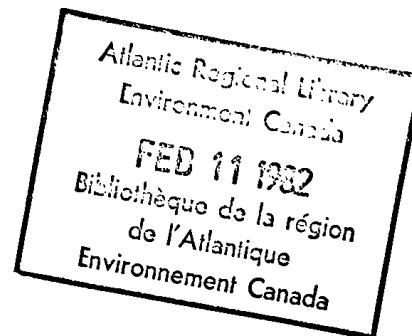


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LAND AND THE AUTOMOBILE:  
A SELECTED BIBLIOGRAPHY

WORKING PAPER No. 12

LES TERRES ET L'AUTOMOBILE:  
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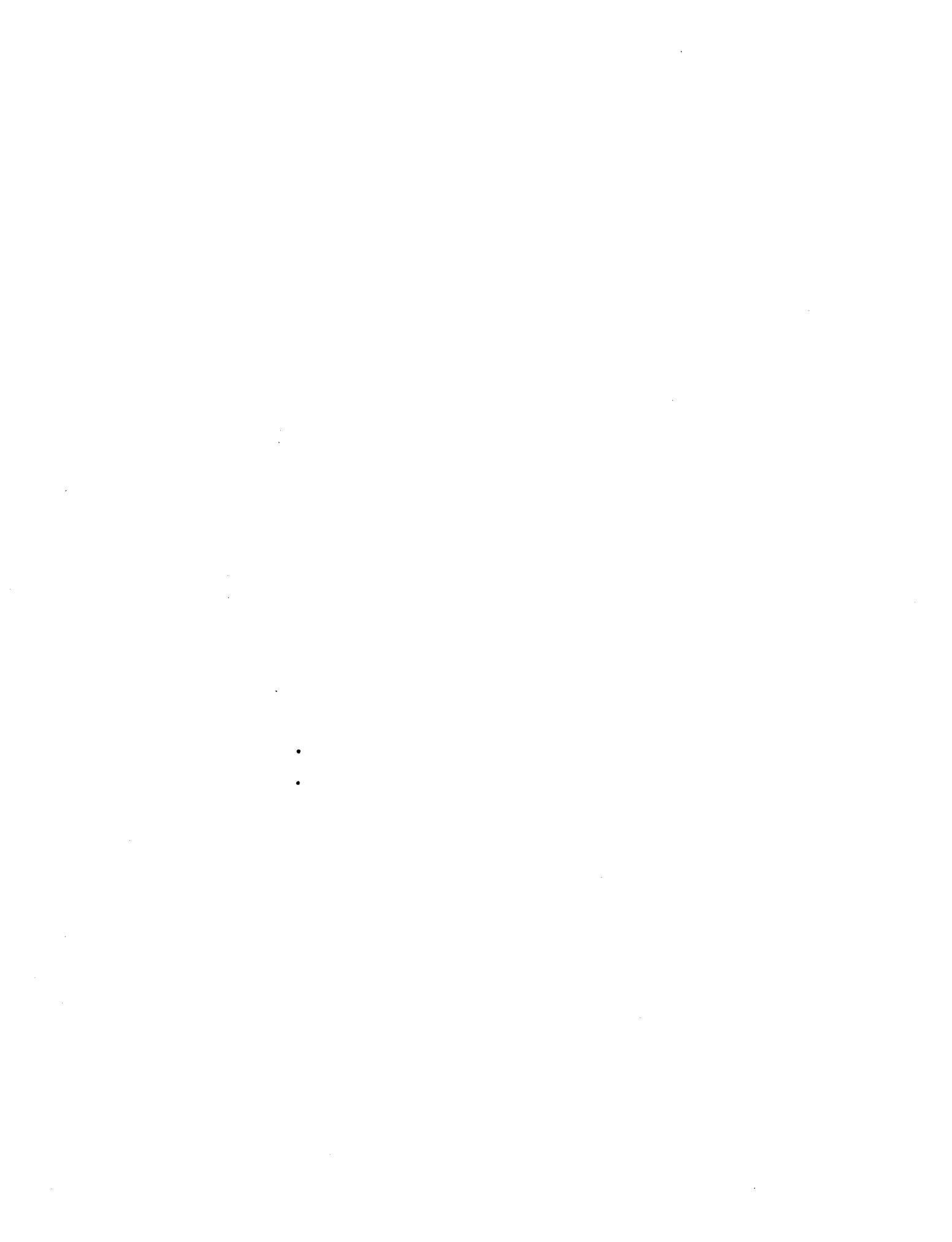
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Wendy Simpson-Lewis and Ruth McKechnie  
March 1981

