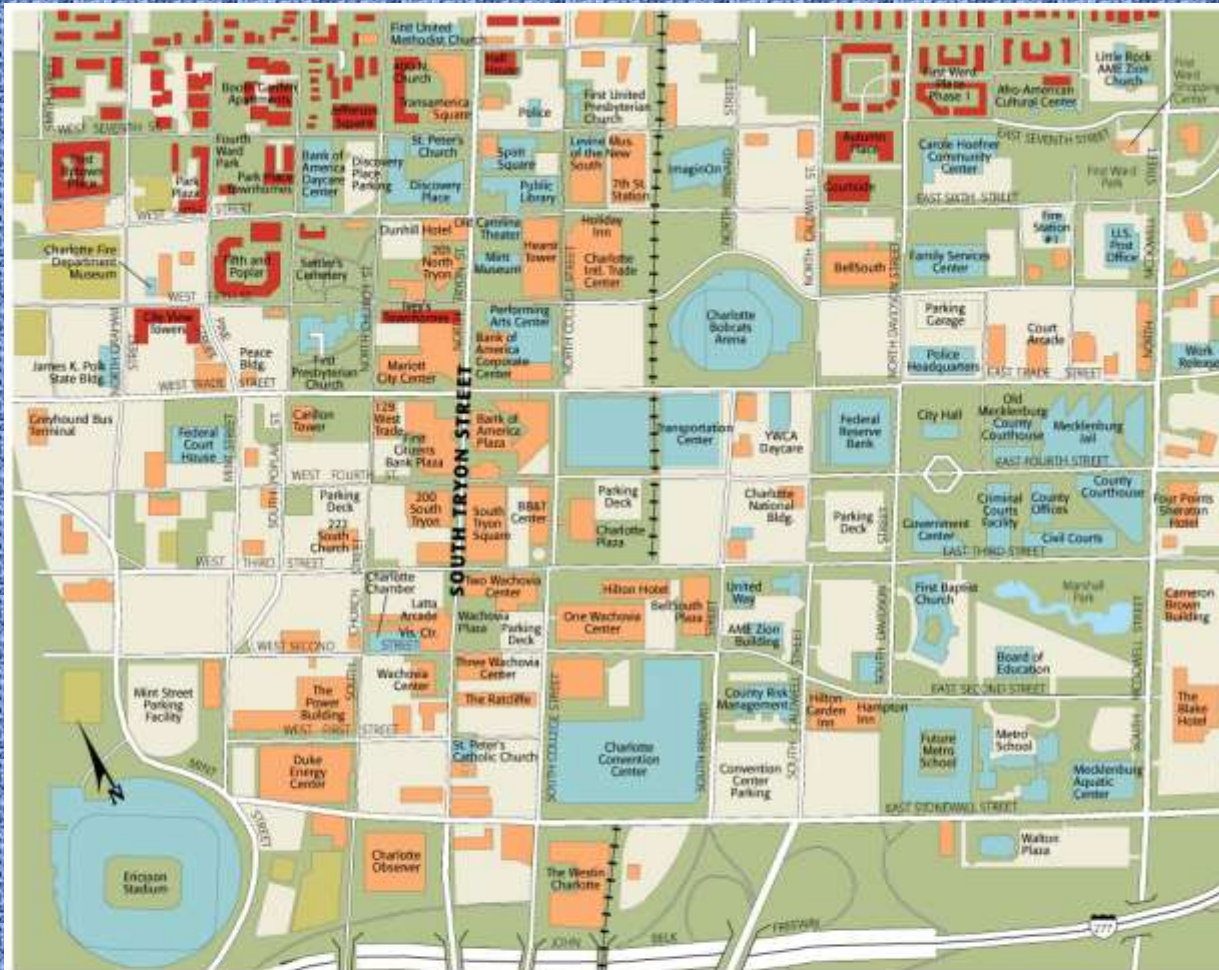


# Urban Patterns



# Central Business District

- CBD is “downtown”
- Contains consumer, business, and public services
- Usually one of the oldest districts of a city
- Focal point of the region’s transportation network
- Accessibility



CBD of  
Charlotte, North  
Carolina

Dominated by  
public services

Consumer and  
business  
services along  
South Tryon  
Street

- public and semipublic
- commercial
- parking and other paved areas
- industry and warehouse
- residential
- open areas

0 250 500 Feet



## **PUBLIC SERVICES**

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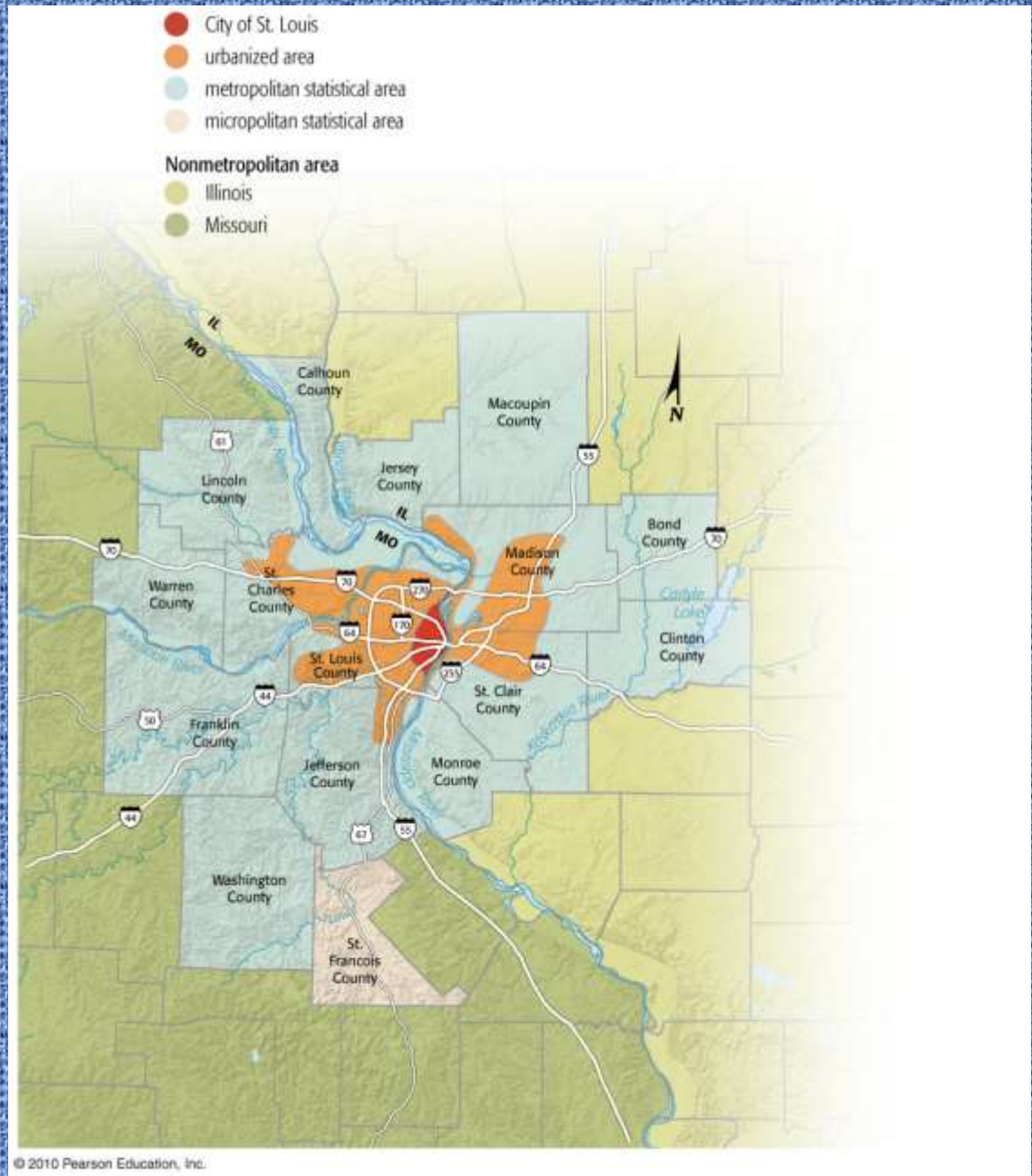
## **CONSUMER SERVICES**

