadian cities have been experimenting with homeless meters. In Montréal, where the population of homeless people has doubled over the last 15 years, the borough of Ville-Marie has recently introduced modified parking meters in order to fund reintegration programs for the homeless in partnership with *L'Itinéraire*, a charity group started in 1990. The borough is asking that money be placed in the meters for the homeless rather than given directly to the panhandlers. The project involves having 34 meters introduced in the first phase with the goal of eventually introducing 100 such meters. Private partners are being approached to help support the project. Stickers will be placed on the meters so Montrealers do not confuse them with regular, run-of-the-mill parking meters. It is hoped that the

Sans-abri et mendicité

Les villes nord-américaines sont constamment à la recherche de nouveaux moyens pour résoudre les problèmes de sans-abri et de logement abordable. Une des dernières inventions, pour le moins controversée, à voir le jour est la conversion de parcomètres dans certains endroits du centre-ville, pour en faire des tirelires servant à recueillir de l'argent pour venir en aide aux personnes itinérantes. La Ville de Denver a récemment procédé au lancement de la première phase de son programme de tirelire pour les sans-abri qui fait partie de sa stratégie *Denver's Road Home*, un plan ambitieux qui s'étale sur 10 ans et qui vise à mettre fin au phénomène de l'itinérance. Cette stratégie s'attaque au problème de façon graduelle et comporte plusieurs objectifs dont celui de réduire l'itinérance de 75% au cours des cinq premières années et de réduire les dépenses annuelles liées au problème de 40 000\$ par sans-abri à 14 512\$ dès la première année. Cette initiative s'inscrit dans les engagements du maire John Hickenlooper de réduire les coûts associés à l'itinérance, qui se chiffre, dans le cas de Denver à 70 millions \$ par année. D'autant plus que malgré les coûts importants que cela représente pour la Ville, Denver continue de connaître une augmentation du nombre de sans-abri (Harper, 2007). Une partie du plan consiste à demander aux résidents de cesser de donner de l'argent aux mendiants et de plutôt faire don de pièces de monnaie dans les parcomètres convertis, appelés des « donation meters » afin d'aider la ville à mettre sa stratégie en œuvre (City of Denver, *Denver's Road Home Plan*, 2006).

La monnaie donnée dans ce genre de tirelire contribue à défrayer le coût des repas, de la formation professionnelle, des services d'aide aux toxicomanes, au logement ainsi que d'autres programmes d'aide. Lors de la présentation du projet, les responsables ont mentionné que selon les estimations, les citoyens et les touristes donnaient en moyenne 4 millions \$ U.S. aux mendiants sans que ce montant n'ait d'impact sur les dépenses de la Ville et sans que cela n'améliore globalement la condition des itinérants. La mise en place de ces nouveaux parcomètres convertis a été rendue possible grâce au soutien de partenaires corporatifs et particuliers qui commandite un des 36 dispositifs installés au coût de 1 000 \$ chacun. Les sommes amassées grâce à cette initiative sont acheminées à la *Mile High United Way*, laquelle finance, en partie avec l'argent des parcomètres convertis, des initiatives à plus long terme qui vise à mettre fin au problème de l'itinérance (Ville de Denver, Public Works Department, 2007). Les dispositifs rouges et blancs recueillent en moyenne 2 000 \$ chacun par mois et 50 de ces nouvelles tirelires seront installées au début de l'automne 2007.

Quelques villes canadiennes ont expérimenté avec ce genre de mesures. En effet à Montréal où le nombre d'itinérants

Homeless Meters and Panhandling (continued from previous page)

Vancouver was the pioneer with respect to these types of measures as its meter initiatives was launched several years ago. Vancouver, in partnership with the Rotary Club, has been generating several thousand dollars each year for homeless assistance with their spare change meters. The city program aims to increase donations to charitable organizations while discouraging panhandling (City of Vancouver, 2004). Winnipeg also has a "Make a Change Campaign" designed to educate the public in order to discourage panhandling while encouraging donations to social service providers. Its program, Change for the Better, is part of this endeavor (Carter, Friesen, Polevychok, Osborne, 2007). Started in 1992, 100% of donations gathered in collection boxes located at participating businesses go towards six social service agencies dedicated to combating homelessness and providing social housing. In return for the donations, donors receive brochures and Help Keys. The keys are to be given directly to the homeless and can, in turn, be redeemed for a range of services, such as food and clothing, at six social agencies (Downtown Winnipeg Business Improvement Zone, Change for the Better, 2007).

While homeless donation meters are an innovative approach to panhandling, they are nevertheless not a solution. As Carter [et al.] (2007) note, panhandling and homelessness require a variety of approaches and understanding to effectively reduce it. Job losses due to economic restructuring and labor market changes have to be dealt with, as does the lack of affordable housing supply. Lack of services and coordination, welfare retrenchment and benefit reductions are all barriers to reducing panhandling. Domestic violence, past histories with physical and sexual abuse, drug and alcohol problems and the deinstitutionalization of the mentally ill also can lead to panhandling. Legislating against panhandling will not eliminate the problem, as it does not address the factors that lead to homelessness in the first place.

Municipalities that have increased laws forbidding panhandling have found that they have not solved the problem. Orlando, FL, created a variety of anti-panhandling laws after its law banning it outright was struck down by the courts. These laws included using ID cards to regulate panhandlers, restricting panhandling activity to three by fifteen foot sidewalk zones and legislating against those who feed and provide money to the homeless. Yet, the homeless population in Orlando kept growing due to the warm weather and the large amount of low-skill service industry jobs within the area (Philips, 2006). As well, while recently both Toronto and Vancouver have experienced calls for crackdowns on panhandling, both cities already have Safe Street Acts, which target aggressive panhandling. In 2006, within Toronto alone, more than 900 tickets were handed out. Yet the perception of aggressive panhandling persists, thereby demonstrating that the legislation has had little effect

Sans-abri et mendicité (Suite de la page précédente)

dans les rues de la ville a doublé depuis 15 ans, l'arrondissement Ville-Marie a introduit des « parco-dons » dans le but de contribuer au financement de programmes de réintégration et d'aide aux itinérants offerts par *L'itinéraire*, un organisme communautaire créé dans les années 1990. À l'instar de Denver, l'Arrondissement Ville-Marie tente d'inciter les gens à déposer de la monnaie dans les parco-dons au lieu de la donner directement aux itinérants. Le projet pilote de l'arrondissement du centre-ville de Montréal comporte 34 appareils est la première étape du projet de l'Arrondissement qui compte en installer 100. Des partenaires privés ont également été approchés afin de soutenir le projet. Comme dans le cas de Denver, l'arrondissement Ville-Marie espère que ces parco-dons, facilement identifiables pour éviter que les citoyens ne les confondent avec les parcomètres traditionnels, permettront également de réduire la sollicitation agressive de certains itinérants (CBC, 2007).

C'est sans doute la Ville de Vancouver qui fait figure de pionnière en ce qui a trait à ce genre de mesures. En effet, la Ville, en partenariat avec le Rotary Club, opère un programme semblable depuis plusieurs années qui génère des milliers de dollars chaque année. Le programme de la Ville vise à augmenter les dons aux organisations caritatives tout en freinant la mendicité (Ville de Vancouver, 2004). Winnipeg a quant à elle mis sur pied une campagne de sensibilisation, *Make a Change* destinée à informer le public à donner aux organismes de support aux itinérants et à décourager la mendicité. Son programme *Change for the Better* s'inscrit dans cette démarche (Carter, Friesen, Polevychok et Osborne, 2007). Mis sur pied en 1992, le programme remet 100% des dons amassés dans les réceptacles placés à cet effet dans les commerces participants à six. En retour, les personnes qui font un don, reçoivent des brochures et des clefs (*Help keys*) qui peuvent être données aux personnes sans-abri. Les clefs peuvent ensuite être échangées auprès des agences partenaires du programmes contre une variété de services, y compris de la nourriture et des vêtements (Downtown Winnipeg Business Improvement Zone, Change for the Better, 2007).

Bien qu'il s'agisse d'une approche innovatrice, les mesures de type parco-dons ne sont tout de même pas une solution aux problèmes d'itinérance que connaissent les grandes villes. Comme le font remarquer Carter [et al.] (2007), la mendicité et l'itinérance nécessitent une série d'approches et une compréhension totale des enjeux afin de s'y attaquer efficacement. En effet, l'itinérance doit être envisagée comme une conséquence à certains autres problèmes comme le manque d'opportunité d'emploi et l'insuffisance de logements abordables. Le manque de services et de coordination, la

Homeless Meters and Panhandling (continued from previous page)

(Sullivan, 2007). Innovative measures such as homeless meters may well have a more significant impact.



A parking meter in Montréal that has been converted into a homeless meter by the Itineraire community group / Les parcomètres mécaniques installés dernièrement de l'arrondissement de Ville-Marie en tirelires au profit du groupe communautaire L'itinéraire. (<http://www.itineraire.ca/>)

Sans-abri et mendicité (Suite de la page précédente)

suppression de mesures d'aide sociale et réduction des montants octroyés en aide sociale sont également des barrières à la diminution de l'itinérance. D'autant plus que d'autres facteurs contribuent à amplifier le problème, c'est le cas notamment de la désinstitutionalisation.

En conclusion, plusieurs villes ont adopté de nouvelles approches pour faire face aux problèmes de l'itinérance, en grande partie parce que les approches dites traditionnelles n'ont pas donné les résultats escomptés. Par exemple, les administrations municipales qui avaient décidé d'appliquer une réglementation plus sévère ont constaté que cela ne réglait pas le problème. Orlando, en Floride a notamment mis en œuvre une série de lois anti-mendicité après que sa première tentative d'un règlement rendant illégal la mendicité fut annulée par la cour. La Ville d'Orlando avait ensuite décidé d'utiliser des cartes d'identité pour les itinérants, de permettre aux itinérants de mendier que dans une zone limitée. La Ville allait même jusqu'à sévir contre les personnes qui donnaient de l'argent ou de la nourriture aux personnes sur la rue. Néanmoins, ces mesures drastiques n'ont pas empêché la population de sans-abri de croître constamment, en partie à cause du climat chaud et de la présence d'une quantité importante d'emplois peu spécialisés dans la région (Philips, 2006). Par ailleurs, Toronto et Vancouver ont aussi pris des mesures, récemment, pour faire face au problème d'itinérance. Les deux grandes villes canadiennes ont, entre autres, des règlements (*Safe Street Acts*) qui visent à punir la sollicitation agressive dans les rues. En 2006, à Toronto seulement, plus de 900 constats d'infraction à ce règlement ont été émis. Malgré tout, la perception chez les citoyens est que la sollicitation agressive persiste et tend à montrer que les succès du règlement sont pour le moins, mitigés (Sullivan, 2007). Il reste à voir si les nouvelles mesures tel parco-dons et autres, auront davantage de succès.

