

## APPENDIX A

# Digital Data in Urban Research

Paul Langlois

This book addresses the notion of transition, and just as Canadian cities have been in transition in recent years, so too have the ways in which students and academics carry out research on cities. On one hand, urban research has been transformed by the adoption of theory and paradigms from other disciplines, such as sociology, cultural studies, and communications studies. This has led to research—primarily qualitative—being carried out from a number of novel and fascinating perspectives, including post-colonial, feminist, and queer theory. On the other hand, there has been an equally impressive re-engagement with approaches that employ quantitative methods due to the ever-increasing availability of spatial and statistical data in digital formats. Researchers now have a wealth of data at their disposal, from high-resolution satellite imagery and street network files to demographic information and census boundary maps. The crucial advance has been the ability to link together these disparate data types using GIS and statistical software. This allows researchers to link events and processes to specific areas and to explore the importance of place on human activity by highlighting patterns at different scales.

Academics are not the only ones who have realized the power and benefits of being able to easily map processes and statistics spatially. All levels of governments, for example, have come to use spatial data heavily, most obviously to analyze

census data but also for more immediate concerns such as determining the optimal location for facilities such as fire stations and transit stops, or for monitoring the prevalence of low income or mortgage foreclosures or any number of other circumstances. The private sector, too, now uses spatial data for many tasks, including logistical purposes such as route planning by firms that use the street network, and also for tasks such as evaluating the feasibility of locations for retail or manufacturing facilities by analyzing the socio-demographic makeup of the surrounding population or the accessibility of the site.

As a result, a vast amount of spatial and statistical data exists, some of it free, some of it accessible through special agreements, and some of it available only by purchase. Faculty and students of Canadian universities and colleges are particularly fortunate in having access to substantial resources of digital data, including data otherwise available only through purchase. Most large university and college libraries maintain on their websites lists of available data. Many institutions have at least one staff member dedicated to spatial data, as well as student volunteers, all of whom can help locate data and demonstrate how it can be used.

For anyone studying Canadian cities, Statistics Canada ([www.statcan.ca](http://www.statcan.ca)) is an invaluable data resource. The United States Census Bureau ([www.census.gov](http://www.census.gov)) is the American counterpart. Statistics

Canada makes a wealth of data available to the public in digital formats. Detailed data files are available for all census years, and summary tables for many variables. Primary files for all census years are available for purchase by the general public. In Canada, data is accessed free of charge by researchers at Canadian universities. Statistics Canada also will create custom data for non-profit organizations, but the cost is high.

Over the last decade, there has been a proliferation of provincial levels of government data. Significant producers—such as the Ontario Ministry of Transportation—Unfortunately, not all data is freely available to the public. Some data is available through grant access to students at a university institution under some conditions. At the various levels of government, there is a wealth of spatial data in sufficient quantities for many kinds of urban research. Some researchers, particularly those interested in political geography, tend to produce data sets that are not such as census tracts, political boundaries, street networks, and locations of things like schools, parks, and land uses, may only be available through private-sector vendors.

Spatial data, therefore, is not always easy to track down. Other sources include the National GeoArchive ([www.geoarchive.ca](http://www.geoarchive.ca)), GeoConnections ([www.geoconnections.ca](http://www.geoconnections.ca)), GeoConnections ([www.geoconnections.org](http://www.geoconnections.org)), National Research Council ([www.nrc.gc.ca](http://www.nrc.gc.ca)), and GeoGratis ([www.geo.govt.ca](http://www.geo.govt.ca)). As mentioned, check with your local library for further information. Some institutions are offering special arrangements for researchers at universities, local governments, and private vendors. Special mention should be made of Google Maps ([maps.google.com](http://maps.google.com)).

Canada makes a wealth of information available to the public in digital form, from raw census data and summary tables to time series and boundary files for all census administrative units. More detailed data files are typically available only for purchase by the general public, but can usually be accessed free of charge by faculty and students of Canadian universities and colleges. Statistics Canada also will create custom data for individuals and organizations, but the costs can be prohibitive.