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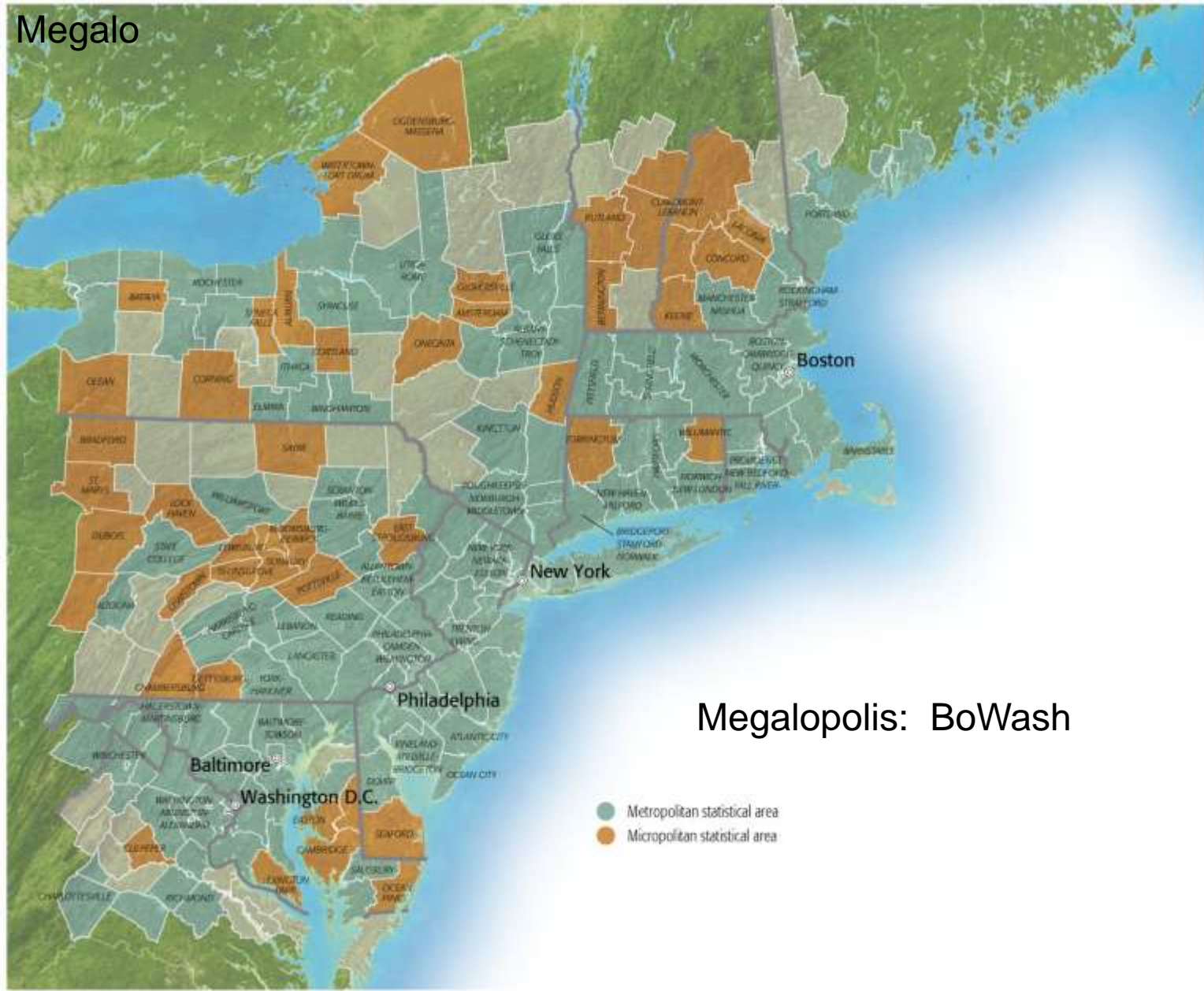
# Defining Urban Settlements

- Urban places can be defined in different ways
  - Cities
  - Urbanized areas
  - Metropolitan areas
- Metropolitan Statistical Area (MSA)
  - The functional area of a city
  - Includes surrounding commuter communities
- Urban growth has caused adjacent metropolitan areas to overlap
  - Megalopolis
  - BoWash – from Boston to Washington DC is all one continuous urban area

# St. Louis, urbanized area and the Metropolitan Statistical Area



# Megalo



Megalopolis: BoWash





**Boston**



**New York**



**Baltimore**



**Philadelphia**



# Boston

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# New York

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# Baltimore

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# Philadelphia

# Fragmented Government

- Annexation
  - Traditional way to expand a city by adding newly developed areas
  - Residents or property owners vote to legally become part of a city
  - Usually a way to get city services, like sewers and fire department
- Suburban Areas – peripheral jurisdictions
  - Some have their own services, others contract with nearby cities



## Local governments in and around Detroit

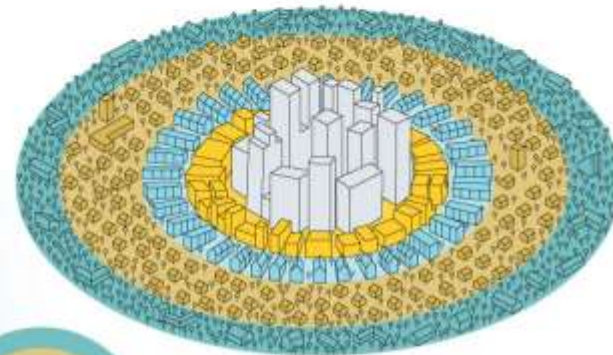
Many entities cause confusion in implementing regional policies.