Homeless Meters and Panhandling**Sans-abri et mendicité (Suite de la page précédente)**

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Bikeways (Documents) / Pistes cyclables (Documents)

Each month we will highlight a particular subject and illustrate what recent materials we have in the library to support it. This month, we have selected items that focus on bikeways.

Chaque mois, nous allons mettre en évidence un sujet particulier accompagné d'une liste de documents de référence récents disponibles à la bibliothèque. Le thème ce mois-ci est les pistes cyclables.

Pucher, J. & Buehler, R. (2007, Spring). Cycling in Canada and the United States : why Canadians are so far ahead. *Plan Canada*. 47(1), 13-17. (TI402)

Krizek, K.J. (2006, Summer). Two approaches to valuing some of bicycle facilities' presumed benefits. *Journal of the American Planning Association*. 72(3), 309-320. (TI382)

Krizek, K.J. & Johnson, P.J. (2006, Winter). Proximity to trails and retail : effects on urban cycling and walking. *Journal of the American Planning Association*. 72(1), 33-42. (TI358)

Rogers, R. (2006, June). Green transit. *Urban land*. 65(6), 84-88. (TG241)

Emerine, D., Feldman, E., & Delchad, L. (2005). Active living and social equity : creating healthy communities for all residents : a guide for local governments. Washington, D.C.: International City/County Management Association. (UG323)

Kimley-Horn and Associates. (2005). *Context sensitive solutions in designing major urban thoroughfares for walkable communities : an ITE proposed recommended practice*. Washington, D.C.: Institute of Transportation Engineers. (TG251)

McCann, B. (2005, May). Complete the streets! *Planning*. 71(5), 18-23. (TG226)

Pucher, J. & Buehler, R. (2005). *Cycling trends and policies in Canadian cities*. Victoria, BC: Victoria Transport Policy Institute. (TI343)

Cervero, R.B. (2003, May). Green connectors : off-shore examples. *Planning*. 69(5), 25-29. (TH477)

Grava, Sigurd. (2003). *Urban transportation systems : choices for communities*. New York, NY: McGraw-Hill. (TA073)

Librett, J.J., Yore, M.M., & Schmid, T.L. (2003, September). Local ordinances that promote physical activity : a survey of municipal policies. *American journal of public health*. 93(9), 1399-1403. (MF221)

Lusk, A. (2003, Fall). Designing the active city : the case for multi-use paths. *Planners network*. (TH487)

Bikeways (Documents) / Pistes cyclables (Documents)

Pucher, J. & Dijkstra, L. (2003). *Promoting safe walking and cycling to improve public health : lessons from the Netherlands and Germany*. New Brunswick, NJ: Bloustein School of Planning and Public Policy, Rutgers University. (TI309)

Sciara, G.C. (2003, Spring). Making communities safe for bicycles. Access. 22, 28-33. (TH486)

Tolley, R. (2003). *Sustainable transport : planning for walking and cycling in urban environments*. Boca Raton, FL: CRC Press. (TA075)

Nabti, J.M. & Ridgway, M.D. (2002). *Innovative bicycle treatments : an informational report of the Institute of Transportation Engineers (ITE) and the ITE Pedestrian and Bicycle Council*. Washington, D.C.: Institute of Transportation Engineers. (TG246)

Institute of Transportation Engineers. (1999). *Implementing bicycle improvements at the local level*. Washington, D.C.: Institute of Transportation Engineers. (TG003)

Burden, D. (1998). *Creating pedestrian and bike-friendly communities*. Los Angeles, CA: Local Government Commission. (AV152)

Stanley Consulting Group Ltd. (1998). *City of Kitchener bikeway study*. Kitchener, ON: Stanley Consulting Group Ltd. (RC129)

VICTOR FORD AND ASSOCIATES INC. (1998). *Inventory of cycling trail opportunities in rail and hydro corridors*. Toronto, ON: City of Toronto. (TI003)

Upcoming Conferences (August and September 2007) / Colloques et conférences (août et septembre 2007)

September 25-26, 2007 / 25-26 septembre 2007

Toronto (Ontario)

The Future of Canada's Infrastructure : Fourth Annual Summit

Information: [Strategy Institute](#).

401 Richmond Street West, Suite 401, Toronto (Ontario), M5V 3A8.

Tel: (416) 944-9200 or 1-866-298-9343.

Fax: 416-944-0403 or 1-866-298-9344.

Email: registrations@strategyinstitute.com

Internet: http://www.strategyinstitute.com/092507_fci4/dsp.php

September 26-28, 2007 / 26-28 septembre 2007

District of Muskoka (Ontario)

Ontario Municipal Administrator's Association Fall Workshop

Information: [Ontario Municipal Administrator's Association \(OMAA\)](#) and the [District of Muskoka](#).

70 Pine Street, Bracebridge, ON P1L 1N3.

Tel: (705) 645-2100 Ext. 354. Email: dcrowder@muskoka.on.ca

Internet: <http://www.omaamuskoka2007.ca/>

September 26-28, 2007 / 26-28 septembre 2007

Calgary (Alberta)

"20/20 Vision" - 2007 Recycling Council of Alberta Fall Conference

Information: [Recycling Council of Alberta](#).

Box 23, Bluffton, AB T0M 0C0.

Tel.: (403) 843-6563. Fax: (403) 843-4156. Email: info@recycle.ab.ca

Internet: http://www.recycle.ab.ca/rca_conference_2007/index.htm

September 27-29, 2007 / 27-29 septembre 2007

Québec City (Québec)

Élus solidaires pour un Québec prospère : 66e édition des Assises Annuelles de la Fédération Québécoise des Municipalités.

Information: [Fédération Québécoise des Municipalités \(FQM\)](#).

2954 Laurier Boulevard, Suite 560, Sainte-Foy, QC G1V 4T2.

Tel.: (418) 651-3343. Fax: (418) 651-1127. Email: fqm@fqm.ca

Internet: http://www.fqm.ca/documents/divers/Dep_Congres.pdf

September 30 - October 2, 2007 / 30 septembre 2007 - 2 octobre 2007

St. John's (Terre-Neuve et Labrador)

ACWWA 2007 Conference: Trade Show and Exhibition

Information: [Atlantic Canada Waterworks Association](#).

ACWWA 2007, P.O Box 2142 Stn A, St. John's, NL A1C 5R6.

Tel.: (709) 576-8038. Fax: (709) 576-8625.

Email: acwwa2007@stjohns.ca

Internet: <http://acwwa.ca/tradeshows/trade%20show%20specs.pdf>

September 30 - October 3, 2007 / 30 septembre 2007 - 3 octobre 2007

Québec City (Québec)

CanWEA's 23rd Annual Conference and Tradeshow

Information: [Canadian Wind Energy Association \(CanWEA\)](#).

Suite 810, 170 Laurier Avenue West, Ottawa, ON K1P 5V5.

Tel.: (613) 234-8716 or 1-800-922-6932. Fax: (613) 234-5642.

Email: info@canwea.ca

Internet: <http://www.canwea.ca/events/en/ConferenceAndEvents.html>

October 1-3, 2007 / 1-3 octobre 2007

Etobicoke (Ontario)

MHSA 2007 Conference: In the Spirit of Prevention

Information: [Municipal Health and Safety Association \(MHSA\)](#).

420 Britannia Road East, Suite 201, Mississauga, ON L4Z 3L5.

Tel.: (905) 890-2040. Fax: (905) 890-8010.

Email: info@mhsao.com

Internet: <http://www.mhsao.com/Conference/index.htm>

October 3-5, 2007 / 3-5 octobre 2007

Town of Blue Mountains (Ontario)

Lifestyle 2007: Blue Skies Planning

Information: [Ontario Professional Planners Institute \(OPPI\)](#).

234 Eglinton Avenue East, Suite 201, Toronto, ON M4P 1K5.

Tel: (416) 483-1873 or 1-800-668-1448. Fax: (416) 483-7830.

Internet: http://www.ontarioplanners.on.ca/pdf/2007_Preliminary_Program.pdf

October 7-10, 2007 / 7-10 octobre 2007

Pittsburgh (Pennsylvania)

Pittsburgh : Building bridges to better communities : ICMA's 93rd Annual Conference

Information: [International City/County Management Association](#)

P.O. Box 79403, Baltimore, MD, 21279-0403, USA.

Tel.: (202) 962-4262. Fax: (202) 962-3678.

Email: customerservices@icma.org

Internet: <http://www.icma.org/conference2007>

October 8-12, 2007 / 8-12 octobre 2007

Melbourne (Australia / Australie)

12th International Metropolis Conference: Migration, Economic Growth and Social Cohesion / 12e Conférence internationale Metropolis : « Migration, cohésion sociale et croissance économique »

Information: [Metropolis Project](#).

Tel.: +61-3-9905-1344.

Email: irene.thavarajah@adm.monash.edu.au

Internet: <http://www.metropolis2007.org>

ICURR will publish, at no cost, brief descriptions of upcoming events of interest to its readers in the Liaison and on the Muniscope website. Submissions should be sent to the attention of Mark Rose (mrose@icurr.org).

Le CIRUR publiera gratuitement une courte description des événements à venir dans le site Muniscope et le bulletin Liaison. Tout avis d'événement doit être adressé au Mark Rose (mrose@icurr.org).

Upcoming Conferences (August and September 2007) / Colloques et conférences (août et septembre 2007)

October 10-13, 2007 / 10-13 octobre 2007

Edmonton (Alberta)

The Ecology of a Creative Community / Le 6ième Colloque annuel du Réseau des villes créatives du Canada : Écologie d'une collectivité créative

Information: [Creative City Network of Canada / Réseau des villes créatives du Canada](http://www.creativecity.ca),

408-402 W. Pender Street, Vancouver, BC V6B 1T6.

Tel.: (604) 688-2489. Fax: (604) 688-6701. Email: info@creativecity.ca

Internet: <http://www.creativecity.ca/conference-events/2007/schedule-program.html>

October 11-13, 2007 / 11-13 octobre 2007

Vermilion (Alberta)

Connecting Communities: Rural and Urban: Annual Rural Policy Conference of the Canadian Rural Revitalization Foundation / Tisser des liens entre les communautés rurales comme urbaines : Conférence annuelle de la Fondation canadienne pour la revitalisation rurale

Information: [Canadian Rural Revitalization Foundation / Fondation canadienne pour la revitalisation rurale](http://www.lakelandc.ab.ca/crrf/registration.php),

Tel.: (780) 853-4881. Email: sgriffith@vermilion.ca

Internet: <http://www.lakelandc.ab.ca/crrf/registration.php>

October 11-14, 2007 / 11-14 octobre 2007

Edmonton (Alberta)

Heritage Canada Foundation's 2007 Annual Conference: Big Plans for Old Places: Heritage and Development in Canadian Communities

Information: [Heritage Canada Foundation](http://www.heritagecanada.org),

5 Blackburn Avenue, Ottawa, ON K1N 8A2.

Tel.: (613) 237-1066. Fax: (613) 237-5987.

