

1. Over the past 200 years, the world has become increasingly urbanized.

Discuss global urbanization in the context of:

A. The significance of the increasing number and percentage of people living in urban areas by 2008 more than half of the earth's population live in urbanized areas

large percentage is a measure of development in MDCs

3/4 of people live in urban areas

large numbers increase in LDCs

2/5th

LDCs have larger urban settlements

8 of the 10 most populous cities are in LDCs

this is a reversal of the trend that urban growth is related to development

B. The causes and consequences of urbanization LDCs

half of the growth comes from migration

rural migration to cities in search of jobs

people are pushed off farms by fewer opportunities to work

move to cities

half the growth comes from natural increase rates

as people have more kids living in urban areas, so does the urban population

cities do not have the capability to handle all of these people

development of squatter settlements, slums

favelas in Brazil

175 million people live in slums

lack of services and poor conditions

in LDCs the % of people living in slums is increasing as their urban % increases

C. The causes and consequences of urbanization MDCs

changing economic structures - industrialization

people move to urban centers to work in factories as food production becomes more effective

growth of services

as urban % increases, rural % decreases

as of today, this can't go up - MDCs are fully urbanized

larger urban areas in MDCs face specific challenges

social and economic factors

2. The development of suburbs in North American metropolitan areas has greatly accelerated since the 1950's and 1960's.

Discuss how THREE of the following have contributed to this acceleration.

A. Transportation

increase in transportation - highways and metro systems have facilitated commuting into the CBD

no longer need to live close to their place of work

so many people have cars

**Transportation**

Major elements:

- Freeways and transport corridors increased accessibility to the suburbs for individuals

OR freeways opened up large areas of cheap land for development of low-cost

housing by developers

- Cars became more affordable, greater availability/access

Other elements:

- Decline of street car system
- Multiplier effect with commerce decentralizing (relocation outside of central business district)

## B. Housing Production

### **Housing**

Major elements:

- Affordability due to organization of production: large developers could purchase land, materials, designs at cheaper unit costs, and they could subcontract (in 1949 70 percent of new homes were constructed by 10 percent of the companies)
- Affordability improved due to “methods”: prefab, assembled on site, division of labor into crews that cut labor costs, speed of production
- Financing easier to obtain — quick system, plus federal guarantees (FHA-insured mortgage and 1944 GI Bill)

Other elements:

- Tax codes that favor construction of new buildings rather than rehab of old buildings (and loan programs that favored new construction not repairs/upgrades)

## C. Landscape preferences

detached single family dwelling

### **Landscape Preferences**

Major elements:

- An anti big city feeling: escape the built environment and its density, pollution, congestion; rural idyll is the opposite
- Desire for large home size — ranch style design as indicative of expansionist mood
- Desire for single family
- Suburbs as seen in popular culture (e.g., images in media, “the American way”)

Other elements:

- Desire for an ethnically homogenous and conformist landscape
- Desire for large yard/lot size

## D. Social and demographic trends

the vast majority of people prefer to live in suburbs

Major elements:

- Baby boomers provided demographic demand for housing expansion (market-led)
- Nuclear family in demographic terms
- “Model” family units (replaced extended family ideal); i.e., social construction of the

family

- Male as primary bread winner norm encouraged by GI Bill (wage); accompanied by women as homemakers, placing of women in suburbs (cult of domesticity)

Other elements:

- White flight and, more generally, desire of ethnic/race groups to flock together
- Middle class value children's education and view inner cities as providing inferior product

3. Numerous urban models have been developed during the 20th century to help explain the distribution of commercial activities and social characteristics for North American cities. For the Concentric Zone, Sector, and Multiple Nuclei Models discuss the following:

A) What assumptions are in all three models?

a city that expands outward

no variables that influence development such as rivers or hills etc

Based on Chicago

B) What was the basis of each model?

All models are designed to predict and explain urban systems

Concentric Zone Model

based on Chicago

city grows outward from CBD in rings

basic types of rings appear in a specific order

assumes that new residents to the city move first to inner rings

assumes cheaper land right around the CBD

criticism: cities rarely have "zones"

urban renewal changes the demographics of downtown areas

Sector Model

Hoyt - city develops in sectors

a revision of the concentric zone model

emphasis on transportation lines that attract different activities

industrial and retail along transportation lines

as the city grows, different activities expand in a wedge from the center

the high-rent housing didn't move away, but expanded out in a sector

used to determine where different sectors will be found in a city

Multiple Nuclei Model

city is complex structure that often develops around more than one center

different activities are attracted to different nodes

CBD is less important/dominant

certain activities are less likely to be next to each other - high rent housing and industry

used to explain that people with the same ethnic or racial background will likely live near each other

example: university node will attract specific services and business that cater to students and professors

airport will attract hotels and warehouses

Critique for all models:

they are too simple and do not consider the variety of factors that influence the shape of a city

All of the models are so old that critics question whether they adequately relate to contemporary US cities.

in most cases, no one city fits exactly one model

D) Analyze the effectiveness of the models for cities outside of North America.

Applying these models cities outside of N. America reveals how different groups are distributed differently in other cities

Europe the models are relatively similar - demonstrate where the rich vs. poor live

Limited application because European cities are pre-industrial - totally different layout

LDCs - similar trends to european cities

historical differences behind the development of cities

Latin American City Model more accurately relates to latin american cities