# **THREE MODELS OF INTERNAL STRUCTURE**

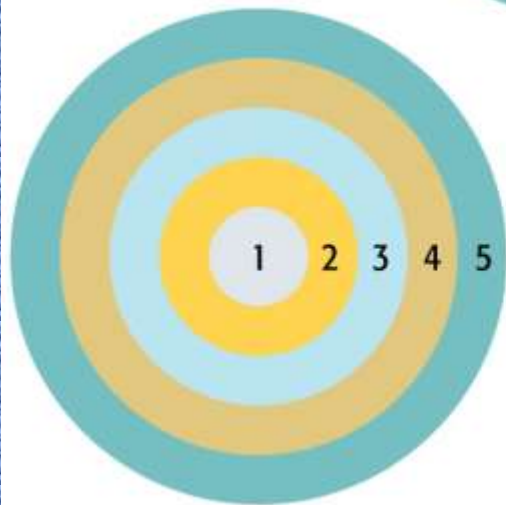
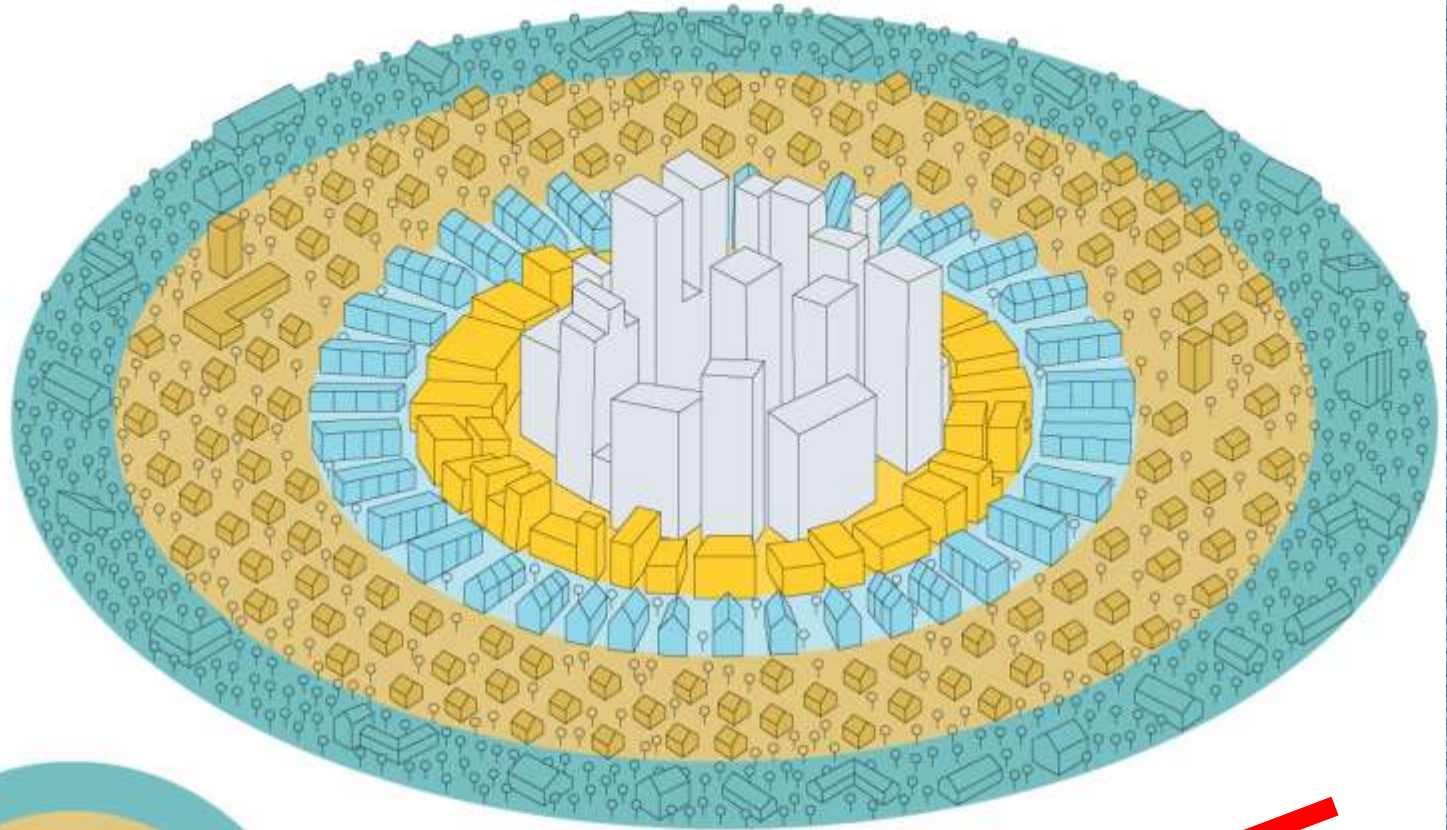


# Concentric Zone Model

City grows in concentric rings, out from the center, with different groups occupying each ring.



- 1 Central business district
- 2 Zone of transition
- 3 Zone of independent workers' homes
- 4 Zone of better resources
- 5 Commuter's zone



- 1 Central business district
- 2 Zone of transition
- 3 Zone of independent workers' homes
- 4 Zone of better resources
- 5 Commuter's zone