Working Paper No. 12

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Lands Directorate  
Environment Canada

Direction générale des terres  
Environnement Canada

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## INTRODUCTION

This bibliography consists of selected references which deal with some aspects of the complex relationship between "land" and "the automobile". Of necessity, this overall topic has been subdivided and limited to six categories: 1) Urban form and growth, 2) Environmental quality and impact on land, 3) Impact on rural and northern areas, 4) Planning: transportation and land use, 5) Energy and economics, and 6) other references.

It is impossible to produce a reference document that completely covers all aspects of the "land and automobile" interface. The purpose of this selected bibliography is to provide the reader with an overview of land-and-automobile interrelationships, and to document basic references and sources of information. Within any given category, the references are not exhaustive but do indicate the diverse sources of information available. Although the emphasis is placed on Canadian and United States references, a number of European books and periodicals are included. References are largely from the 1950-1980 period, a time of population growth, urban expansion and transportation development. Every effort has been made to include both English and French editions of publications, where they exist.

### Urban Form and Growth

From the horse-drawn carriage to modern mass transit, each transportation mode has altered urban growth and expanded the supply of land available for urban uses. The widespread use and ownership of the automobile have been the major factors in continuing to reshape of urban form. The steady increase in automobile ownership increased the demand for more and better highways, resulting in improved accessibility of fringe areas. In turn, this improved intra-urban accessibility encouraged further development of suburban clusters. Because of the convenience, flexibility and privacy of the automobile, the home and workplace have become increasingly separated in distance, but not necessarily in time. Suburbs have flourished and similarly, commercial, industrial and retail functions have become more decentralized. High-density, compact and circular urban form has given way to suburbs and formless urban sprawl.

The shape of an urban area and the activities or functions within that centre are inextricably linked to its transportation. Many Canadian cities grew up (and out) in the automobile era, and the changing shapes, densities, land-use patterns and land values reflect this. Accessibility, as determined largely by the automobile and its pathways, has been the catalyst of land use change. On the other hand, movement within a city is a function of land use. Furthermore, in terms of area occupied within cities, transportation and transport-related uses are second only to residential land use.

Clearly, the automobile with its attendant infrastructure is a prominent urban land use and it continues to be a major determinant of the character of our cities. Consequently, Urban Form and Growth is the first section of this bibliography.

### Environmental Quality and Impact on Land

In spite of its many advantages, the automobile is an omnipresent influence on environmental quality. It is a major contributor to air, noise and visual pollution and is also a factor in the problems of congestion and odour. On an individual basis, the amount of pollution is insignificant. However, the concentration of large numbers of vehicles, with less than optimal emission controls, used inefficiently to transport one person, is a factor in determining the quality of life for urban dwellers.

In a manner of speaking, the automobile consumes land for roads, driveways, parking, repairs, storage, refueling, etc. As a consumer of land, it removes much of this area from the total quantity available to competing land uses. Changes in the transportation infrastructure have significant impacts on land, its use and value. Decline, improvement or construction of thoroughfares through neighbourhoods may enhance or detract from its economic viability, social desirability and aesthetic appearance. In addition to the influence on the cultural, economic, social and psychological characteristics of a community, changes in transportation may affect land values for residential, commercial, industrial, recreational and other uses. While the value of certain land parcels may be enhanced for some uses by improving accessibility, the same land may lose its value for other uses.

With transportation improvements and better accessibility, new pressures are brought to bear on the land. There may be incentives to introduce commercial or other uses which yield higher economic returns. There may be pressure to use the land more intensively. In a surprisingly brief period of time, a parcel of urban or adjacent fringe land can undergo a drastic change in value and use, as a result of the influence of transportation. Because of the important interrelations between the automobile, our environment and the land resource, Environmental Quality and Impact on Land is the second section in the bibliography.