Over the last decade, municipal, regional, and provincial levels of government have become significant producers—and users—of digital data. Unfortunately, not all of these data are generally available to the public, although governments may grant access to students individually or to their institution under some circumstances. In addition, the various levels of governments may not provide spatial data in sufficient detail or scope for certain kinds of urban research. Governments are primarily interested in political boundaries and therefore tend to produce data based on geographic units such as census tracts. Data not directly linked to political boundaries, such as maps that show the locations of things like schools, parks, or various land uses, may only be available for purchase from private-sector vendors.

Spatial data, therefore, can require some effort to track down. Other than Statistics Canada, good starting points include Geobase ([www.geobase.ca](http://www.geobase.ca)), GeoConnections ([www.geoconnections.org](http://www.geoconnections.org)), National Resources Canada ([www.nrcan.gc.ca](http://www.nrcan.gc.ca)), and GeoGratis ([geogratias.cgdi.gc.ca](http://geogratias.cgdi.gc.ca)). As mentioned, check with your institution's library for further information about data sources, including special arrangements with other academic institutions, local governments, or private-sector vendors. Special mention must also be made of Google Maps ([maps.google.com](http://maps.google.com)) and Google Earth

([earth.google.com](http://earth.google.com)) software, both of which provide free access to high-resolution satellite imagery of most major urban areas on the planet. Because of their ease of use, these programs can be a very useful aid to many forms of urban research, particularly the qualitative aspects of place that are difficult to capture with spatial data alone.

While many profound advantages and opportunities are provided by digital data, there are drawbacks as well. Comparing data from multiple censuses, for example, can be extremely time-consuming when census tract boundaries change. In other cases, accurate comparison may be difficult to achieve if the wording of census questions has changed or the list of possible answers is different from one census to the next. Beyond these kinds of instrumental circumstances, it is widely accepted that the accuracy and reliability of census information vary widely for a number of reasons related to how the census is configured and how it is carried out. Census data, in other words, are invaluable, but no one considers such statistical information to be perfect. A similar caveat applies to more purely spatial data, such as street network files and maps of amenity locations. The creation of these sorts of data requires considerable painstaking human effort and errors inevitably creep in, often requiring many hours of 'cleaning' and verification before these files can be reliably used.

The relatively widespread availability of digital data has transformed how we formulate and carry out research. It is now, for example, the work of literally a few minutes to map out demographic or economic data that would have represented days or weeks of labour only a few years ago. The corollary, which we would do well to remember, is that with the widespread availability of spatial and numeric data, we also now have the ability to make more mistakes more quickly than ever before.