Ring 2:  
Zone of  
Transition



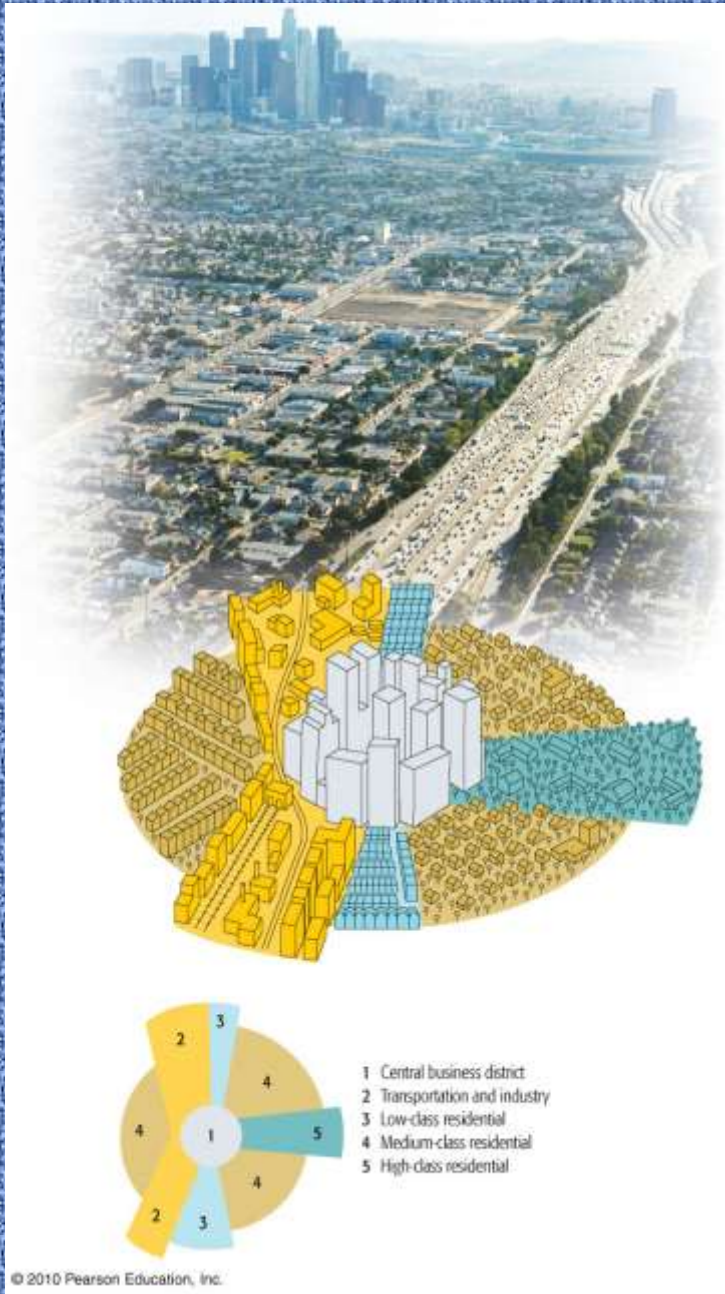


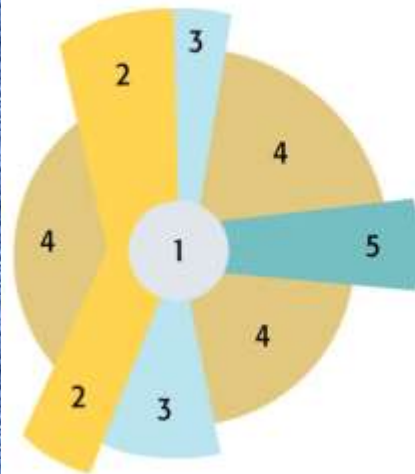
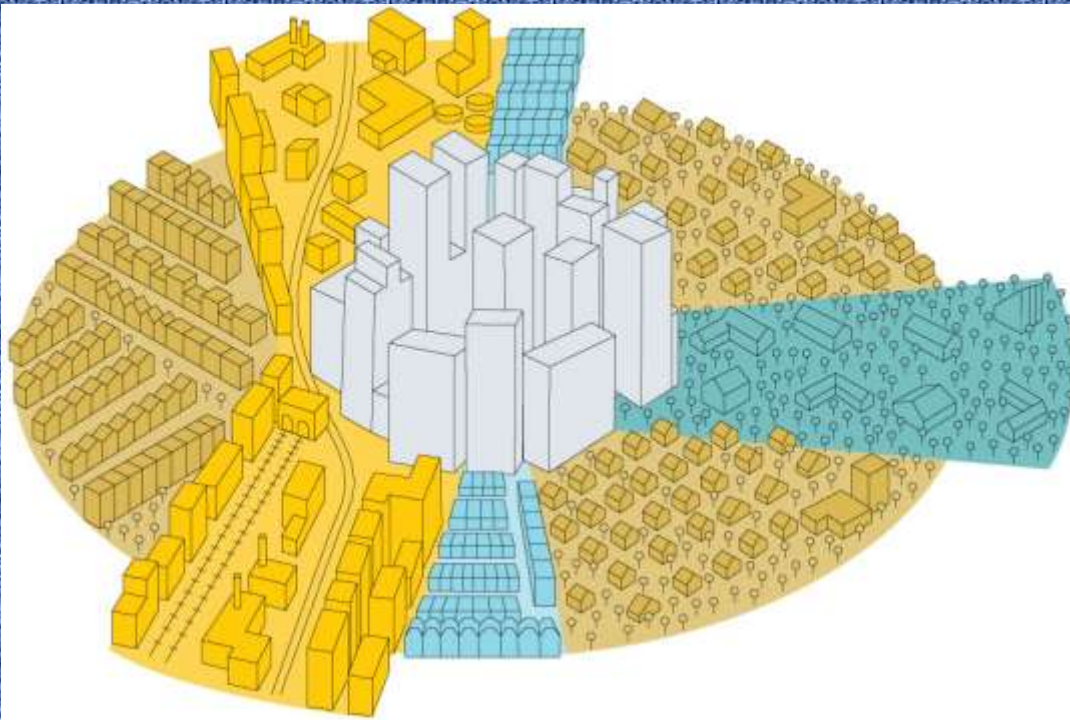
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Commuter Zone