### Impact on Rural and Northern Areas

Concerns for the impact of the automobile on environmental quality and land use are certainly not confined to urban areas. Urban expansion onto the rural landscape is one of the major land use phenomena in southern Canada. Metropolitan growth has come at the expense of rural land.

The sprawl of residential suburbs and other developments into rural fringe areas has occurred largely as a result of two factors. Firstly, in relative terms, land has been perceived as a cheap resource. Secondly, time (labour) has meant money. Although travel time between home and work has not increased dramatically, the distance has. Increased travel distances with relatively more constant travel time were tradeoffs for cheaper land and housing. As a result of lower land costs in the fringe and rural areas, the suburbs spawned single-family houses, large lots and low-density levels. The "cheap good-unlimited supply" attitude toward the land resulted in inefficient and wasteful use of this resource.

The complex interrelationships that exist in cities among transportation, accessibility, land value and land use, also exist in rural locations. Generally, with improved transportation and accessibility, land becomes closer to the city and an appreciation in land value follows. The increased demand for this "rural" land for urban uses creates upward pressure on rural land prices. Most adversely affected by this trend is agriculture. Farm activities are forced to compete with rural estates, service industries, transportation functions and other uses for this higher priced land. But with rising land values there are increasing production costs for the rural land owners and only the most intensive uses can compete with non-rural activities. Speculation, fragmentation, rising costs, and other phenomena result from increasing competition of direct urban and urban-related demands for rural land. A host of social, economic and environmental problems ensue, not the least of which is the pronounced and continuing loss of prime agricultural land.

In Canada's north, roads, whether they are highways, seasonal roads which support resource development activities, or tracks created by tundra vehicles, are an essential transportation link for this vast area. Because of the low biological productivity of northern environments and the sensitive ecological equilibrium required by most living organisms, special considerations and techniques are necessary in the design, construction and maintenance of northern roads. Permafrost, access to construction materials, interference with wildlife habitats, hydrology, and the effect on traditional land uses (hunting and trapping) are some of the important factors to consider when assessing the northern environment and roads. In addition to these direct corridor-related impacts of roads, consideration should also be given to the environmental, social and economic effects of increased access in any northern environment.

#### Planning of Transportation and Land Use

Transportation and land use are so closely related that they must be planned together. Although absolute locations remain constant, the relative location of any place can be drastically altered by changes in transportation. These changes can be expressed in travel time or travel costs, and as these factors change, the value of the land and its relative location also change.

Expansion of urban development and patterns of land-use change can be directed and affected by the quality, capacity and mode of transportation. The use of the automobile and the capacity and routing of road networks determine the desirability and accessibility of land and hence enhance or reduce land use change, land values, etc. Highway expansion can accelerate the rate and magnitude of urban growth as well as the conversion of rural land to direct urban or urban-related uses. Interchanges often encourage intensive development of commercial, industrial, service or residential uses. Improvement of city streets may contribute to renewal of a blighted area or infilling of vacant areas.

The servicing of rural land for residential or industrial use is often a forerunner of improvements to existing transportation infrastructure which further increase the accessibility of this land. In other cases, the planning of low-density rural residential areas may be designed and located to take advantage of existing routes capable of handling increased automobile commuter traffic. Within cities, medium and high-density developments may be designed to utilize existing or planned mass public transit.

Restrictions placed on the road network in terms of restriction of certain vehicles, limited hours of use, change in highway capacity, and construction or closure of intersections can affect the surrounding land. On the other hand, land uses, land zoning and availability of parking may greatly influence the need for and use of both the automobile and its network. The number of ways and the manner in which these two phenomena interact are extremely varied. Planning of both transportation and land use must be closely co-ordinated. Hence, a selection of references concerning Planning of Transportation and Land Use.

#### Energy and Economics

Energy and land have both been seen as infinite and inexpensive resources. The North American lifestyle has proven the fallacy of this perception. The inefficient use of land for sprawling, low-density suburbs has been equalled by the inefficient use of the automobile to connect these communities with downtown areas. These practices have been brought into sharp focus by rapidly escalating land and energy costs.