Email: conference@heritagecanada.org.

Internet: <http://www.heritagecanada.org/eng/conference.html>

October 12, 2007 / 12 octobre 2007

Estevan (Saskatchewan)

61st Annual Saskatchewan Parks and Recreation Association Conference and Annual General Meeting

Information: [Saskatchewan Parks and Recreation Association](http://www.spra.sk.ca),

#100 - 1445 Park St., Regina, SK S4N 4C5.

Tel.: 1-800-563-2555 or (306) 780-9231. Fax: (306) 780-9257.

Email: office@spra.sk.ca

Internet: http://spra.sk.ca/images/stories/ProgramsServices/Annual%20Events/2007_conference_brochure_final.pdf

October 14-17, 2007 / 14-17 octobre 2007

Saskatoon (Saskatchewan)

2007 Annual Conference & Exhibition of the Transportation Association of Canada / Congrès et exposition annuels de 2007 de l'Association des transports du Canada

Information: [Transportation Association of Canada / Association des transports du Canada](http://www.tac-atc.ca),

2323 St. Laurent Blvd., Ottawa ON K1G 4J8.

Tel.: (613) 736-1350. Fax: (613) 736-1395.

Email: secretariat@tac-atc.ca

Internet: <http://www.tac-atc.ca/english/annualconference/annualconference.cfm>

October 17-20, 2007 / 17-20 octobre 2007

Digby (Nova Scotia / Nouvelle-Écosse)

Pathways for People: 2007 Annual Conference & Trade Show

Information: [Recreation Nova Scotia](http://www.recreationns.ca),

5516 Spring Garden Road, Suite 309, Halifax NS B3J 1G6.

Tel.: (902) 425-1128. Fax: (902) 422-8201.

Email: info@recreationns.ns.ca

Internet: <http://www.recreationns.ns.ca/conference>

October 18-19, 2007 / 18-19 octobre 2007

Montréal (Québec)

Canadian Brownfields 2007

Information: Canadian Urban Institute,

402-555 Richmond St. W., PO Box 612, Toronto, ON M5V 3B1.

Tel.: (416) 365-0816 ext. 221. Fax: (416) 365-0650.

Email: shossein@canurb.com

Internet: http://www.canurb.com/events/event_details.php?id=176

October 19-20, 2007 / 19-20 octobre 2007

Greater Sudbury (Ontario)

Northern Leaders' Summit of the Federation of Northern Ontario Municipalities

Information: [Federation of Northern Ontario Municipalities](http://www.fonom.com),

Tel.: (705) 752-2783. Fax: (705) 752-1138.

Email: fonom_info@hotmail.com

October 23-26, 2007 / 23-26 octobre 2007

Las Vegas (Nevada)

2007 ULI Fall Meeting

Information: [Urban Land Institute \(ULI\)](http://www.uli.org),

1025 Thomas Jefferson Street, NW, Suite 500 West, Washington, DC 20007, USA.

Tel.: (410) 626-7505 or 1-800-321-5011.

Email: customerservice@uli.org

Internet: <http://www.uli.org/AM/Template.cfm?Section=Meetings1&Template=/CM/ContentDisplay.cfm&ContentID=81780>

October 25, 2007 / 25 octobre 2007

Toronto (Ontario)

Property Tax in Ontario

Information: [Lorman Education Services](http://www.lorman.com),

P.O. Box 509, Eau Claire, WI, 54702-0509, USA.

Tel.: (866) 352-9539. Email: customerservice@lorman.com

Internet: http://www.lorman.com/seminars/seminar_details.php?sku=374783&searchterms=property%20tax%20ontario&results=4&subset=Seminar

Information Requests (August - September 2007) / Notes de recherche (août - septembre 2007)

(examples of work research work undertaken for our Muniscope clients / exemples de travaux de recherche réalisés pour des abonnés Muniscope)

- Cosmetic Pesticide Banning / Interdiction des pesticides pour des fins cosmétiques
- City Region Governance / Gouvernance des villes-régions
- Provincial Requirements for Municipal Accounting Reporting / Exigences comptables provinciales en matière de comptabilité municipale
- Property Assessment mechanisms in the Provinces / Mécanismes d'évaluation municipale dans les provinces canadiennes

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

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Environment / Environnement

EH971 Biodiversity in the built environment.

/ WOJCIK, Victoria.

2007.

From/Tiré de: *Urban Land* 66:6, June 2007, p. 98-101.

[4] p. : ill.

The beginning of the article addresses what constitutes biodiversity, how biodiversity can be calculated and the benefits of biodiversity. It reports on the benefits of increasing biodiversity for green building certification under the Leadership in Energy and Environmental Design (LEED) 2.2 certification. It then touches upon research projects to attract biodiversity to residential areas, green roofs as venues for biodiversity, and the developments of Rana Creek in Carmel Valley, CA. It includes a list of plants native to North America that attract bees and butterflies.

EH970 Building green in the pacific northwest.

/ HART, Alan.

2007.

From/Tiré de: *Urban Land* 66:6, June 2007, p. 94-97.

[4] p. : ill.

Discusses Vancouver's sustainable approach to urban planning, focusing on the planning for Southeast False Creek (SEFC). It covers criticism of government involvement in the planning of SEFC and the potential profitability of SEFC. It concludes by contrasting Vancouver's approach towards sustainable development with that of Seattle and Portland, covering the freeway, waterfront development, and roadway capacity.

EH972 Climate roadmap must feature local governments.

/ BOSTON, Alex.

2007.

From/Tiré de: *Municipal World* 117:8, August 2007, p. 37-40.

[4] p. : ill.

Discusses the impact of climate change on cities and municipal infrastructure, local government as the largest influence on greenhouse gas emissions, and the use of integrated community development to combat climate change at the local level with examples from Sudbury and Vancouver. It then advocates the need for federal and provincial levels to collaborate with local governments.

EI460 Conscious cities : international examples of urban land stewardship.

/ CONE, Catherine.

Calgary : Canada West Foundation, 2007.

22 p. : col. ill., graphs, bibl.

Begins with a brief discussion on why cities should protect, manage, and enhance natural capital beyond their limits. It then highlights a number of international case studies of urban land stewardship, where cities have incorporated the protection and enhancement of regional natural capital lying beyond their borders within their city plans. Each case study includes a picture, the objective, a description of the program, and lists of successes and challenges to date. The case studies include: Boulder, CO; Brisbane, Australia; Albuquerque, NM; Brighton and Hove, UK; Leicester, UK; Ann Arbor, MI; San Luis Obispo, CA; New York, NY; Townsville, Australia; Moncton, NB; Gloucester, UK; Waitakere, New Zealand; Walvis Bay, Namibia; Accra, Ghana; and Toronto, ON. It concludes with a discussion of the lessons learned, including the positive and negative influences, and recommendations for the future in Canada. Part of the Canada West Foundation's Land Stewardship Initiative.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

EG561 Crisis? what crisis : water soft path proponents swim against a current of sparse data, skeptical citizens and policy barriers.

/ HOLTZ, Susan.

2007.

From/Tiré de: *Alternative Journal* 33:4, May/June 2007, p. 19-24.

[6] p.

Looks at the obstacles and issues in Canada regarding the adoption of a water soft path for water management, including: policy barriers, changing to a water management policy that focuses on limiting usage, the conflict between land-use planning and the water soft approach, and the responsibilities of provincial and federal governments. It also identifies three areas that require a creative, determined effort for the water soft path to be implemented: realistic water pricing, belief and motivation in the approach, and improving the quality of monitoring data. Contains smaller pieces on: barriers to the water soft path, the potential of the water soft path for the pulp and paper industry, virtual water trading, saving water through diet, and water conservation for ice rinks.

EF160 District of Squamish, British Columbia : actively committed to combatting climate change.

DISTRICT OF SQUAMISH.

2007.

From/Tiré de: *Municipal World* 117:8, August 2007, p. 23, 25, 30.

[3] p.

Details the pledge to go green made by the District of Squamish, BC, as a member of Partners for Climate Change and the Bridging to the Future energy plan. The article defines the plan's four long-term visionary targets, the six provincial building sector targets, and discusses the District's 12-step pledge to reduce greenhouse gas emissions and to inspire action, including a listing of all 12 steps. It concludes with a description of the District's current energy-related initiatives.

EI458 Global change, urban (un)sustainability and the vulnerability of cities : an ecological footprint perspective.

/ REES, William E.

[2005]

From/Tiré de: *Seeking Truth (Quishi Xuekan)* 33:4, [2005?], 51-57.

15 p. : bibl.

Explores the meaning and policy implications of urban sustainability. It also addresses global trends that are beginning to erode the biophysical underpinnings of modern cities and possible policy and planning approaches to enhance the prospects for urban sustainability. It looks at the following major topics: the conflicting meanings of sustainable development, the biophysical dimensions of urban sustainability, ecological footprint analysis, the global ecological deficit and an equity criterion for sustainability, the eco-footprints of cities, global change and the vulnerability of cities, enhancing urban security and sustainability, and urban as a complement to rural.

EC524 Going green saves money for Saskatchewan's municipalities.

/ MCVICAR, Grant.

2007.

From/Tiré de: *Municipal World* 117:8, August 2007, p. 31-32, 52.

[3] p. : tables

Looks at what Saskatchewan's Office of Energy Conservation (OEC) along with the Saskatchewan Association of Rural Municipalities and the Saskatchewan Urban Municipalities Association are doing to reduce municipal energy consumption and provide cost savings for municipalities. It provides details on the province-wide municipal lighting upgrade program, the solar pool program, community centre energy savings, and the OEC website (<http://www.municipalities.oec.ca>) with an online database to assist with energy conscious facility planning.

EG560 Ingenuity trumps hard tech : the water soft path is the best bet for Canada's public and ecological needs.

/ BRANDES, Oliver M. & BROOKS, David B.

2007.

From/Tiré de: *Alternatives Journal* 33:4, May/June 2007, p. 10-13.

[4] p. : tables, graphs

The article touts the benefits of using the water soft path method for water management, an approach that focuses on whether something must involve water at all or could be done another way, e.g. waterless or composting toilets that reduce water consumption by not employing water at all.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

EI457 Is "sustainable city" an oxymoron?

/ REES, William E.

2007.

From/Tiré de: *Local Environment* 2:3, October 1997, 303-310.

8, 2 p. : ill., bibl.