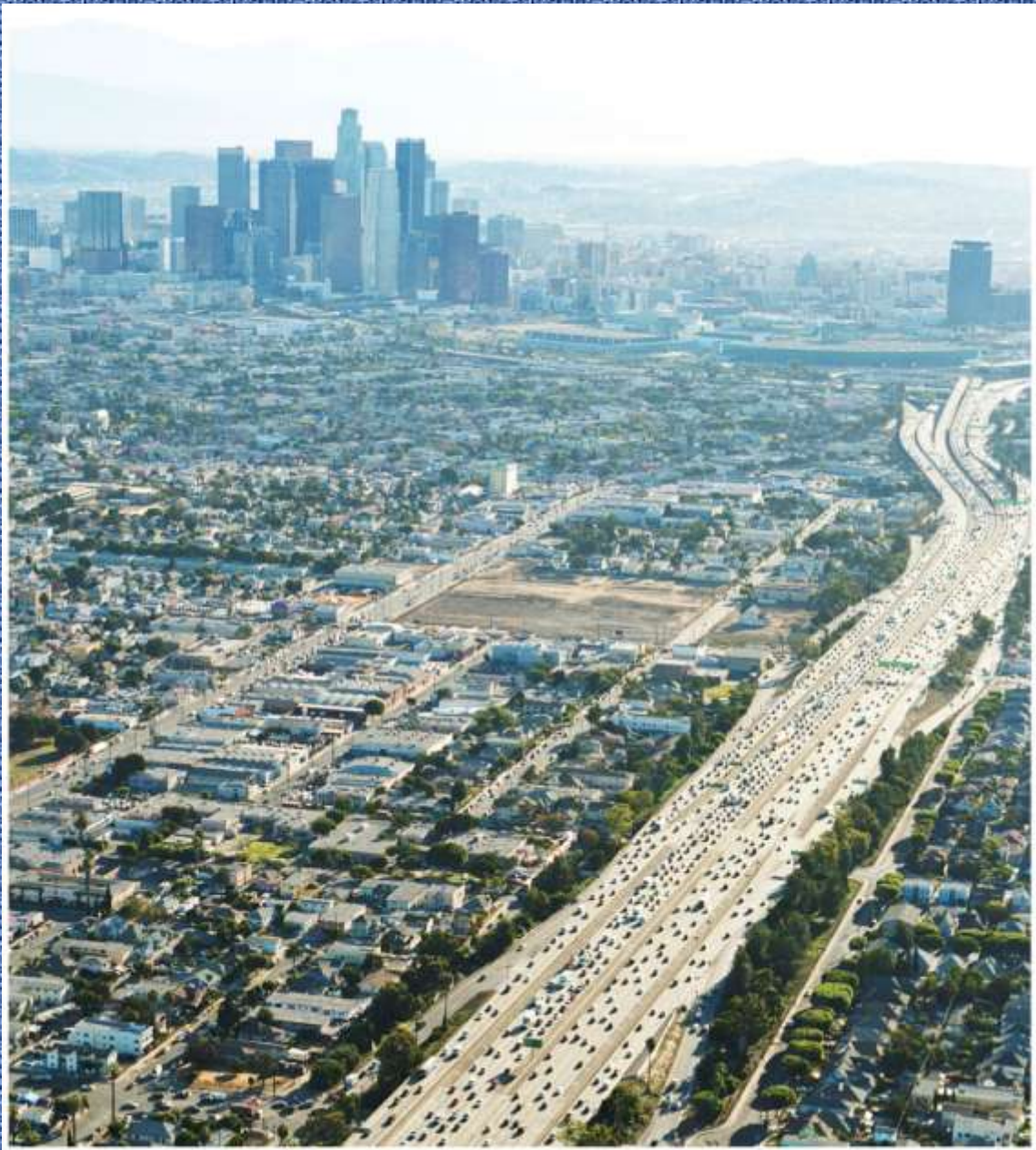
# Sector Model

City expands in a series of wedge-shaped sectors, each with a different activity or social class.



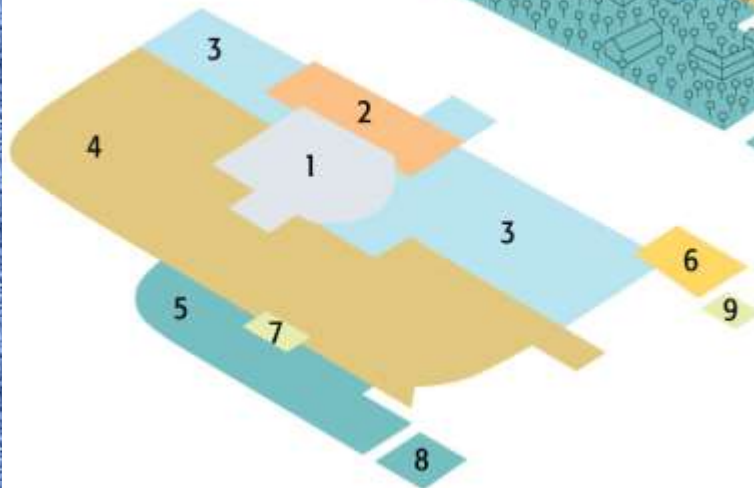
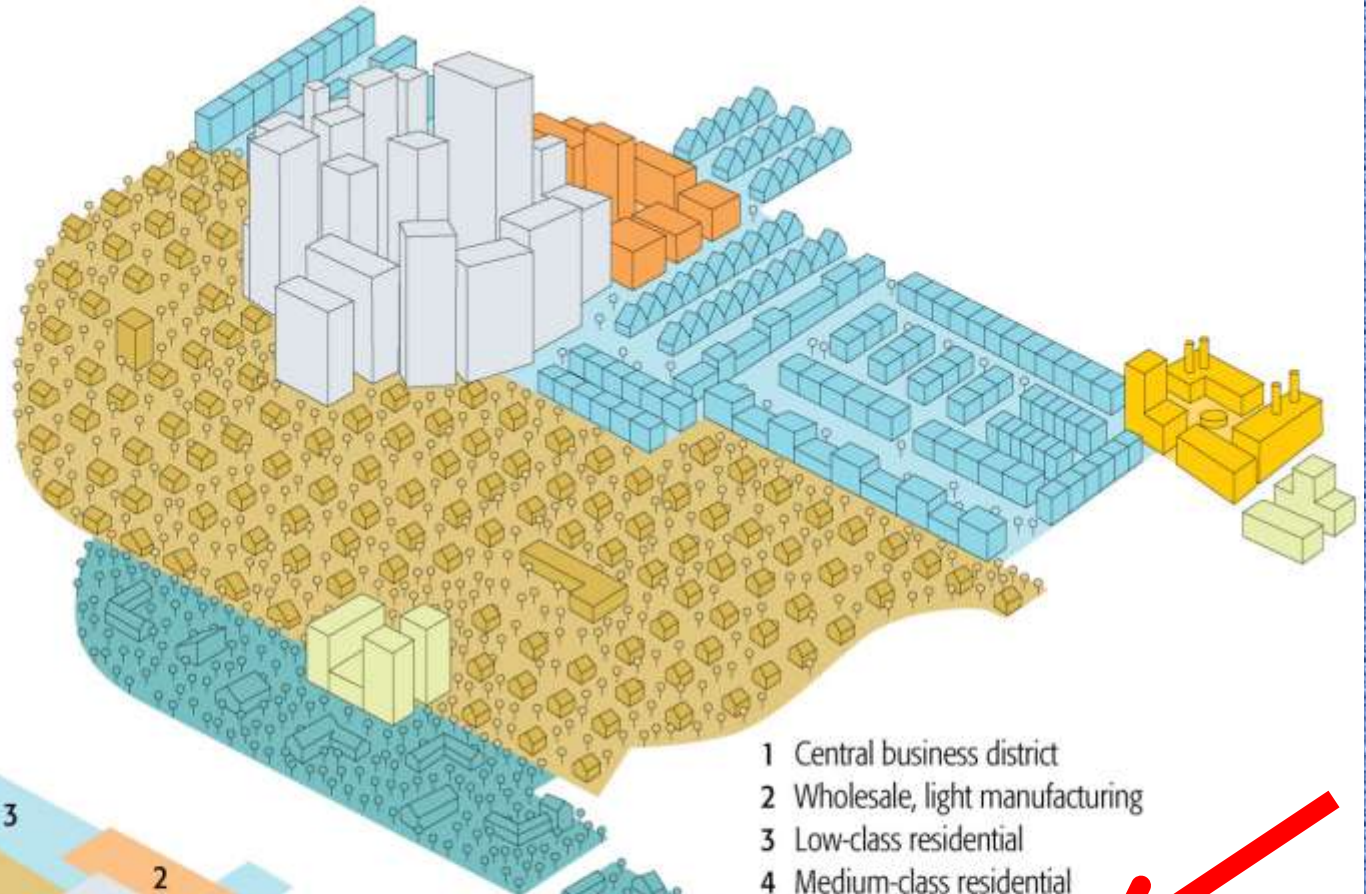