Energy supplies and increasing energy costs have direct impact on travel patterns and land use. As commuting by car becomes more expensive, the infilling of vacant urban areas and increasing densities in urban centres may become more economical. In this instance, land expenses are substituted for energy expenses; a reversal of the trend during the 1950s and 1960s.

A time of tight energy supply and high energy costs has ramifications in other areas such as environmental quality. The ethics and aesthetics of environmental quality are juxtaposed to and evaluated against the economics of energy supply, demand and cost. This is a very complex subject area and a few of the transportation and land-related concerns are listed under Energy and Economics.

## INTRODUCTION

La présente bibliographie cite des ouvrages de référence qui portent sur certains aspects des rapports complexes entre les terres et l'automobile. On a dû restreindre la division du thème global à six catégories: 1) la forme et l'expansion des villes, 2) les incidences sur la qualité de l'environnement et sur les terres, 3) les incidences dans les secteurs ruraux et les régions nordiques, 4) l'aménagement des transports et l'utilisation des terres, 5) l'énergie et les tendances économiques, et 6) divers.

Il est impossible de produire une bibliographie exhaustive des rapports entre l'automobile et les terres. La présente bibliographie sélective vise à donner au lecteur une vue d'ensemble de ces rapports, et d'indiquer les documents et les sources d'information de base. Bien qu'elles ne soient pas exhaustives, les références dans chacune des catégories susmentionnées indiquent les différentes sources d'information qu'on peut consulter. Même si l'accent est mis sur les ouvrages du Canada et des Etats-Unis, les sources comprennent également plusieurs livres et périodiques européens. Les ouvrages sont principalement ceux de la période de 1950 à 1980, période d'accroissement de la population, d'expansion urbaine et de perfectionnement des transports.

### Forme et expansion des villes

De la voiture à cheval aux transports en commun modernes, chaque moyen de transport a modifié l'expansion urbaine et a entraîné l'augmentation de l'utilisation des terres à des fins urbaines. L'augmentation de l'utilisation et du nombre de propriétaires d'automobiles a été le principal facteur de la modification de la forme des villes. L'augmentation du nombre de propriétaires a nécessité la multiplication et l'amélioration des routes. Cela a facilité l'accès aux zones péri-urbaines et, par conséquent, a permis l'étalement des banlieues. Puisque l'usage de l'automobile est pratique, souple et privée, il a permis d'augmenter la distance (mais non nécessairement le temps) qui sépare le foyer du lieu de travail. Les banlieues ont proliférée et les industries ainsi que les commerces de détail et de gros se sont décentralisées. La ville circulaire et compacte a cédé la place à l'expansion urbaine désordonnée.

La forme de la zone urbaine et les activités qui se déroulent à l'intérieur des agglomérations sont indissociables des transports urbains. Plusieurs villes canadiennes ont grandi (en hauteur et en étendue) pendant l'ère de l'automobile, comme en témoignent leurs changements de forme, de densité, de schème d'utilisation des terres et de valeur des terres. L'accessibilité des terres, déterminée dans une grande mesure par l'automobile et ses voies, est le catalyseur du changement de leur utilisation. D'autre part, le mouvement à l'intérieur d'une ville est fonction de l'utilisation des terres. Seuls les secteurs résidentiels occupent une superficie urbaine plus importante que les transports et les utilisations connexes.

Il est clair que les automobiles et les infrastructures qui s'y rapportent constituent une

utilisation très importante des terres urbaines, et demeurent un facteur déterminant du caractère de nos villes. C'est pourquoi la section traitant de la forme et l'expansion des villes vient en premier lieu dans la présente bibliographie.

#### Les incidences sur la qualité de l'environnement et sur les terres

En contrepartie de ses nombreux avantages, l'automobile influe invariablement sur la qualité de l'environnement. Elle joue un rôle important dans les problèmes de pollution de l'air, de pollution par le bruit et dans l'enlaidissement du paysage. Elle pose des problèmes de congestion et est la source d'odeurs désagréables. Si la pollution causée par chaque voiture est négligeable, la concentration d'un grand nombre de véhicules dont l'échappement des gaz de combustion n'est pas limité de façon optimale et dont le nombre de passagers se réduit au conducteur, dégrade la qualité de la vie des citadins.