Examines the environmental side of sustainability and the urban question. It explores the ecological impacts of cities and their role in creating a sustainable environment. It addresses: the human ecology of cities, the ecological footprints of cities, and urban sustainability.

EH973 Pollution solutions : reducing emissions in your own city is an important first step in helping the globe.

/ MILLARD-BALL, Adam.

2007.

From/Tiré de: *Planning* 73:8, August/September, 2007, p. 10-17.

[8] p. : ill., bibl.

Looks at the greenhouse gas reduction plans being implemented at the local level throughout the United States, including those by members of the Cities for Climate Protection Campaign run by the International Council for Local Environmental Initiatives (ICLEI). It highlights some of the moves being implemented, such as switching to LED lighting for traffic lights, adopting a per kilowatt hour surcharge (Climate Action Plan Tax), climate planning at the local level, and the Chicago Climate Exchange where carbon savings/offsets can be sold. It also addresses the actual ability of local governments to reduce gas emissions and the contrary picture painted by some studies. It concludes with a discussion of what regional agencies can do to reduce greenhouse gas emissions. Includes smaller pieces on what Keen, NH, is doing to cut down on emissions and save energy in order to combat climate change; green roofs; and the threat of legal action over environmental impact analysis.

EG558 Sustainability by the sea : exploring the environment/energy connection in Halifax.

/ YOUNGER, Andrew & KING, Stephen.

2007.

From/Tiré de: *Municipal World* 117:8, August 2007, p. 15-18.

[4] p. : ill.

Discusses Halifax's sustainability actions, including the sustainability corporate operating theme adopted by council, the Healthy Sustainable Vibrant Community theme; corporate-wide sustainability analysis of HRM in 2003; the sustainable elements of the Halifax regional plan, approved in 2006; the Community Energy Plan template, which was a joint venture between HRM and Natural Resources Canada to create a means of providing a holistic view of meeting the region's energy needs; modelling sustainable practices through the construction of community centres at the international LEED silver standard; and green purchasing practices.

EG557 The theory and practice of strategic environmental assessment : towards a more systematic approach.

/ FISCHER, Thomas B.

London ; Sterling VA : Earthscan, 2007.

xxii, 186 p. : ill., tables, maps, appendices, index, bibl.

Provides an overview of the fundamental principles and rules of strategic environmental assessment (SEA), identifies appropriate issues and alternatives to be addressed in SEA, reviews 11 established SEA systems and the European SEA Directive, and examines spatial and land use case studies.

EI459 Understanding urban ecosystems : an ecological economics perspective.

/ REES, William E.

New York : Springer-Verlag New York, Inc., 2003.

19 p. : bibl.

*Looks at what is meant by urban ecosystems, ecological economics and the second law of thermodynamics, economic production as consumption, ecological footprint analysis, and urban ecological footprints. Chapter II-8 from: Berkowitz, A., Nilon, C., and Hollweg, Karen. (2003). *Understanding urban ecosystems*. New York, NY: Springer-Verlag.*

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

Finance / Finances

EC525 CAP program analysis : Union of Nova Scotia Municipalities.

DELOITTE AND TOUCHE CONSULTING GROUP.

[Halifax] : Deloitte and Touche, 2007.

39 p. : tables, graphs, appendices

Details the Cap Assessment Program (CAP), which was implemented in 2005 to protect property owners against dramatic property assessment increase by limiting the annual increase in eligible property assessments to 10%, with CPI rate dependent changes in 2008.

MI686 Surprise! : an unintended consequence of assessment limitations.

/ DYE, Richard F. & MCMILLEN, Daniel P.

2007.

From/Tiré de: Land Lines 19:3, July 2007, p. 8-13.

[6] p. : ill., tables, bibl.

Details how some property owners may be harmed by lower assessments due to assessment limitation measures and end up paying higher property taxes. It also discusses the appeal of assessment limitations for areas with rapidly rising property taxes.

General / Général

GH957 Taking land around the world : international trends in the use of eminent domain.

/ AZUELA, Antonio.

2007.

From/Tiré de: Land Lines 19:3, July 2007, p. 14-19.

[6] p. : ill., tables, graphs, bibl.

Explores the diversity of conditions that are changing the shape and reach of eminent domain internationally. It looks at policy changes, legal changes, property rights, public use, compensation, and human rights.

Housing / Habitation

HH831 Across the board : master planned communities come in all shapes and sizes.

/ FORSYTH, Ann & CREWE, Katherine.

2007.

From/Tiré de: Planning 73:7, July 2007, p. 10-15.

[6] p. : ill.

Looks at recent examples of master planned communities, including Civano, AZ, a new urbanist design; Almere, the Netherlands, a transit-based suburb; and Hammerby Sjöstad, Sweden, a brownfield redevelopment. It includes smaller pieces on living in Civano, AZ; master planning in Colorado Springs; and the Village Homes in Davis, CA.

HH833 Building blocks of housing affordability.

/ KIRK, Patricia L.

2007.

From/Tiré de: Urban Land 66:7, July 2007, p. 88-94.

[7] p. : ill.

Looks at the use of modular, factory-built housing to provide cheaper affordable housing options in the United Kingdom and United States. It discusses the use of modular housing in New Orleans since the devastation of Hurricane Katrina, in the United Kingdom for the supply of worker housing, and for Habitat for Humanity. The article addresses the cost and design of the modular housing and who are the stakeholders and designers. Contains a small piece on the upscaling of modular homes.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

HI532 Characteristics of university student housing and implications for urban development in mid-sized cities.

/ CHARBONNEAU, Pamela & JOHNSON, Laura C. & ANDREY, Jean C.

2006 [i.e. 2007]

From/Tiré de: Canadian Journal of Urban Research 15:2, Winter 2006, p. 278-300.

[23] p. : ill., tables, maps, appendices, bibl.

Examines the nature of student rental housing and key factors in students' housing decisions in Kitchener and Waterloo, ON, a mid-sized Canadian city, from a demand-based perspective. It explores the implications of these findings for downtown revitalization and urban development.

HG371 Designing for the homeless : architecture that works.

/ DAVIS, Sam.

Berkeley : University of California Press, 2004.

xi, 161 p. : ill., plans, index, bibl.

Examines current issues relating to successful design for the homeless. It identifies ways that design can improve homeless people's quality of life, both the physical and emotional aspects, with examples. Contents: Whose problem is it? – The architect and homelessness – Some costs of homelessness – The architectural program – Design.

HH830 Designing sustainable buildings.

/ GILL, Gordon.

2007.

From/Tiré de: Urban Land 66:6, June 2007, p. 54-59.

[6] p. : ill.

Begins with future urban population projections and a description of the trend towards urbanization. It presents the concept of global environmental contextualism and its application to high-rise apartments, describing the Pearl River Tower in China and the Zero Energy Tower Chicago.

HH828 Green cohousing.

/ BAKER, Brian.

2007.

From/Tiré de: Urban Land 66:6, June 2007, p. 70-75.

[6] p. : ill.

Provides details on green cohousing projects in the United States and Germany. It focuses on the elements of the project that make it environmentally conscious, the connection between green building and cohousing, and the future of cohousing projects.

HI534 Homelessness, housing, and harm reduction : stable housing for homeless people with substance use issues = Itinérance, logement et réduction des méfaits : logements stables pour les sans-abri toxicomanes.

/ KRAUS, Deborah & SERGE, Luba & GOLDBERG, Michael A.

Ottawa : Canada Mortgage and Housing Corporation (CMHC) = Société canadienne d'hypothèques et de logement (SCHL), 2006.

m, 49, [144], 45, 32 / m, 51, [148], 47, 32 p. : tables / tableaux, appendices, bibl.

(Distinct housing needs series = Série sur les besoins particuliers de logement, Research report = Rapport de recherche)

The study investigates the effectiveness of innovative housing programs for homeless people or those at risk of homelessness and who are substance abusers (drugs, alcohol, or other substances) in Canada, the United States, and the United Kingdom. It examines which housing interventions and factors that incorporate a harm reduction approach best help this population access and maintain stable housing.

L'objectif de cette recherche est d'examiner des programmes de logement novateurs pour les personnes sans abri, ou qui risquent de le devenir, et qui ont des problèmes découlant de la consommation de substances toxiques (drogues, alcool ou autres). D'après les informations recueillies, le logement en milieu de soutien, jumelé à une approche de réduction des méfaits, est un moyen efficace de répondre aux besoins des sans-abri toxicomanes. Ces interventions permettent aux sans-abri ayant des dépendances d'accéder à un logement et de le conserver, tout en ayant un milieu sécuritaire pour réduire leur consommation de substances toxiques. Les résultats démontrent aussi que la plupart des sans-abri, y compris ceux qui souffrent de toxicomanie et d'autres troubles concomitants, peuvent passer directement de la rue à un logement stable si on leur procure les bons services au moment où ils les demandent.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

HI530 House prices in a heritage area : the case of St. John's.

/ SHARPE, C. A.

2006 [i.e. 2007]

From/Tiré de: Canadian Journal of Urban Research 15:2, Winter 2006, p. 175-201.

[27] p. : ill., tables, maps, bibl.

Studies the resale values of housing in St. John's to test for material effects of the Heritage Conservation Area, created in 1977, on the value of homes within it. It states the goals of heritage conservation and the consequences of heritage area designation. It then provides a literature review on the effect that heritage areas have on housing prices.

HI535 The housing situation and needs of recent immigrants in the Toronto CMA.

/ PRESTON, Valerie & MURDIE, Robert A. & MURNAGHAN, Ann Marie.

[Ottawa] : Canada Mortgage and Housing Corporation (CMHC) = Société canadienne d'hypothèques et de logement (SCHL), [2006]

vii, 91 p. : tables, bibl.

(The housing situation and needs of recent immigrants in the Montréal, Toronto, and Vancouver CMAs ; v. 4 Research report)

Examines the housing situation and needs of immigrants in the Toronto Census Metropolitan Areas in 2001. It covers the history of immigration to Toronto and recent trends in the Toronto housing market, the housing conditions of immigrants living in the CMA, the incomes and social characteristics of Toronto's immigrants facing affordability issues, and the means new-immigrants use to find housing and the affordability, adequacy, and suitability of their initial housing situations.

HI536 The housing situation and needs of recent immigrants in the Vancouver CMA.

/ HIEBERT, Daniel & MENDEZ, Pablo & WYLY, Elvin.

[Toronto] : Canada Mortgage and Housing Corporation (CMHC) = Société canadienne d'hypothèques et de logement (SCHL), [2006]

v, 95 p. : tables, bibl.