- 1 Central business district
- 2 Transportation and industry
- 3 Low-class residential
- 4 Medium-class residential
- 5 High-class residential



# Multiple Nuclei Model

Numerous nodes where various activities are centered



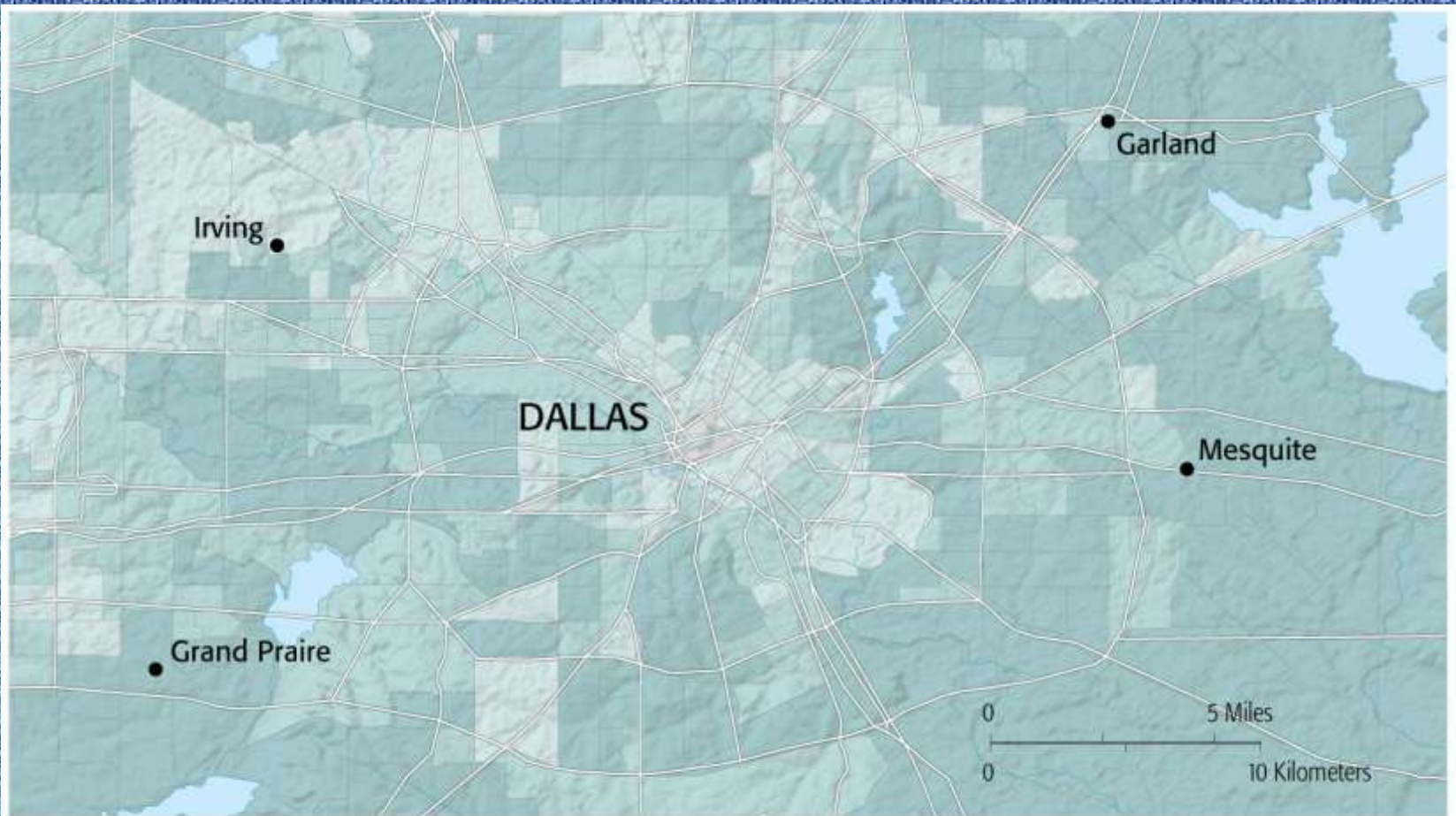
- 1 Central business district
- 2 Wholesale, light manufacturing
- 3 Low-class residential
- 4 Medium-class residential
- 5 High-class residential
- 6 Heavy manufacturing
- 7 Outlying business district
- 8 Residential suburb
- 9 Industrial suburb





# Social Area Analysis

- The three models explain where people live within cities
  - Put all three models together to predict and understand where various types of people tend to live
- Census data can be used to map the distribution of social characteristics
  - Census every decade