## Appendix B Selected Data on Canada's Census Metropolitan Areas<sup>1</sup> (minimum and maximum values in bold)

Rank	CMA	Population (000s)		Foreign Born (% of population)		Recent Immigrants <sup>2</sup> (% of population)		Single-Person Households (%)		Population Aged 65 and Over (%)		Unemployment Rate (%)		Average Personal Income (\$)		Average Household Income		Incidence of Low Income (%)		University Degree <sup>5</sup> (% of population)	
		1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)	1991-2006	Δ (%)
		2006		2006		2006		2006		2006		2006		2006		2006		2006		2006	
1	Toronto	5,113	31.1	46.4	22.5	15.8	26.5	22.9	5.3	11.0	6.2	6.7	-21.2	40,704	7.2	87,820	12.1	18.4	26.0	26.7	60.6
2	Montreal	3,636	13.3	20.9	24.9	7.1	28.2	31.6	16.1	12.5	11.0	6.9	-41.0	34,196	8.4	63,038	10.2	21.1	-4.1	21.0	57.8
3	Vancouver	2,117	32.1	40.4	34.8	14.2	42.9	28.5	6.0	11.7	-4.1	5.6	-39.1	36,123	4.6	73,258	10.0	20.8	19.5	24.6	71.5
4	Ottawa-Gatineau	1,131	20.1	18.3	25.1	5.8	17.3	27.0	12.7	10.7	11.1	5.7	-21.9	41,765	11.6	80,838	12.8	14.7	1.4	28.7	42.3
5	Calgary	1,079	43.1	23.9	18.2	8.7	29.6	24.9	11.7	8.6	11.1	4.0	-50.0	48,878	37.0	98,253	41.7	13.4	-22.1	24.7	51.4
6	Edmonton	1,035	23.0	18.7	2.1	5.0	-11.6	26.5	14.6	10.2	20.4	4.6	-44.6	39,901	23.3	79,163	26.9	14.1	-25.0	18.3	39.0
7	Quebec	716	10.8	3.7	77.7	1.8	106.7	32.9	23.8	13.1	22.8	4.6	-49.5	33,866	10.5	60,884	9.6	16.0	-13.5	20.2	45.7
8	Winnipeg	695	5.2	17.8	2.5	5.0	-0.6	30.2	11.2	12.4	-3.8	5.0	-41.9	33,838	13.3	64,533	14.9	18.8	-7.4	19.0	46.3
9	Hamilton	693	15.5	24.6	5.0	5.6	29.5	25.5	13.7	13.8	7.8	6.0	-32.6	38,299	13.4	76,787	15.6	15.7	4.0	17.5	58.2
10	London	458	20.0	19.5	4.3	4.7	-4.3	28.1	12.4	12.6	4.0	6.1	-28.2	36,720	11.0	70,345	12.0	13.7	0.7	18.3	35.1
11	Kitchener	451	26.6	23.3	8.8	6.7	12.4	23.1	12.6	10.6	3.5	5.6	-37.8	38,381	16.5	78,223	18.8	10.5	-10.3	18.4	54.5
12	St Catharines-Niagara	390	7.1	18.4	-2.0	3.3	40.9	26.7	21.0	16.2	8.3	6.2	-34.7	33,170	8.8	65,053	9.9	12.5	-3.1	13.1	59.3
13	Halifax	373	16.3	7.5	14.8	2.2	29.7	27.7	29.3	11.0	15.9	6.3	-31.5	35,031	9.6	66,325	7.6	14.3	1.4	24.0	42.5
14	Oshawa	331	37.7	16.5	-15.5	2.4	-20.3	20.1	19.7	10.4	15.4	6.4	-24.7	39,644	9.7	82,205	12.5	9.3	0.0	13.1	57.2
15	Victoria	330	14.7	19.3	-6.9	3.2	18.1	33.3	14.8	15.7	-15.3	4.3	-44.2	37,065	13.7	67,838	13.0	13.2	-2.9	23.6	61.0
15	Windsor	323	23.4	23.6	37.8	7.8	62.1	26.9	11.2	12.0	-5.8	8.3	-29.7	37,330	15.1	72,796	18.1	14.1	-4.1	17.8	72.6
17	Saskatoon	234	10.9	7.8	-3.8	2.4	27.0	28.8	11.4	11.1	7.0	5.2	-40.2	35,147	18.0	66,059	20.1	16.3	-13.8	19.4	36.7
18	Regina	195	1.7	7.7	-7.2	2.2	14.8	29.4	16.7	11.8	8.3	4.9	-32.9	36,272	12.9	68,280	12.9	13.5	-14.6	18.4	42.2
19	Sherbrooke	187	32.9	5.7	53.4	2.9	85.9	34.0	20.8	13.1	14.1	6.9	-36.7	30,451	10.9	53,301	10.5	16.8	-16.4	17.6	46.6
19	St John's	181	5.4	2.9	5.2	0.9	6.8	22.4	52.2	10.4	11.8	10.0	-37.9	32,756	11.2	65,852	4.9	15.5	-4.3	18.8	58.6