(The housing situation and needs of recent immigrants in the Montréal, Toronto, and Vancouver CMAs ; v. 5 Research report)

Provides an analysis of the housing situation of immigrants in the Vancouver metropolitan area. It focuses on four themes: the history of immigration in the Vancouver metropolitan area and recent trends in the Vancouver housing market; the housing condition of immigrants currently living in the metropolitan area, focusing on the intersections between immigration, income, and ethno-cultural origin in the housing market; an analysis of affordability issues in the Vancouver metropolitan area; and the housing circumstances of new immigrants six months after landing in Canada.

HG373 Lessons from Japan's retirement communities.

/ LEE, Jim & LOOMIS, John.

2007.

From/Tiré de: Urban Land 66:7, July 2007, p. 120-123.

[4] p. : ill.

The article highlights a number of characteristics of Japanese retirement communities that differ from their American counterpart with discussion of their benefits. These include: living close to home and not in an isolated, automobile dependent area; living in a community with public amenities; larger facilities that fit into their surroundings; small individual seniors' residences; lots of natural lighting; and access to gardens and open space. It focuses discussion on the SunCity Takarazuka, SunCity Yokohama, and SunCity Tkatsuki developed by the Tokyo-based Half Century More Company Ltd.

HI533 Profile of rooming house residents : final report = Profil des résidents de maisons de chambres : rapport final.

/ DAVIS, Christine & DINNING, L. Bonnie & ISTVANFFY, Nick. SOCIAL DATA RESEARCH.

Ottawa : Canada Mortgage and Housing Corporation (CMHC) = Société canadienne d'hypothèques et de logement (SCHL), 2006.

189 / 211 p. : appendices

Provides profiles of rooming house residents in Vancouver, Ottawa and Montreal, which include demographic, socio-economic and health characteristics of residents; history of rooming house tenure; quality of life factors; a profile of respondents living outside the downtown core; satisfaction levels of current accommodation (quality and affordability); and future housing plans of residents (rooming houses as temporary or permanent solution). It reports the results of interviews with landlords on their tenants, rooming house management, rooming house development, issues, landlord advice to policy makers, and rooming houses as an affordable housing option. Appendix A consists of a literature review on rooming houses and their usage in Canada, including a comparison of rooming house studies in Toronto and Winnipeg. Includes the research highlight summarizing the report.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

AV182 Residential redevelopment : case studies and research = Réaménagement résidentiel : études de cas et recherche.

CANADA MORTGAGE AND HOUSING CORPORATION = SOCIÉTÉ CANADIENNE D'HYPOTHÈQUES ET DE LOGEMENT.

[Ottawa] : Canada Mortgage and Housing Corporation (CMHC) = Société canadienne d'hypothèques et de logement (SCHL), 2006.

1 CD-ROM (121 files : 93.2 mb) : col.

The disc is a compilation of CMHC highlights and case studies on: residential intensification to encourage housing development (built projects and municipal initiatives); commercial centre redevelopment, greyfield redevelopment, for housing (built projects and municipal initiatives); and brownfield redevelopment for housing (built projects, brownfield initiatives, and a literature review and analysis of brownfield redevelopments for housing in Canada). System requirements: IBM PC or 100% compatible; CD-ROM player and drive; Adobe Acrobat Reader 5.0+. Title from title screen.

Le disque est une compilation des faits saillants et des études de cas de la SCHL portant sur : la densification résidentielle (exemples d'initiatives municipales et de projets réalisés); réaménagement de terrains et de bâtiments sous-utilisés à des fins d'habitation (exemples d'initiatives municipales et de projets réalisés) ainsi que le réaménagement des terrains contaminés à des fins d'habitation (projets réalisés, initiatives de réaménagement des terrains contaminés et recherche et analyse sur le sujet). Exigences techniques : PC IBM ou 100% compatible; lecteur CD-ROM; Adobe Acrobat Reader 5.0+. Le titre est tiré du document électronique.

Infrastructure / Infrastructures

GI224 Many ways to say 'no', different ways to say 'yes' : applying Q-Methodology to understand public acceptance of wind farm proposals.

/ ELLIS, Geraint & BARRY, John & ROBINSON, Clive.

2007.

From/Tiré de: Journal of Environmental Planning and Management 50:4, July 2007, p. 517-551.

[35] p. : tables, bibl.

Explores the nature of public acceptance of wind farms by investigating the discourses of support and objection to a proposed offshore scheme. It provides a literature summary of the public acceptance of wind farms and then examines the discourse of objection and support regarding the placement of a wind farm on the Tunes Plateau in Ireland. It concludes by summarizing the findings regarding public acceptance of wind energy schemes, how it relates to potential policy responses, and the role of Q-Methodology in this type of policy research.

Municipal / Questions municipales

MI689 Managing the coordination of service delivery in metropolitan cities : the role of metropolitan governance.

/ SLACK, Naomi Enid.

S.l. : World Bank, 2007.

64 p. : tables, bibl.

(Policy research working paper ; 4317)

Examines metropolitan models of governing structure and evaluates how well these models achieve the coordination of service delivery over the entire metropolitan area as well as the extent to which they result in the equitable sharing of costs of services. The models examined include: one-tier fragmented, one-tier consolidated, two-tier, voluntary cooperation, special purpose districts.

MH1154 Report of the Controller and Auditor-General ... : local authorities working together.

GOVERNMENT OF NEW ZEALAND, Office of the Controller and Auditor-General.

Wellington : Office of the Controller and Auditor-General, 2004.

92 p.

Examines 12 case studies of joint arrangements between local authorities throughout New Zealand, looking at sharing of staff, joint procurement, combined planning, and co-operative delivery of services. It is a performance audit carried out under sections 14 and 16 of the Public audit Act, 2001.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

MG1104 Software licensing : what your RFP should include.

/ CHAMBERLAND, Denis.

2007.

From/Tiré de: *Municipal World* 117:7, July 2007, p. 47-48 *Municipal World* 117:8, August 2007, p. 47-48.

[4] p.

Reviews the concepts surrounding preparing a request for proposals (RFP) for the licensing of software for a municipality from a third party. It covers: what constitutes intellectual property, licensing, RFP requirements, the license grant, compensation, duration of grant of rights, indemnification and limitation of liability, and the submission of a template by the bidders.

MH1251 Spending a lifetime : the careers of city managers.

/ WATSON, Douglas J. & WATSON, Rollin J.

Athens GA : Carl Vinson Institute of Government, 2006.

147 p. : bibl.

Illustrates the complex and changing world of city management through fictionalized accounts of the careers of five caricatures of American city managers – the longer server, the lateral mover, the single-city careerist, the ladder climber, and a mid-career manager facing current issues. All stories are written to shed light on the qualities of successful city managers, personal and professional career path determinants, impacts of city diversification on the profession, and commitment to public service. The final chapter offers observations from the authors on career lessons learned.

MI687 Why do municipal electors not vote?

/ KUSHNER, Joseph & SIEGEL, David.

2006 [i.e. 2007]

From/Tiré de: *Canadian Journal of Urban Research* 15:2, Winter 2006, p. 264-277.

[14] p. : tables, bibl.

Explores the reasons why electors do not vote in municipal elections based on data from a telephone survey of the City of St. Catharines. The survey was conducted in 2004 just after the November 2003 municipal elections.

Planning & Development / Aménagement & développement

GG311 Community energy planning.

NATURAL RESOURCES CANADA = RESSOURCES NATURELLES CANADA.

[Ottawa] : Natural Resources Canada = Ressources naturelles Canada, 2007.

281 p. : col. ill., bibl.

Contains a community planning guide, a step-by-step procedure for developing community energy long-term plans. The guide covers: planning in the community, elements of a successful plan, developing a vision, analyzing present conditions, quantifying the vision and goal setting, identifying the programs and projects, and implementing and monitoring progress. It also contains the Factor-2 communities programs and projects guide, an outline of energy efficiency programs and activities that communities can undertake. The guide covers land use planning opportunities, transportation opportunities, building planning opportunities, water use opportunities, solid waste reduction opportunities, alternative energy supply opportunities, and municipal solid waste. The plan is based on the Factor-2 community where a community is 50% less dependent on fossil fuels.

HG372 Developing sustainable planned communities.

/ GAUSE, Jo Allen & HEID, James M., Jr. & FRANKO, Richard.

Washington : Urban Land Institute, 2007.

ix, 221 p. : col. ill., tables, plans

Provides guidance in the designing and development of sustainable planned communities. Topics include systems level solutions, integrated site planning and design (site selection, green infrastructure, sustainable mobility, landscape design, reducing energy consumption, and water usage strategies), the costs and benefits of sustainable development, green building design (green materials, indoor air quality, system-wide strategies, and optimizing the building envelope), and how to maintain sustainability. It includes 10 American case studies.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

EG559 District energy : fuelling sustainable development in Markham Centre.

/ ANDER, Bruce & BAIRD, James.

2007.

From/Tiré de: *Municipal World* 117:8, August 2007, p. 5-6, 8.

[3] p.

Examines how the Town of Markham's new downtown, Markham Centre, meets the Town's adherence to new urbanist principles and constitutes sustainable development. The plan calls for the use of District energy from the Markham District Energy Inc., whereby heating and air condition is provided to commercial and residential development by piping heated or chilled water through a community-wide system of underground pipes connected to each building. The project also includes LEED certified residential and office developments and the incorporation of green roofs. It concludes with a look at the guiding principles of Markham's master plan and the importance of grassroots involvement.

HI531 Does compatible mean same as? : lessons learned from the residential intensification of surplus hydro lands in four older suburban neighbourhoods in the City of Toronto.

/ CURIC, Tatjana T. & BUNTING, Trudi E.

2006 [i.e. 2007]

From/Tiré de: *Canadian Journal of Urban Research* 15:2, Winter 2006, p. 202-224.

[23] p. : tables, bibl.

Examines the resistance from local residents (NIMBYist attitudes) towards the development of surplus Ontario Hydro lands in Scarborough into large-scale residential infill housing in 1996. It also looks at what constitutes a compatible use and how to facilitate infill in inner suburbs.

MI688 Future growth of Saskatoon : "a tradition of planning" : final report and recommendations.

CITY OF SASKATOON, Community Services Department, City Planning Branch.

Saskatoon : City of Saskatoon, 2000.

35 p. : tables, maps (some col.)

The Future Growth Study contains recommendations aimed at producing a long-range plan for urban growth, up to a population threshold of 400,000, based on a balanced growth concept following a compact, concentric development pattern centred around the central business district. It addresses suburban development, transportation corridor extension, and the planning of a light rapid transit system including the appropriation of land for said use.

HH829 Green building standards around the world.

/ LOCKWOOD, Charles.

2007.

From/Tiré de: *Urban Land* 66:6, June 2007, p. 110-113.

[4] p. : ill.