L'automobile exige l'affectation de terres à la construction de routes, d'entrées, de parcs de stationnement, de lieux de réparation, de vente au détail et d'entreposage, de postes d'essence, etc., ce qui réduit la superficie des terres pouvant être consacrées à d'autres utilisations. Tout changement dans la structure des transports influence sensiblement les terres, leur utilisation et leur valeur. La dégradation, l'amélioration ou la construction de routes dans des secteurs résidentiels peu augmenter ou réduire l'attrait économique, social et esthétique de ces secteurs. Outre leur influence sur les caractéristiques culturelles, économiques, sociales et psychologiques d'une collectivité, un changement dans les transports peut modifier la valeur des terres à des fins résidentielles, commerciales, industrielles, récréatives ou autres. Une plus grande accessibilité à certains terrains augmente leur valeur pour une utilisation donnée mais peut leur enlever toute valeur pour d'autres utilisations.

L'amélioration des moyens de transport et de l'accès aux terres exerce des pressions nouvelles sur ces dernières. Elle peut encourager l'implantation d'activités commerciales ou autres plus rentables que les utilisations antérieures. Il peut s'agir par exemple de pressions pour une utilisation plus intensive des terres. Dans un laps de temps très bref, une parcelle de terre urbaine ou péri-urbaine peut subir un changement radical de valeur et d'utilisation à cause de l'influence des transports. Vu l'importance des rapports entre l'automobile, l'environnement et les ressources en terres, nous mettons les incidences sur la qualité de l'environnement et sur les terres dans la deuxième section de la présente bibliographie.

#### Les incidences dans les secteurs ruraux et les régions nordiques

L'automobile n'influence pas la qualité de l'environnement et l'utilisation des terres uniquement dans les régions urbaines. L'empiètement des villes sur les zones rurales cause un des principaux changements d'utilisation des terres dans le sud du Canada. L'expansion urbaine s'effectue au détriment des terres rurales.

L'étalement des banlieues et des autres aménagements périphériques est attribuable principalement à deux facteurs. D'abord, les terres sont considérées comme des ressources relativement peu dispendieuses. D'autre part, puisque le temps a une valeur monétaire élevée, on a pu augmenter la distance entre le domicile et le lieu de travail sans augmenter de façon marquante le temps de déplacement correspondant. On accepte de parcourir une plus grande distance pour aller travailler si le temps de déplacement est relativement constant et si on trouve dans les zones périphériques des terres et des habitations à prix abordable. Vu le coût moins élevé des terres périphériques et rurales, les nouvelles banlieues comprennent des maisons unifamiliales construites sur de grandes parcelles ayant une faible densité de population. Parce qu'ils étaient 'beaux, bons et pas chers', les terrains périphériques ont été utilisés de façon irréfléchie et inefficace.

Les relations complexes qui existent entre les transports, l'accessibilité des terres, leur valeur et leurs utilisations dans les villes s'appliquent également aux zones rurales. En général, l'amélioration des transports et de l'accès aux terres rurales fait grimper la valeur de celles-ci. L'augmentation dans la demande de ces terres pour des fins urbaines fait hausser leur prix, ce qui désavantage considérablement l'agriculture dont les activités se trouvent en compétition avec le développement résidentiel/rural, les industries tertiaires (particulièrement les transports) et d'autres utilisations non rurales des terres. Or, la hausse dans la valeur des terres entraîne une augmentation des frais d'exploitation à laquelle doivent faire face les propriétaires fonciers. Il s'ensuit que seules les utilisations rurales les plus intensives peuvent concurrencer les activités non rurales. L'augmentation dans la demande urbaine directe et indirecte en terres rurales donne lieu à la spéculation, à la fragmentation, à la hausse de prix et à d'autres phénomènes similaires. Cela cause des problèmes sociaux, économiques et environnementaux, dont la perte importante et soutenue de terres agricoles de qualité élevée.