15	Victoria	330	14.7	19.3	-6.9	3.2	18.1	33.3	14.8	15.7	-15.3	4.3	-44.2	37,065	13.7	67,838	13.0	13.2	-2.9	23.6	61.0
15	Windsor	323	23.4	23.6	37.8	7.8	62.1	26.9	11.2	12.0	-5.8	8.3	-29.7	37,330	15.1	72,796	18.1	14.1	-4.1	17.8	72.6
17	Saskatoon	234	10.9	7.8	-3.8	2.4	27.0	28.8	11.4	11.1	7.0	5.2	-40.2	35,147	18.0	66,059	20.1	16.3	-13.8	19.4	36.7
18	Regina	195	1.7	7.7	-7.2	2.2	14.8	29.4	16.7	11.8	8.3	4.9	-32.9	36,272	12.9	68,280	12.9	13.5	-14.6	18.4	42.2
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20	Abbotsford	159	40.0	23.9	29.8	6.8	na	22.9	na	12.1	-11.4	5.5	na	31,149	na	66,041	na	14.0	na	11.6	na
20	Greater Sudbury	158	0.4	6.7	-18.3	0.7	6.2	27.0	26.0	13.9	33.0	7.9	-8.1	35,941	9.1	68,071	7.0	12.7	-5.9	13.2	47.0
21	Kingston	152	11.7	12.6	-6.3	2.3	-0.8	27.5	15.3	14.1	14.9	6.5	-13.3	36,386	11.6	69,185	11.5	13.4	2.3	21.7	35.7
22	Saguenay	152	-5.8	1.2	67.7	0.6	158.1	28.8	54.9	14.1	55.3	8.8	-33.3	30,377	0.0	55,552	2.2	14.2	-11.8	12.5	50.5
23	Trois-Rivières	142	3.8	2.2	85.0	1.1	206.0	34.7	29.9	15.5	31.8	7.3	-45.1	29,614	5.6	51,683	5.2	18.5	-9.3	13.6	49.8
26	Thunder Bay	123	-1.6	10.4	-21.0	0.9	-30.2	30.1	23.0	14.6	9.4	7.4	-22.1	34,245	4.9	64,470	1.6	12.8	4.1	14.8	56.0
27	Saint John	122	-2.7	4.2	-8.8	1.1	47.3	25.4	17.4	12.5	0.8	8.0	-29.8	31,920	9.0	61,234	10.6	14.7	-13.0	14.1	58.3
Mean		766	16.2	15.9	15.9	4.5	35.7	27.7	19.4	12.4	10.5	6.3	-33.5	35,895	11.8	69,522	12.8	14.9	-4.7	18.7	37.9
Weighted Mean <sup>6</sup>		—	22.4	27.1	21.0	8.8	28.9	27.1	12.7	11.7	8.1	5.8	-31.4	33,643	12.1	61,736	12.1	14.7	-4.4	17.0	37.2
Median		330.6	14.7	17.8	5.2	3.2	26.8	27.5	15.7	12.4	9.4	6.2	-34.0	35,941	11.0	67,838	11.7	14.2	-4.2	18.4	38.4
Std. Deviation		1149.2	13.8	11.1	28.5	3.9	52.9	3.7	11.9	1.9	14.4	1.4	10.5	4,128	6.9	10,345	8.1	2.8	11.2	4.6	9.9

Notes:

<sup>1</sup>Based on 1991 CMAs, for comparison purposes.

<sup>2</sup>Arrived in Canada 1996-2006.

<sup>3</sup>Values based on proportional, not absolute, change.

<sup>4</sup>1991 dollars converted to 2006 dollars using CPI.

<sup>5</sup>Bachelor's degree or higher.

<sup>6</sup>Weighted mean uses 2006 population.

Sources: 2006 data obtained from 2006 CMA profiles; 1991 data obtained from 1996 CMA profiles; 1991 EA profiles by region (long form); 1991 2B profile (detailed questionnaire); 1991 BST CT short form. (Compiled by Paul Langlois)

# Glossary

**age-friendly city/community** A concept advanced by public agencies that asks local governments to take into account the particular needs of older people, who make up an increasing proportion of the population. This vision often draws on a three-part framework: (1) participation; (2) health; and (3) security and independence of the older population.

**bid-rent curves** A modelling concept in economic geography used to understand and depict the trade-offs made by economic agents (e.g., a household, a firm) between rent and distance. At any point along one bid-rent curve the economic agent is equally satisfied with the combination of location (in relation to the urban centre) and the rent cost to occupy that location. Any negative change in the desired distance from the urban centre, along one bid-rent curve, is compensated for by an equally desirable change in rent cost, such that the economic agent remains indifferent.