Presents summaries of major green building standards from around the world. It covers: the United Kingdom (BREEAM and the Code for Sustainable Homes); the European Union (PromisE, Passivhaus, and EU Green Building Program); the United States (LEED, Green Globes, Model Green Homebuilding Guidelines, and Standard 189P); Canada (LEED Canada and Built Green Canada); India (LEED India); Australia (Green Star, NABERS, and ABGR); Japan (CASBEE); China (Evaluation Standard for Green Building and GOBAS); and Mexico (LEED).

HH832 Green is the new granite : sustainable features are the hottest thing in master planned communities.

/ MCELROY, Joe.

2007.

From/Tiré de: *Planning* 73:7, July 2007, p. 20-25.

[6] p. : ill., plans

Discusses what developers have incorporated into master planned communities to make them more sustainable. It focuses on past master planned community success stories in the United States, e.g. The Woodlands, downtown Albuquerque, and Prairie Crossing in Chicago, including both urban projects and blank slate projects. It concludes with a brief checklist of what qualifies a community as sustainable and a recommendation for LEED-ND certification.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

UI479 The ironies of new urbanism.

/ GRANT, Jill.

2006 [i.e. 2007]

From/Tiré de: Canadian Journal of Urban Research 15:2, Winter 2006, p. 158-174.

[17] p. : ill., tables, bibl.

Begins with an introduction to the meaning and scope of new urbanism and then reviews the ironies of new urbanism in practice, including the conflict between traditional and modernist approaches to new urbanism, the urban density of new urbanist projects, and the encouragement and dismissal of democratic engagement.

TG252 Planning for better roadscapes.

/ LAMPTON, Kate.

2007.

From/Tiré de: Planning Commissioners Journal 67, Summer 2007, p. 3-8.

[6] p. : ill., plans

Covers how to conduct a major road corridor analysis, how to incorporate corridor objectives into the comprehensive plan, and regulatory steps for corridor preservation: zoning districts and uses, overlay districts, dimensional and site standards, access management, utilities and infrastructure, and subdivision regulations.

UH791 Planning Peace Village : an Islamic suburb in the City of Vaughan : is this integrated planning?

/ YAP, Corinne.

2007.

From/Tiré de: Ontario Planning Journal 22:4, July/August 2007, p. 12-14.

[3] p. : ill.

The article presents the origins and development of Vaughan's Peace Village, a suburb planned for Ahmadiyya Muslims, which is designed around the Ahmadiyya lifestyle. It then recounts the experience of a non-Muslim living in the suburban community. It concludes with a discussion of the difficulties with the planning process, including zoning approval for the mosque and the Muslim street names, and argues that planners lack adequate tools for planning multicultural cities and must think beyond land use to consider social, cultural, and religious factors.

UG345 Planning practice and the shrinking city : reversing the land use allocation model.

/ HOLLANDER, Justin, B. & POPPER, Frank J.

2007.

From/Tiré de: Plan Canada 47:2, Summer = Été 2007, p. 38-40.

[3] p. : ill.

Reviews the present range of planning responses towards urban decline and presents the Reverse Land Use Allocation Model (RLUAM). It also addresses how the model can be integrated into a neighbourhood-oriented planning process.

EH975 Section 24 of Bill 51 : should we be concerned? : question arising.

/ SZYBALSKI, Damian.

2007.

From/Tiré de: Ontario Planning Journal 22:3, May/June 2007, p. 8-13 Ontario Planning Journal 22:4, July/August 2007, p. 10-11.

[8] p. : ill., tables

Examines section 24 of Ontario Bill 51, the Planning and Conservation Land Statute Law Amendment Act (2006), which may exempt energy projects from the Planning Act. It begins by explaining the exemption and detailing its relation to the Environmental Assessment Act. It then presents arguments for and against the exemption, three alternatives to section 24. The second article, Cause for concern? : section 24 of Bill 51 highlights inadequacies of the Environmental Assessment Act and environmental assessment.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

UI477 The smart growth gap : CMHC-sponsored study examines municipal growth-management objectives and achievements.

/ GRAMMENOS, Fanis.
2007.

From/Tiré de: Plan Canada 47:2, Summer = Été 2007, p. 41-44.
[4] p. : ill.

A short summary of the findings of a study of municipal smart growth initiatives as they pertain to growth management initiatives in Canada by Ray Tomalty, looking at the principles used and how effective they have been in six urban centres: Halifax, Montréal, Toronto, Saskatoon, Calgary, and Vancouver. It looks at: greenfield development, downtown intensification, brownfield redevelopment, transit infrastructure investment, social housing, housing types offered, agricultural land preservation, loss of wetlands and ravines, and sub-centre development. See also: Smart growth in Canada : implementation of a planning concept : final report (UI295).

UA003 Urban land use planning.

/ KAISER, Edward J. & GODSCHALK, David R. & BERKE, Philip R.
Urbana ; Chicago IL : University of Illinois Press, 2006.

x, 490 p. : ill. (some col.), tables, graphs, maps (some col.), index, bibl.

Provides an overview of conceptual frameworks for land use planning, building planning support systems, and making land use plans. It includes sections on: framing the land use planning process; shaping plans through the sustainability prism model; what makes a good plan?; planning support systems; population and economy; environmental systems; land use systems; transportation and infrastructure systems; state of community report; the plan-making process; the areawide land policy plan; communitywide land use design : employment and commercial centers and residential community habitats; small-area plans; and development management.

TI406 Urban structure matters : residential location, car dependence and travel behaviour.

/ NÆSS, Petter.

London ; New York : Routledge, 2006.

xi, [1], 328 p. : ill., tables, graphs, maps, appendices, index, bibl.

(The RTPI library series)

Examines how urban spatial planning can influence travel behaviour, both the amount of travel and choice of mode. It includes a case study of the Copenhagen Metropolitan Area. It also evaluates the efficacy of transport-reducing development to comply with other environmental dependent urban development, e.g. minimizing energy use in buildings and protecting the natural environment, and the feasibility of transport-reducing and environmentally-friendly urban development principles and planning principles to be in line with sustainable development.

Protective Services / Services de protection

EH974 Coastal cities face rising seas : we need to prepare for the dangers ahead.

/ BARNETT, Jonathan & BECKMAN, John.
2007.

From/Tiré de: Planning 73:8, August/September 2007, p. 34-37.

[4] p. : ill., maps

Discusses the potential sea-level rise due to global warming; provides three strategies to address the potential damage to existing communities from sea-level rise and storm surges: relocate, raise streets and buildings, and build up coastal defenses through wetlands, sea walls, movable barriers, and pumps; and examines what might happen to American coastal cities as a result of rising sea levels and increased storm activity with some discussion of how to avert the damage, covering Boston, New York City, South Florida, New Orleans and the Gulf Coast, and the San Francisco Bay Area.

GG306 The valley of surveillance.

/ PERLMAN, Ellen.
2007.

From/Tiré de: Governing 20:10, July 2007, p. 38-40, 42, 44-45.

[6] p. : ill.

Relates how police in Phoenix have implemented a wireless surveillance camera system for maintaining neighbourhood safety. It discusses the use of government camera surveillance since the 9/11 terrorist attacks in the United States, possible misuse and abuse of the system, privacy rights, and limitations of the Phoenix system.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

Regional / Questions régionales

RI428 Action collective et développement local en région métropolitaine : le cas de Montréal.

/ FONTAN, Jean-Marc & HAMEL, Pierre J. & MORIN, Richard.

Montréal : Département d'études urbaines et touristiques, Université du Québec à Montréal, 2007.

[150] p. : ill., tables, maps, appendices, bibl.

(Études, matériaux et documents (Université du Québec à Montréal. Département d'études urbaines et touristiques) ; n. 22)

Documents the results of a research project of 4 Montréal metropolitan area community groups located in Laval, Longueuil, Côte-des-Neiges and Verdun. Four types of groups were studied: local community groups; community centres; youth organizations; and employment assistance groups. The analysis focuses on the mandate and the goals of the groups as well as their relationships with various public and private actors that allow them to find resources, advocate their concerns, and conduct partnership projects.

Cette monographie présente les résultats d'une recherche portant sur les organismes communautaires et le développement local dans quatre territoires de la région métropolitaine de Montréal : Laval, Longueuil, Côte-des-Neiges et Verdun. Quatre types d'organismes sont particulièrement étudiés : les organismes de concertation locale, les centres communautaires, les organismes jeunesse et les organismes en employabilité. L'analyse met l'accent sur la mission et les logiques d'action de ces organismes de même que sur les liens que ces derniers tissent avec divers acteurs publics, privés et communautaires afin d'obtenir des ressources, de partager et de faire valoir des préoccupations, et de mener des projets en partenariat.

RH708 Development in peripheral Canada : oxymoron or reasonable policy?

/ SHEARMUR, Richard & POLÈSE, Mario.

2007.

From/Tiré de: Plan Canada 47:2, Summer = Été 2007, p. 33-37.

[5] p. : graphs

Begins with a discussion of the present decline amongst regions located outside the market area of large metropolitan cities. It then discusses the impact of employment decline in the periphery as the cause of the overall regional decline, the effect of diversifying the region's economy, and development policy in a context of decline.

RI426 Incentives and disincentives to city-regional cooperation in the Berlin-Brandenburg conurbation.

/ HAUSWIRTH, Iris & HERRSCHEL Tassilo & NEWMAN, Peter.

2003.

From/Tiré de: European Urban and Regional Studies 10:2, April 2003, p. 119-134.

[16] p. : tables, maps, bibl.

Examines the evolution of forms and structures of regional governance in London and Berlin. It explores the structure of incentives and disincentives at both land and local government scales. It covers: structural economic characteristics, institutional obstacles to intergovernmental cooperation within and across government levels, and fiscal obstacles to intergovernmental cooperation in the city region.

RH707 Planning in a declining region.

/ FOSTER, Douglas B.

2007.

From/Tiré de: Plan Canada 47:2, Summer = Été 2007, p. 22-25.

[4] p. : ill., graphs

The article on population decline in Cape Breton Regional Municipality addresses the following issues: population decline, regional government, land use pattern and demographics, the lack of funds from equalization payments, out-migration of the population at every age, legal action against the province for non-compliance regarding equalization payments, and the Port of Sydney as the hope for the region's future.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

RH709 Sustainable Halton charts the future of Halton Region.

/ SZYBALSKI, Damian.
2007.

From/Tiré de: Ontario Planning Journal 22:4, July/August 2007, p. 32-34.

[3] p. : ill.

Summarizes the long term planning project, Sustainable Halton, which is necessary for Halton Region to conform with the Growth Plan, the Greenbelt Plan, and the 2005 Provincial Policy Statement. It covers the four phases of the three-year project, the process, and the conclusions reached thus far from the technical papers regarding regional growth, densities, and meeting the Growth Plan requirements.

Rural & Agricultural / Milieu rural & agricole

AH143 Our diverse cities : rural communities = Nos diverses cités : collectivités rurales.