Les voies d'accès dans le Nord du Canada, qu'il s'agisse de routes, de chemins saisonniers servant à la mise en valeur des ressources, ou pistes créées par des véhicules adaptés à la toundra, constituent un lien indispensable entre les régions de ce vaste territoire. Vu la faible productivité biologique dans les régions nordiques et l'équilibre écologique délicat dont dépendent les organismes vivants, des considérations et des techniques spéciales s'imposent à la conception, à la construction et à l'entretien des voies d'accès du Nord. Le pergélisol, l'accès aux matériaux de construction, la perturbation des habitats fauniques, l'hydrologie et l'utilisation classique des terres (chasse et trappes) comptent parmi les principaux facteurs dans l'évaluation de l'environnement et des voies d'accès du Nord. Outre les incidences directes des corridors du transport routier, il faut tenir compte des effets environnementaux, sociaux et économiques de l'amélioration des voies d'accès à tout milieu nordique.

#### Aménagement des transports et utilisation des terres

Les transports et l'utilisation des terres sont étroitement liés et doivent faire l'objet d'une

même planification. Bien que les caractéristiques globales sont constantes, certaines caractéristiques relatives à un milieu particulier peuvent être modifiées radicalement par l'amélioration des transports. Le temps ou les frais de transport modifient la valeur et les caractéristiques des terres.

L'expansion urbaine et l'évolution de l'utilisation des terres peuvent dépendre de la qualité, de l'ampleur et de la nature des moyens de transport. L'utilisation de l'automobile ainsi que les tracés des réseaux routiers et leur capacité déterminent la demande et l'accès aux terres, font augmenter ou réduire les changements d'utilisation de ces terres et en dicte la valeur etc. L'expansion des autoroutes peut accélérer et intensifier la croissance urbaine et provoque l'urbanisation directe ou indirecte des terres rurales. L'aménagement d'autoroutes encourage souvent des utilisations commerciales, industrielles, tertiaires ou résidentielles intensives des terres. L'amélioration des rues peut contribuer à ranimer une zone morte ou à combler des zones libres.

Pour desservir les terres rurales destinées à des fins résidentielles ou industrielles, il faut souvent améliorer la structure du transport existant, ce qui améliore l'accès à ces terres. Dans d'autres cas, les planifications des zones rurales à faible densité de population peuvent prévoir l'utilisation des routes existantes de manière à améliorer la circulation quotidienne. Dans les villes, on peut planifier l'aménagement de quartiers à densité moyenne et élevée en fonction des transports en commun existants ou prévus.

Les restrictions imposées au réseau routier tels que l'interdiction de certains véhicules, la limitation des heures d'utilisation, le changement de capacité et la construction ou la fermeture de carrefours peuvent influer sur les terres avoisinantes. D'autre part, l'utilisation des terres, le lotissement et la disponibilité de l'espace de stationnement peuvent considérablement influencer le besoin et l'emploi de l'automobile et du réseau routier. Les interactions de ces deux facteurs sont extrêmement complexes. Il faut coordonner étroitement la planification des transports et celle de l'utilisation des terres. C'est pourquoi on trouve ci-après une section de références sur l'aménagement des transports et l'utilisation des terres.

#### L'énergie et les tendances économiques

L'énergie et les terres ont été considérées comme des ressources inépuisables et bon marché. Le mode de vie en Amérique du Nord a infirmé cette conception. L'utilisation inefficace des terres due à l'aménagement de banlieues étalées, à faible densité de population, est fonction de l'utilisation de l'automobile pour relier ces banlieues au centre-ville. L'inefficacité a été démontrée par l'augmentation rapide des prix des terres et de l'énergie.

Les réserves et les prix de l'énergie sont directement liés au transport et à l'utilisation des terres. A mesure que les frais de la navette quotidienne par automobile augmentent, il devient

de plus en plus économique de construire des résidences dans les zones libres et d'augmenter la densité des agglomérations urbaines. Il s'agirait de remplacer les dépenses en énergie par des dépenses foncières, soit d'inverser la tendance observée pendant la décennie 1950 et 1960.

L'énergie non renouvelable et le caractère prohibitif de ses prix influent, notamment, sur la qualité de l'environnement que l'on évalue idéologiquement et esthétiquement en fonction de l'offre, de la demande et des prix de l'énergie. Il s'agit d'un domaine très complexe sur lequel quelques références figurent à la section concernant l'énergie et les tendances économiques.



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