**brownfield sites** Former industrial locations that can become the object of redevelopment efforts and may require decontamination; see *grey-field sites*.

**business improvement areas** Parts of cities, usually primarily retail and older, where business owners have banded together, agreeing to pay costs (usually through an added municipal tax) to support renovations to make the area more attractive and functionally up-to-date and competitive (e.g., street furniture and planting, parking, pedestrian amenities). Usually some level of partnering is provided by one or more higher levels of government.

**citizenship** Formal legal rights and responsibilities conferred automatically upon the citizens of a

state, as well as rights (e.g., attending public meetings, voting) from which minority groups might feel/be 'excluded'.

**commodification** Making a commodity of some intangible attribute of urban space. Commodification of the core, for example, would entail the notion that one can purchase (or own) some of the ambience that is attributed to a core area; see *milieu effect*.

**community gardens** Land space provided by a municipality to individuals and/or groups who contract to actively use and maintain vegetation they have planted. Such gardens are believed to be a step towards municipal food self-sufficiency.

**competitive city** A city that competes, economically and culturally, with other cities on a national, continental, and especially a global scale. Today, competition to gain 'world city' status, or to strengthen a city's position in the global network, is believed to be a primary factor underlying the urban agenda of a city, especially larger, fast-growing cities.

**core housing needs** A measure of the housing circumstances of Canadians that combines three standards for housing: (1) adequacy, such that it does not require major repair; (2) suitability, as defined by the National Occupancy Standards for number and type of household members per room; and (3) affordability, as defined by the shelter cost-to-income ratio of 30 per cent of gross household income. A household that fails to meet any of the three standards and is unable to access alternative local housing is said to be in core housing need.

**dislocation** The occupants or of a geographic zone within the city, in which dislocation is identified as the dis

**ecological footprint** The surface of an urban area that provides the resources. Ecological footprint is the surface of the planet that is required to produce the pollution generated by the

**ecological modernization** A response to environmental problems through technological solutions. Ecological modernization, such that systems of production and consumption in the environment are transformed through processes, structures, and institutions, is environmentally unsustainable and unchallenged. For ecological modernization to be effective, incentives might be seen as necessary for designing pedestrian-friendly neighbourhoods that preserve cultural values and choices could be made to support development.

**entrepreneurial city** A city that supports the development of municipal administration and support of private enterprise through municipal policy and economic development.

**food deserts** Areas of low income, without access to fresh food, and where people do not consume a healthy diet.

**food systems** The system that regulates the supply and distribution of all the components of food consumption in a city.

**dislocation** The exodus of a major occupant or occupants or of a specific use from a distinctive geographic zone within the city, e.g., the dislocation of low-income residents from the centre of the city, in which case gentrification is most often identified as the dislocating force.

**ecological footprint** The resource requirements of an urban area measured in terms of the surface of the earth needed to produce these resources. Ecological footprint can also refer to the surface of the planet needed to absorb (neutralize) the pollution generated by an urban area.

**ecological modernization** A weak approach to environmental sustainability that focuses on technological solutions to environmental problems, such that symptoms of our ailing biophysical environment are treated but the underlying processes, structures, and values that create environmentally unsustainable communities remain unchallenged. For example, the development of and incentives to purchase hybrid vehicles might be seen as ecological modernization, while designing pedestrian-, bicycle-, and transit-oriented neighbourhoods and trying to change the cultural values underlying transportation mode choices could be seen as sustainable community development.

**entrepreneurial municipal regimes** Forms of municipal administration that emphasize the support of private-sector initiatives or that orient municipal policy-making principally around economic development objectives.

**food deserts** Areas of a city, usually of low income, without accessible outlets that provide healthy and affordable food for household consumption.

**food systems** The areas and agents that constitute the supply end of the food chain along with all the components of food distribution and consumption in cities.

**Fordism** A period of economic development that lasted roughly from the 1920s until the late 1970s, when growth rested on a correspondence between rising consumption and increasing mass production. Fordism required ongoing Keynesian-type government interventions to stimulate consumption.