/ REIMER, Bill. (ed.).

[Ottawa] : Metropolis Project, Citizenship and Immigration Canada = Équipe du Projet Metropolis, Citoyenneté et Immigration Canada, 2007.

200 / 212 p. : ill., tables / tableaux, graphs / graphiques, bibl.

(Our diverse cities ; no. 3 = Nos diverses cités ; no. 3)

Focuses on the effects of immigration on the rural economy and the attraction and retention of immigrant populations in rural areas.

Une collection de papiers qui portent sur la migration, l'intégration, l'attraction ainsi que la rétention d'immigrants dans les communautés rurales au Canada.

AF010 Strong rural communities : working together for success ... and getting results : 2007 update = Des collectivités rurales fortes : travailler ensemble pour réussir ... et atteindre les objectifs : bilan 2007.

ONTARIO MINISTRY OF AGRICULTURE, FOOD AND RURAL AFFAIRS = MINISTÈRE DE L'AGRICULTURE, DE L'ALIMENTATION.

[Toronto] : Queen's Printer for Ontario = Imprimeur de la reine pour l'Ontario, 2007.

27 / 32 p. : ill.

Provides an update on Ontario's Rural Plan, covering what was accomplished in rural communities in 2006. Topics include: local economic development, strong local leadership, a skilled workforce, modernized infrastructure, access to health-care, healthy living, land-use and environmental planning, and quality education. It includes an index of web addresses for information on Ontario programs, strategies, and funds.

Le rapport présente une mise-à-jour du Plan rural de l'Ontario qui couvre ce qui a été accompli dans les communautés rurales en 2006. Les sujets abordés sont : le développement économique local; le développement d'un leadership local fort; une main d'œuvre qualifiée; l'infrastructure modernisée; l'accès aux soins de santé; l'amélioration de la santé; l'aménagement sain du territoire et la planification environnementale et la qualité de l'éducation. De plus, le rapport comprend un index des sites internet et de l'information sur les programmes de l'Ontario, les stratégies et les fonds.

Service Delivery / Prestation de services

RI425 Immigrants' needs and public service provisions in Peel Region.

/ AGRAWAL, Sandeep Kumar & QADEER, Mohammad A. & PRASAD, Arvin.
2007.

From/Tiré de: Plan Canada 47:2, Summer = Été 2007, p. 45-49.

[5] p. : ill.

Reports on a study of immigrants' service needs in Peel Region and the effect of ethnic enclaves on service demands based on interviews with South Asian residents. It provides background information on the Region of Peel. It concludes with recommendations to improve the service delivery to immigrants in the Region. See also: Immigrants' needs and the provision of public services in the Region of Peel (RI427).

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

RI427 Immigrants' needs and the provision of public services in the Region of Peel.

/ KUMAR, Sandeep & QADEER, Mohammad A.

[Brampton] : Region of Peel, [2007]

45 p. : tables, col. maps, appendices

An explanatory study of immigrants' needs for public services and their availability in the Region of Peel, focusing on immigrants of South Asian backgrounds. It is based on interviews and surveys with residents in two South Asian enclaves, Heart Lake/Springdale and Erindale and matched control areas without South Asian concentrations. It also canvassed community agencies, frontline workers and managers of social service providers, e.g. Social Housing, Child Health, and Transhelp, and officials of the Region of Peel.

MH1250 Serving diverse communities.

/ BENAVIDES, Abraham David & HERNÁNDEZ, Julie C. T. & BROWN, John C. & TIEN, Christine C.

2007.

From/Tiré de: Public Management 89:5, June 2007, p. 12-17 Public Management 89:6, July 2007, p. 14-18.

[11] p.

The articles address best practices for serving ethnically diverse communities in the United States. The first article, Serving diverse communities - best practices, looks at three best practice case studies dealing with the provision of services to diverse populations new to the area and ethnic communities in Woodburn, OR, and Stockton, CA. The second article, Serving diverse communities - cultural competency, discusses the finding from the International Hispanic Network's best practices study, Municipal best practices for the Hispanic community. It identifies six best practices related to cultural competency, translation and interpretation services, participation, policing services, immigrant services, and day-labour. It provides case examples.

Social Issues / Questions sociales

UI480 Agir contre la pauvreté dans une ville de taille moyenne : les représentations des intervenants locaux.

/ TREMBLAY, Pierre-André & DUBÉ, Geneviève & ÉMOND, Marilyn.

2006 [i.e. 2007]

From/Tiré de: Canadian Journal of Urban Research 15:2, Winter 2006, p. 225-243.

[19] p. : bibl.

Presents data on poverty, including both causes of poverty and ways to eliminate it, that was gathered during a roundtable. The causes were grouped as either collective (structural) or individual.

Cet article rend compte d'une recherche entreprise auprès d'intervenants participant à une table locale de concertation sur la lutte à la pauvreté. Son objectif était de voir comment ces personnes concevaient les causes et les moyens de la lutte à la pauvreté. Les informateurs rangent les causes en deux catégories : structurelles ou collectives, d'une part, et individuelles, d'autre part, celles-ci prenant souvent le pas sur les premières parce que plus accessibles.

UI478 A comparison of large urban, small urban and rural crime rates, 2005 = Comparaison des taux de criminalité des grandes régions urbaines, des petites régions urbaines et des régions rurales, 2005.

/ FRANCISCO, Joycelyn & CHÉNIER, Christian.

[Ottawa] : Statistics Canada = Statistique Canada, 2007.

14 / 15 p. : tables / tableaux, graphs / graphiques

(Juristat ; v. 27, no. 3)

Looks at overall police-reported crime rates in 2005 and four offence-specific rates: homicide, robbery, breaking and entering, and motor vehicle theft according to three police classifications: large urban, small urban and rural areas. It includes victimization data from the 2004 General Social Survey. It also examines perceptions of safety from crime among the urban and rural population and precautionary measures taken by residents.

Pour la première fois, les détachements de police au Canada ont été répartis selon les grandes régions urbaines, les petites régions urbaines et les régions rurales en fonction de leurs limites géographiques et de la population résidente (voir l'encadré 1 pour obtenir les définitions de ces trois regroupements). À l'aide de ces regroupements, on examine dans le présent rapport les taux globaux de criminalité déclarés par la police en 2005 ainsi que quatre taux propres à certaines infractions : l'homicide, le vol qualifié, l'introduction par effraction et le vol de véhicules à moteur. Les données sur la victimisation tirées de l'Enquête sociale générale (ESG) de 2004 sont également examinées dans les cas qui s'y prêtent. Dans le cadre de cette étude, on examine plus particulièrement les perceptions de sécurité face à la criminalité parmi la population urbaine et rurale, ainsi que les précautions prises par les résidents.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

UI482 Involuntary isolation : ethnic preferences and residential segregation.

/ LAAN BOUMA-DOFF, Wenda van der.

2007.

From/Tiré de: *Journal of Urban Affairs* 29:3, August 2007, p. 289-309.

[21] p. : ill., tables, graphs, bibl.

Examines the mechanisms driving self-segregation among ethnic minority groups, relating self-segregation to actual residential segregation based on Dutch survey material. It finds that self-segregation is driven primarily by interethnic prejudice.

GI223 The NIMBY syndrome and the health of communities.

/ SÉNÉCAL, Gilles & REYBURN, Stefan.

2006 [i.e. 2007]

From/Tiré de: *Canadian Journal of Urban Research* 15:2, Winter 2006, p. 244-263.

[20] p. : tables, bibl.

Reviews literature on the NIMBY syndrome and measurement of the impacts of NIMBYism. It then examines the connection between urban quality of life and the environment, addressing: the social dilemma surrounding urban intensity, healthy community approaches and dispute resolution, and the pursuit of community health. It presents a framework for assessing the impacts of NIMBY situations on community health, testing it on the City of Montréal.

Transportation / Transports

TG251 Context sensitive solutions in designing major urban thoroughfares for walkable communities : an ITE proposed recommended practice.

KIMLEY-HORN AND ASSOCIATES.

Washington : Institute of Transportation Engineers, 2005.

xi, 226 p. : ill., tables, plans, glossary, appendices, bibl.

Provides guidance and demonstrates how context sensitive solutions (CSS) concepts and principles may be applied in roadway improvement projects that are consistent with their physical settings to provide for walkable communities. It focuses on applying the principles of CSS in transportation planning and in the design of roadway improvement projects in places where community objectives support walkable communities, compact development, mixed land uses and pedestrians and bicyclists, whether it already exists or is a goal for the future. It addresses: network and corridor planning, the thoroughfare design process, design controls, roadside design guidelines, roadside width and functional requirements, traveled way design guidelines, lane width, medians, bicycle lanes, on-street parking configuration and width, transition design, midblock crossings, pedestrian refuge islands, midblock bus stops, considerations for snow removal, intersection design guidelines, curb return radii, channelized right-turns, modern roundabouts, pedestrian treatments at intersections, crosswalks, curb extensions, bicycle lane treatments at intersections, bus stops at intersections, and thoroughfares in single land use or vehicle mobility priority areas.

TI407 Economic value of walkability.

/ LITMAN, Todd Alexander.

2003.

From/Tiré de: *Transportation Research Record* 1828, 2003, p. 3-11.

[9] p. : tables, graphs, bibl.

Provides a general review of the value of walking and walkability, covering the existence of walking facilities and the degree of walking safety, comfort, and convenience. It identifies categories of economic benefits, describes how they can be measured, and discusses the degree to which the benefits are reflected in current transportation and land use planning. It lists categories of economic impacts, a summary of economic impacts (accessibility, consumer cost savings, public cost savings-reduced transport externalities, land use efficiency, community livability, health, economic development, and equity), and planning applications (proportional share, cost allocation, and cost-benefit analysis).

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

AV181 The local transport plan for Merseyside 2006 - 2011.

MERSEYTRAVEL.

Liverpool : Merseytravel, [2006]

1 CD-ROM (38 files : 129 mb) : col.

Contains the 2006 - 2011 Local Transport Plan for Merseyside, the second long term transportation strategy for the cities of Knowsley, Liverpool, Sefton, St. Helens, and Wirral. It consists of a £200 million investment in new infrastructure and improved services. The main goals of the plan are to reduce traffic congestion, improve road safety, maintain good air quality, improve accessibility, and improve the quality of life. System requirements: IBM PC or 100% compatible; CD-ROM player; Adobe Acrobat Reader 5.0+. Title from label. Running title: Second Local Transport Plan for Merseyside 2006 - 2011.

TG250 Strategies for implementing transit priority = Les mesures pour assurer la priorité au transport en commun.

NATIONAL GUIDE TO SUSTAINABLE MUNICIPAL INFRASTRUCTURE = GUIDE NATIONAL POUR DES INFRASTRUCTURES MUNICIPALES DURABLES.