**Fordist-Keynesian** Economic development and economic and social policy-making that relied on government intervention in the form of various welfare-state and demand stimulation measures. The period lasted from the end of World War II until the late 1970s; see *Fordism*; *Keynesianism*.

**gentrification** The process whereby high-income households purchase and upgrade central-city housing that once was occupied by residents of a significantly lower income. Today, some would consider other kinds of residential upgrading such as condominium development as gentrification.

**ghettos** Space in cities that segregate low-income and/or minority households who lack the freedom, as a consequence of income and/or prejudice, to move into residential zones elsewhere in the city. Originally used in the eighteenth, nineteenth, and early twentieth centuries to refer to neighbourhoods that housed segregated Jewish populations.

**governance** The work of government institutions, along with all the instances and processes with an impact on government decision-making. Governance thus provides a much broader perspective on the political process than the concept of government does.

**greyfield sites** Abandoned retail locations; see *brownfield sites*.

**heartland** The part of Canada where the industrial economy is concentrated. The heartland is also the location of the largest metropolitan regions. The Canadian heartland runs from Quebec City to Windsor.

**hinterland** Parts of Canada that depend on natural resources. The hinterland includes all the country with the exception of the heartland.

**intermediate goods** Products, finished or semi-finished, that represent an input into a final demand product—e.g., fenders or seatbelts to auto-assembly lines—or to another good that will ultimately be input to a final demand good.

**Keynesianism** Economic approach formulated by John Maynard Keynes according to which the market economy benefits from countercyclical government spending. Keynesianism has been associated with public-sector economic development and social programs.

**knowledge-based economy** Perspective by which economic development increasingly depends on the presence of an educated workforce. The importance of knowledge in the economy is related to deindustrialization, automation, and the growth of the high-order tertiary sector.

**knowledge-intensive economic activity** That part of the economy based on ideas and higher-order services, as opposed to manufacturing and primary (resource) production.

**land rent** A value derived within a land market for the use of land, affected by site characteristics such as location. An economic agent (e.g., firm or household) is willing to pay a certain rent to the landowner for the use of the owner's property for a period of time. For comparability of land values across an urban area, it is common conceptually to think of landowners who use that land themselves (e.g., for their private home), instead of renting it to others, as effectively paying 'rent' to themselves for use of their property.

**life course** A concept recognizing that individuals move through stages in life defined in part by their personal biographies but also converging around transitional events that are roughly in common throughout a population (e.g., leaving school,

leaving the parental home, entering a conjugal relationship). Life course transitions can be examined schematically by grouping key transitional events into meaningful life stages.

**livable cities** Cities generally agreed to be 'good' places to live. Often, livability is assessed using clearly defined indicators. Canadian cities generally have ranked high in published statistical reports that claim to measure urban quality of life or livability.

**micro-spaces of the core** The concept that the urban core is comprised of specialized sub-areas, usually of a pedestrian or walkable scale, and most often identifiable by function—e.g., law courts, hospital/medical complexes, entertainment districts, retail areas—or by district affiliation—e.g., Gastown, Yorkville. In the twenty-first-century city, these spaces also might include distinctive residential areas, historic districts, and spaces with distinctive landscape features.

**milieu effect** The positive and/or negative overall sense of a place associated with a distinctive locale.

**mixed-use development** Forms of urban development that comprise different types of activities. Mixed-use developments are often proposed as an instrument to reduce the dependence on the automobile.

**multiculturalism** The official policy of the Canadian government that minority groups participate fully in Canadian society while also maintaining distinctively different social values, practices, and institutions, provided the latter adhere to the Canadian Charter of Rights and Freedoms and provincial human rights legislation.

**neo-liberalism** Tendency for a withdrawal of governments from the economic and social scene, so as to increase reliance on the private sector and market processes. Neo-liberalism was meant to reverse Keynesian policies.

**new economy** economic changes, globalization.

**NIMBY (not in my back yard)** changes happening in the neighbourhood. Land use, infrastructure, and activities that local residents oppose, such as strip clubs and landfills. These can be federal or consist of federal.

**non-governmental organizations** Organizations that are not part of the government that might normally be considered an agency—e.g., a hospital. In some cases, Canadian NGOs to provide services that would have been provided by the government during the 1970s.

**path dependence** Certain tendencies that are difficult to alter because of the arrangements and conditions.

**place-making** physical/architectural design of an urban environment. A particular part of a city is a 'place-ful' and can be more local scales.

**polarization** towards the two extremes. Income is measured. Under income is said to be in the polarized high- or low-income.

**post-Fordism** characterized by new technologies and their impacts. (neo-liberalism)

...e, entering a conjugal  
transitions can be exam-  
...upping key transitional  
stages.

...generally agreed to be  
...en, livability is assessed  
...icators. Canadian cities  
...in published statistical  
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...ore The concept that  
...sed of specialized sub-  
...ian or walkable scale,  
...by function—e.g., law  
...plexes, entertainment  
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...include distinctive resi-  
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**new economy** An economy that reflects recent economic changes stemming from de-industrialization, the rise of high-order tertiary activities, and globalization.

**NIMBY (not in my back yard)** Reactions against changes happening around one's residence. NIMBY movements are usually targeted at intensification of land use, infrastructure developments, and uses and activities that local residents do not want near them, such as strip clubs, halfway houses, group homes, and landfills. These movements can be locally based or consist of federations of local groups.

**non-governmental organizations (NGOs)** Organizations that provide/deliver goods or services that might normally be delivered by a government agency—e.g., a homeless shelter. During neo-liberal times, Canadian cities have relied more heavily on NGOs to provide important municipal services that would have been provided by an arm of government during the modern era of the welfare state.

**path dependence** A perspective by which certain tendencies are long-lasting and difficult to alter because they are supported by institutional arrangements and processes.

**place-making** Planning efforts to insert physical/architectural features and events into the urban environment to help make a city or a particular part of a city more appealing, hence more 'place-ful' and competitive globally as well as at more local scales.

**polarization** A distribution that is skewed towards the two ends of the attribute that is being measured. Under conditions of the new economy, income is said to be polarized because major segments in the population fall into either relatively high- or low-income groups.

**post-Fordism** The period succeeding Fordism characterized by a dismantling of Fordist mechanisms and their replacement by more market-oriented (neo-liberal) processes.

**power centres** Clusterings of specialized stores of different size along with discount department stores in an automobile-oriented environment. In contrast with shopping malls, there is little common space in power centres, notwithstanding large parking areas.

**producer services** Services contracted out that cater to producers of final demand goods or services—e.g., contracted legal work, accounting, maintenance, and cleaning.

**productive diversity** The attraction to new enterprise of a city that is economically diversified and boasts a talented labour force.

**push and pull factors** Circumstances that influence households' decision to migrate or move; 'push' factors are negative attributes of the current place of residence and 'pull' factors represent the attraction of a relocation alternative.

**qualitative development** An approach to urban development that departs from a fixation on urban expansion and population growth (i.e., quantitative development), focusing instead on the existing built environment, infilling and redeveloping, and conserving or adapting existing buildings for reuse, with attention to preserving and accentuating a sense of place and urban quality, often at a pedestrian scale.

**revitalization/regeneration** Renewal or regrowth of an obsolete sector of the economy or area of the city, such as the reinvigoration of the core and inner city in large Canadian metropolitan areas in the twenty-first century.

**slow-growth cities** Cities where population growth over a 10-year period is less than 10 per cent. Given the high proportion of the Canadian urban system on slow-growth trajectories or in decline (losing population), urbanists are calling for more sophisticated and realistic approaches to urban development that are not centrally focused on unrealistic expectations of continuous growth; see *qualitative development*.



**social cohesion** The strength of social bonds in society between people from different ethno-cultural backgrounds and socio-economic classes. Strengthening social cohesion is a common social policy goal of state bureaucracies and politicians, and a target for social programming, particularly in diverse societies like Canada.

**social housing** Government-funded housing provided to low-income households whose housing needs are not adequately met by the private real estate industry. Rent is subsidized such that the household does not pay more than 30 per cent of its gross income.