[Ottawa] : National Guide to Sustainable Municipal Infrastructure = Guide national pour des infrastructures municipales durables, 2005.

64 / 72 p. : ill., tables / tableaux, plans, glossary / glossaire, appendices, bibl.

(Transit ; no. 1 = Transport en commun ; n. 1)

Presents best practices on how to implement transit priority on Canadian urban roads, giving priority to passengers on bus, light rail transit, and streetcar systems. These include both physical measures and approaches to developing priority systems.

Le rapport fait état des meilleures pratiques en place, en ce qui concerne l'implantation des priorités dans le transport en commun en milieu urbain qui donnent priorité aux passagers dans les autobus, dans les systèmes légers sur rail ainsi que dans les tramways. Le tout est accompagné de suggestions d'approches pour développer des systèmes de priorité ainsi que des exemples concrets.

Urban / Questions urbaines

UH790 The artist dividend.

/ SPIVAK, Jeffrey.

2007.

From/Tiré de: Urban Land 66:7, July 2007, p. 95-98.

[4] p. : ill.

Discusses how cities are using live/work buildings as a means to attract artists to blighted areas of town in order to gentrify the neighbourhood. It cites American examples of cities catering to the creative class since the 1990s.

UG346 Downtown proposes mitigation measures to offset negative development impacts.

DOWNTOWN IDEA EXCHANGE.

2007.

From/Tiré de: Downtown Idea Exchange 54:15, August 1, 2007, p. 1-4.

[4] p.

Details the recommended mitigation measures to offset the potentially damaging impact that proposed new regional retail development on the outskirts of town may have on downtown retail by the Ellensburg Downtown Association. The proposal calls for: new retail sales tax revenue for downtown renewal as was done in North Bend, WA; charge up-front development fees based on retail space based on the example of Auburn, WA; the establishment of a minimum store size to discourage established retail from downtown moving to the new development; and require an economic impact analysis for any proposed regional retail development prior to issuing a permit.

UH786 Edmonton's urban villages : the community league movement.

/ KUBAN, Ron.

Edmonton : University of Alberta Press, 2005.

xxi, 249 p. : ill., appendices, index, bibl.

A history of Edmonton's community league movement and its impact on the planning of the city from 1795 to 2004. The appendices list current leagues, information on area councils, and the EFCL code of ethics.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

UI481 'From the frying pan to the oven' : gentrification and the experience of industrial displacement in Williamsburg, Brooklyn.

/ CURRAN, Winifred.
2007.

From/Tiré de: *Urban Studies* 44:8, July 2007, p. 1427-1440.

[14] p. : maps, bibl.

Explores the process and effects of gentrification on the industrial displacement of the manufacturing sector in Williamsburg, Brooklyn.

UH789 Gentrification in a global context : the new urban colonialism.

/ ATKINSON, Rowland & BRIDGE, Gary. (ed.).
London : Routledge, 2005.

x, 300 p. : ill., tables, maps, graphs, index, bibl.

A collection of papers looking at the gentrification of neighbourhoods and the social impact on the neighbourhood in cities throughout the world. Contents: mapping neo-liberal American urbanism – Gentrification in Canada's cities : from social mix to 'social tectonics' – Heritage and gentrification : remembering 'the good old days' in postcolonial Sydney – 'Studentification' : the gentrification factory? – Gentrification in post-communist cities – Exploring the substance and style of gentrification : Berlin's 'Prenzlberg' – Outside the core : gentrification in Istanbul – Gentrification and neighbourhood dynamics in Japan : the case of Kyoto – Another 'Guggenheim effect'? : central city projects and gentrification in Bilbao – Local limits to gentrification : implications for a new urban policy – Poland and Polonia : migration and the re-incorporation of ethnic aesthetic practice in the taste of luxury – Outside the metropole : gentrification in provincial cities or provincial gentrification? – A curious blend? : city revitalization, gentrification and commodification in Brazil – Out of squalor and towards another urban renaissance? : gentrification and neighborhood transformations in southern Europe – The order and simplicity of gentrification, a political challenge.

UG347 Green, a natural virtue of downtowns, is good theme for attracting people, buy-in.

DOWNTOWN PROMOTION REPORTER.
2007.

From/Tiré de: *Downtown Promotion Reporter* 32:8, August 2007, p. 1-5.

[5] p. : ill.

Relates how two downtowns, Ann Arbor, MI, and Salt Lake City, UT, utilize alternative green and sustainability showcases to attract people downtown. These include Curb Your Car Month, green / sustainability fairs, and a BikeFest. It discusses what green event attendees come for and the public relations benefits of sustainability for a downtown.

UI476 Living with population growth and decline.

/ SIMMONS, James W. & BOURNE, Larry S.
2007.

From/Tiré de: *Plan Canada* 47:2, Summer = Été 2007, p. 13-21.

[8] p. : tables, graphs, maps

Begins by providing a brief overview of urban population growth and decline from the 2006 Census of Population. It then discusses the factors leading to geographical variations in growth, determinants of population decline, and the implications of this decline.

UH785 Planning challenges in Thunder Bay : optimism amongst demographic and economic shifts.

/ RANDALL, Todd & LORCH, Brian J.
2007.

From/Tiré de: *Plan Canada* 47:2, Summer = Été 2007, p. 26-29.

[4] p. : ill., graphs, maps

Comments on Thunder Bay's economic performance for the last 10-15 years and the challenges it is facing while changing from primarily an industrial to a knowledge-based economy. It addresses the economic and demographic decline of the 1990s and recent improvements, spatial restructuring and suburban / exurban development, the transition to a knowledge-based economy, the subsidization of low density development through the industrial tax base, and the multiple central core areas and business district.

New Documents in the ICURR Library / Nouveaux documents à la bibliothèque du CIRUR

UH787 Planning the good community : new urbanism in theory and practice.

/ GRANT, Jill.

London ; New York : Routledge, 2006.

xxv, 269 p. : ill., tables, glossary, index, bibl.

(The RTPi library series)

Addresses the theoretical underpinnings of new urbanism and its connection to other areas of planning, the rise of garden cities, and the historical context of new urbanism. It provides a global perspective on the application of new urbanism in four jurisdictions: the USA, Europe, East Asia, and Canada. It concludes with a discussion of the prospects for new urbanism's future.

UH788 Urban theory and the urban experience : encountering the city.

/ PARKER, Simon.

London ; New York : Routledge, 2004.

ix, [4], 210 p. : ill., tables, glossary, index, bibl.

Provides an introduction to urban theory and explores: the urban theory of Max Weber, George Simmel, Walter Benjamin, and Henri Lefebvre; social reform and the empirical tradition in classic urban studies, including the empirical work of Henry Mayhew, Jacob Riis, Charles Booth, Jane Adams, and the Chicago School; the garden city; new urbanism; community planning in Britain and the United States; gentrification and ghettoization; capitalism within an urban context; urban politics; urban social movements; urban social identities and urban culture, including sexuality and ethnic identities; and the future of urban theory. Alternate title: Urban theory & the urban experience.

Waste Management / Gestion des déchets

GG300 A renewable energy source ... piling up in Canada's landfill sites.

/ LYONS, Mark.

2007.

From/Tiré de: *Municipal World* 117:8, August 2007, p. 27-29.

[3] p. : ill.

Provides details on waste to energy (WTE) facilities in the United States, where trash is incinerated and the recovered heat is converted to electrical energy. It then provides examples, looks at the connection between WTE and recycling, and the potential for WTE in Canada.

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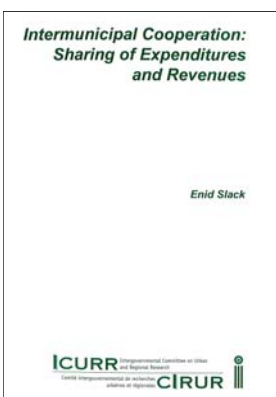


Notable ICURR Research Reports / Rapports de recherche du Cirur

Intermunicipal cooperation : sharing of expenditures and revenues = La coopération intermunicipale : le partage des dépenses et des recettes / by Enid Slack with the assistance of Ian Wright = par Enid Slack avec l'aide de Ian Wright. — Toronto, ON: ICURR Press = Les Presses du CIRUR, 1997.

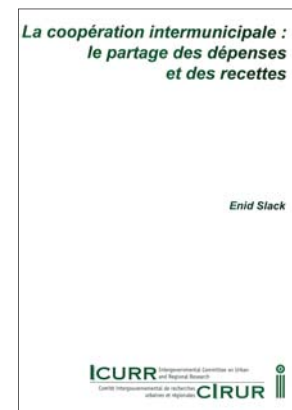
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Il s'agit d'une ouvrage de référence important de la collection des Rapports de recherche du CIRUR sur les mécanismes de coopération intermunicipale et de prestation de services publics. Le rapport porte sur les questions de partage des dépenses où les municipalités cherchent à accroître leur efficacité et à réduire leurs coûts en ayant recours à la coopération intermunicipale ainsi que sur les arrangements fiscaux entre municipalités d'une région métropolitaine. Dans le contexte des nombreux exercices de réflexion sur les enjeux de gouvernance métropolitaine et sur la fiscalité d'agglomération, en cours présentement au Canada, cet ouvrage demeure une référence pour tous ceux qui s'intéressent aux questions de partage régional des coûts et des revenus provenant de la croissance.



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The Intergovernmental Committee on Urban and Regional Research (ICURR) was formed in 1967 at the meeting of First Ministers for the purpose of exchanging information on urban and regional matters between all levels of government.

ICURR is funded by the ministries responsible for local government in the provinces and territories as well as by the Canada Mortgage and Housing Corporation (CMHC). The Committee provides support to subscribing local and regional governments as well as private and non-profit companies through its library and research services. In the past, the Committee has also funded and printed special research projects, which are presently available for purchase from Muniscope.

Le Comité intergouvernemental de recherches urbaines et régionales (CIRUR) a été créé lors d'une rencontre des Premiers ministres en 1967 dans le but de faciliter l'échange et le partage d'information sur les questions urbaines et régionales entre tous les niveaux de gouvernement au Canada.

Le CIRUR est financé par les ministères responsables pour gouvernement local dans les 10 provinces et les 3 territoires ainsi que par la Société canadienne d'hypothèques et de logement (SCHL).

Le Comité, par l'entremise des services offerts qu'il finance en grande majorité, soutient les administrations locales et régionales ainsi que le secteur privé et les entreprises sans but lucratif. Les frais d'abonnement aux usagers assurent le reste des coûts liés aux services d'information et de réseautage.

Antérieurement, le Comité finançait des projets de recherche qui ont été publiés et sont aujourd'hui offerts en vente par l'entremise de



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