**survival curve** Depiction of the proportion of a population surviving at a particular age in life. Given the very low infant mortality rate and significantly reduced mortality at older ages, demographers and human health experts discuss the possibility of nearly all humans living to a genetically fixed age limit as mortality at earlier ages becomes less common, creating a rectangular survival curve.

**temporary foreign workers (TFWs)** Workers allowed into a country for a prescribed period in specified employment. As such, most rights of citizenship are not available to TFWs.

**topophilia** Love of place, a term coined by geographer Y.-F. Tuan. It pertains to the growing interest for place in planning and an awareness of the importance of place for many people. The opposite term, 'topophobia', denotes fear of place.

**Tower in the Park** Model of urban development conceived by Le Corbusier, which consists of high-rise buildings set in a park-like environment. The model has been popular all over the world and has been criticized by Jane Jacobs.

**transnational** A term used in reference to an immigrant who attains citizenship in one country but keeps up ties with his/her place of origin and/or former residence.

**transportation demand management (TDM)** A recent strategy used by transportation planners. In the past traffic was simply forecast and accommodated, but TDM attempts to change the demand itself rather than simply accommodate demand—e.g., shifting hours of work in one or more large employment sectors in order to reduce congestion during periods of rush hour or peak load.

**urban dynamics** Human behaviour taking place in cities; also, journey patterns within urban areas.

**urban ecosystem** How natural systems function within the built environments of cities.

**urban form** The configuration of urban areas. Urban form can pertain to the distribution and density of activities within metropolitan regions or to design features of specific places within cities.

**urban renewal** Strategic reuse of an area of the city that is underused and often run down due to forces of change and transition. Urban renewal schemes are usually planned comprehensively under the direction of professional planners and at least partially funded by one or more levels of government.

**urban sustainability** Conditions required to assure the long-term availability of the natural resources (including pure water and air) required for the existence of urban settlements. Urban sustainability is increasingly perceived in a global context, such as the contribution of cities to planetary environmental degradation, e.g., global warming. Sustainability can also be defined in more narrow economic terms.

**vertical farms** The use of high-density urban space for purposes of food cultivation. The term spans a spectrum of practices, from roof gardens to 'factory farms'.

**walkability** Configurations of urban space that are pedestrian-friendly and so promote walking

from place to place. A major goal of transportation planning is to increase the walkability of cities.

**welfare state** A system of government intervention in the provision of social care, housing, and education. Government intervention is often dealt with by the state.

**management (TDM)**

transportation planners. To multiply forecast and accommodate demand—to change the demand to accommodate demand—to work in one or more large areas to reduce congestion during or peak load.

human behaviour taking into account activity patterns within urban areas.

of natural systems functions and environments of cities.

configuration of urban areas. Its relationship to the distribution and organization of metropolitan regions or sub-regional places within cities.

the reuse of an area of the city. It is often run down due to urban transition. Urban renewal programs have been comprehensively planned by professional planners and implemented at one or more levels of government.

Conditions required to ensure the sustainability of the natural environment (water and air) required for urban settlements. Urban sustainability is perceived in a global context in terms of the contribution of cities to planetary environmental issues, e.g., global warming. It is defined in more narrow terms as the ability of high-density urban areas to support the cultivation of green spaces, from roof gardens to parks.

of high-density urban areas. The term refers to the cultivation of green spaces, from roof gardens to parks.

forms of urban space that are designed to promote walking and cycling.

from place to place within walkable sub-areas. A major goal of twenty-first-century land-use planning is to increase the walkability of Canadian cities.

**welfare state** Strong state/government involvement in the provision of basic needs, such as health care, housing, and old age security, as well as government intervention in matters more typically dealt with by the private sector, such as wage rates.

In Canada the term is most often associated with the Fordist period of urban economic growth.

**world city, global city** Very large cities that interact as much or more—in terms of the flows of information, finances, goods, and people—with other places globally as with cities in their own country, and where growth is propelled by global rather than local factors. Various typologies rate different cities' position on a global hierarchy.

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