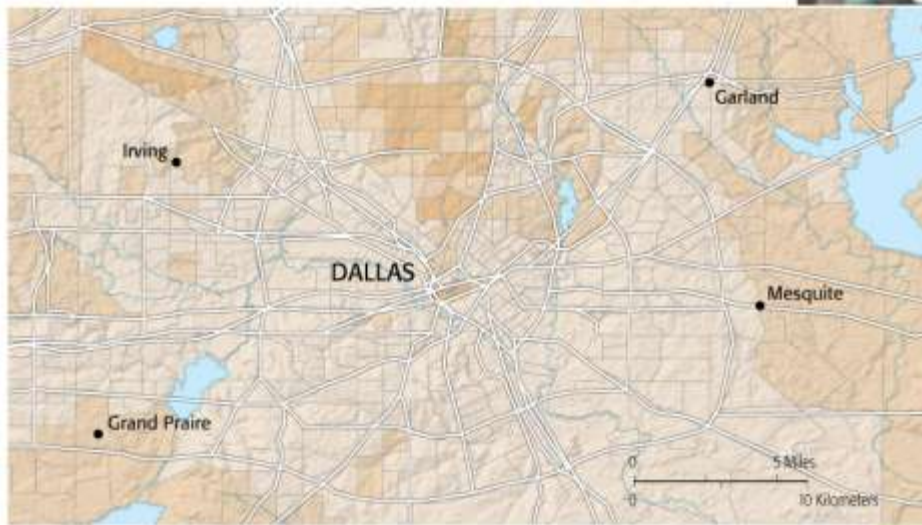


## Example of Concentric Zone Model in Dallas

### Percent owner-occupied units

- 60% and above
- 30% – 59%
- below 30%
- no data



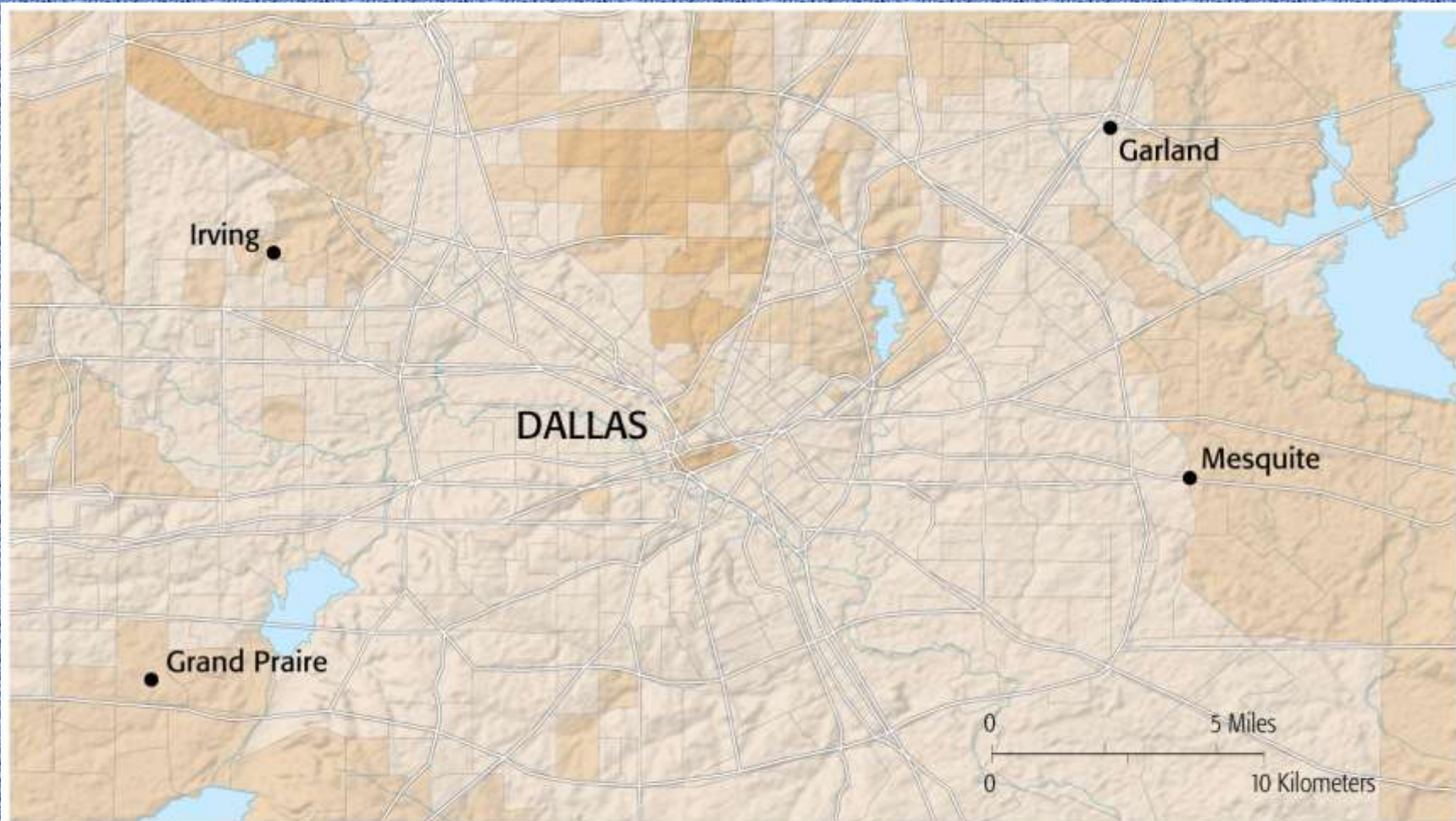


Median household income 2000

- \$75,000 and above
- \$50,000 to \$74,999
- below \$50,000



## Example of Sector Model in Dallas

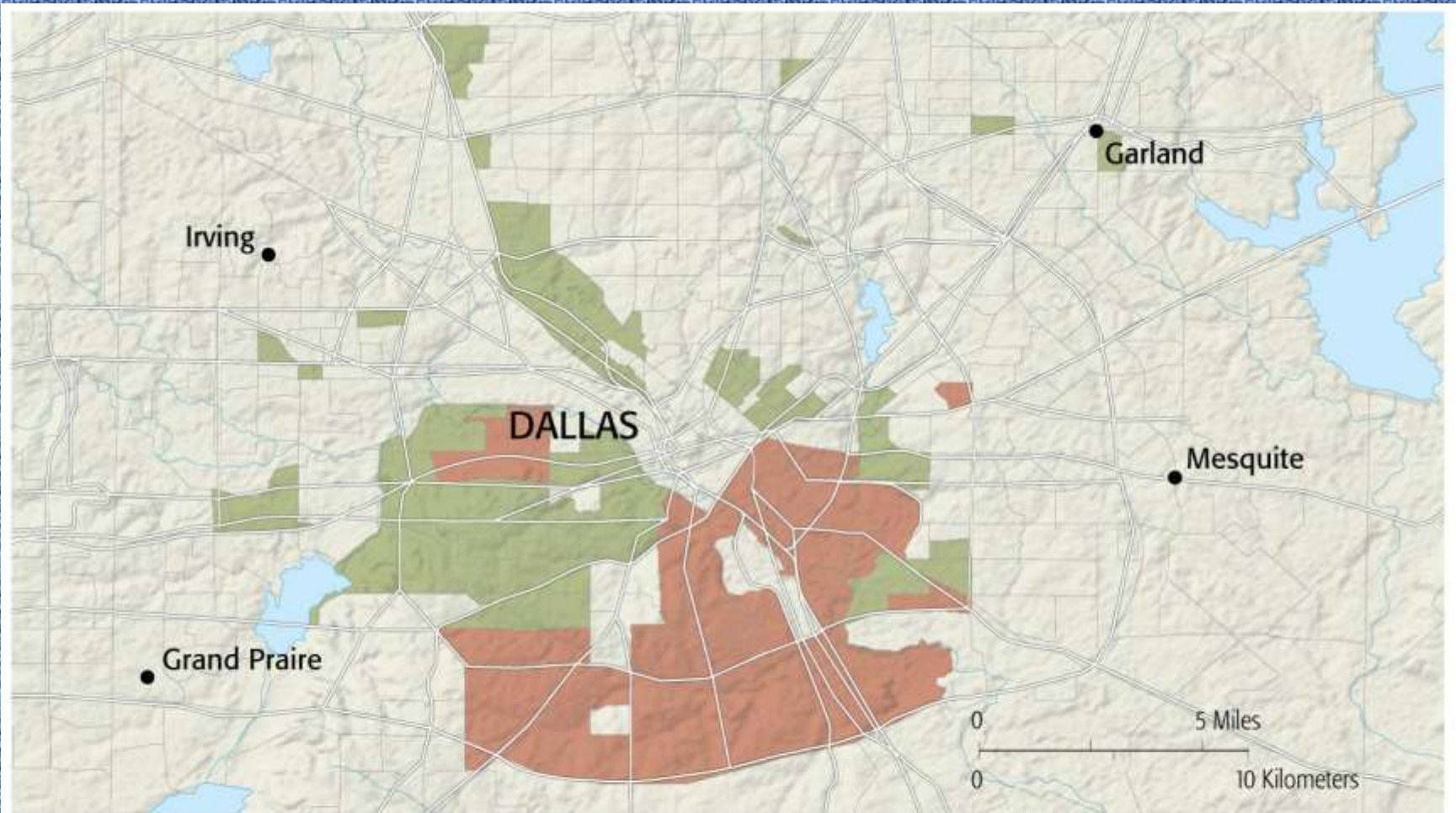


**Median household income 2000**

- \$75,000 and above
- \$50,000 to \$74,999
- below \$50,000







## Example of Multiple Nuclei Model in Dallas

- more than 60% African American
- more than 60% Hispanic
- other



# Urban Patterns Outside the United States

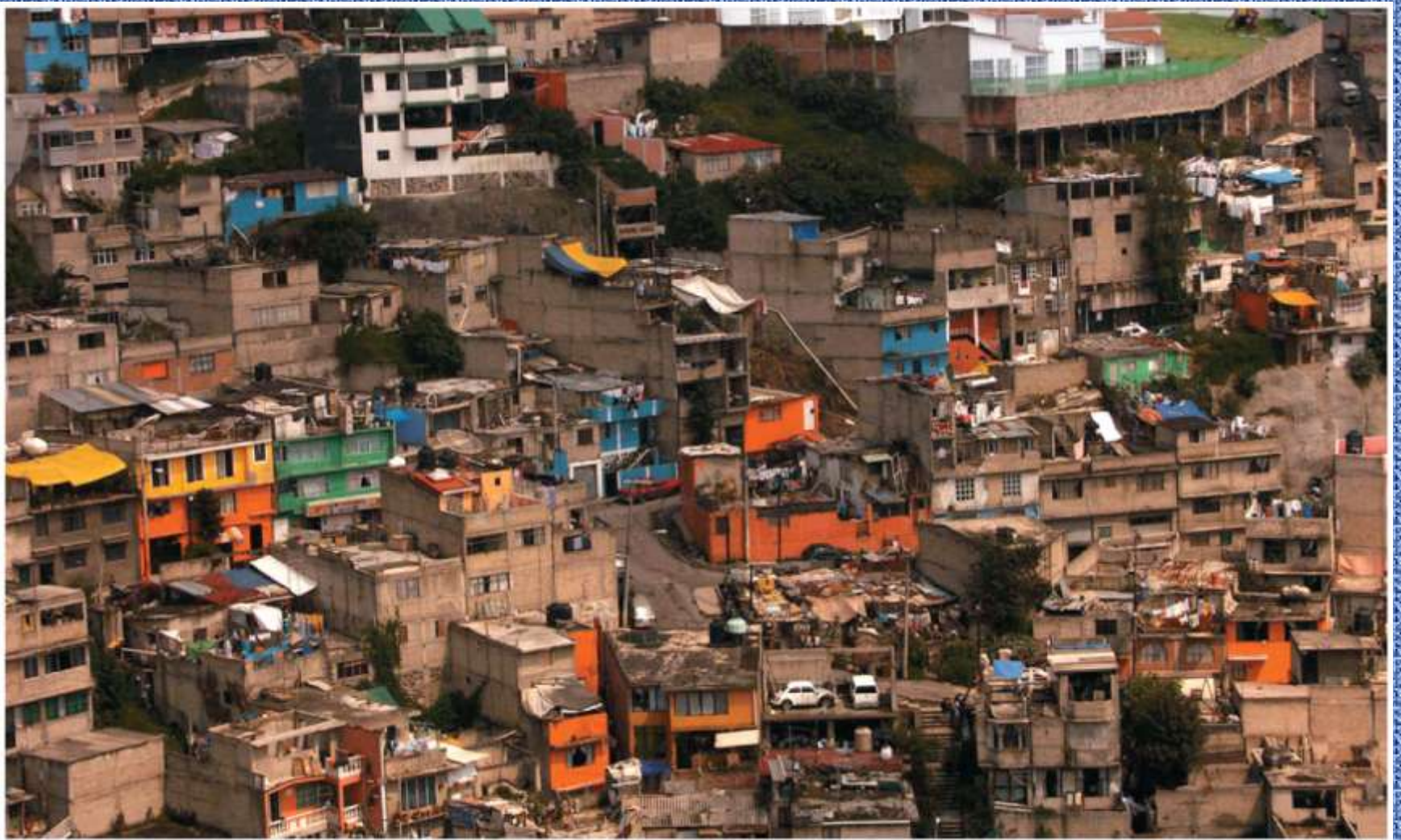


# Urban Patterns in Less Developed Countries

- Pre-colonial Cities
  - Often laid out around a religious core
- Colonial Cities
  - Built by European colonials, with wide streets and large public squares, standardized plan
- Cities since Independence
  - Rapid growth due to high natural increase rate and immigration from rural areas
  - Squatter settlements: around 200 million people and growing rapidly, also called slums
  - Poor live in suburbs, farthest from the city center







# European Cities

Wealthy Europeans still live in the inner core, in the old upper-class section.

Poorer people live in outer areas, with long commutes.





- 25% or more top management
- 9% or more factory workers
- other areas





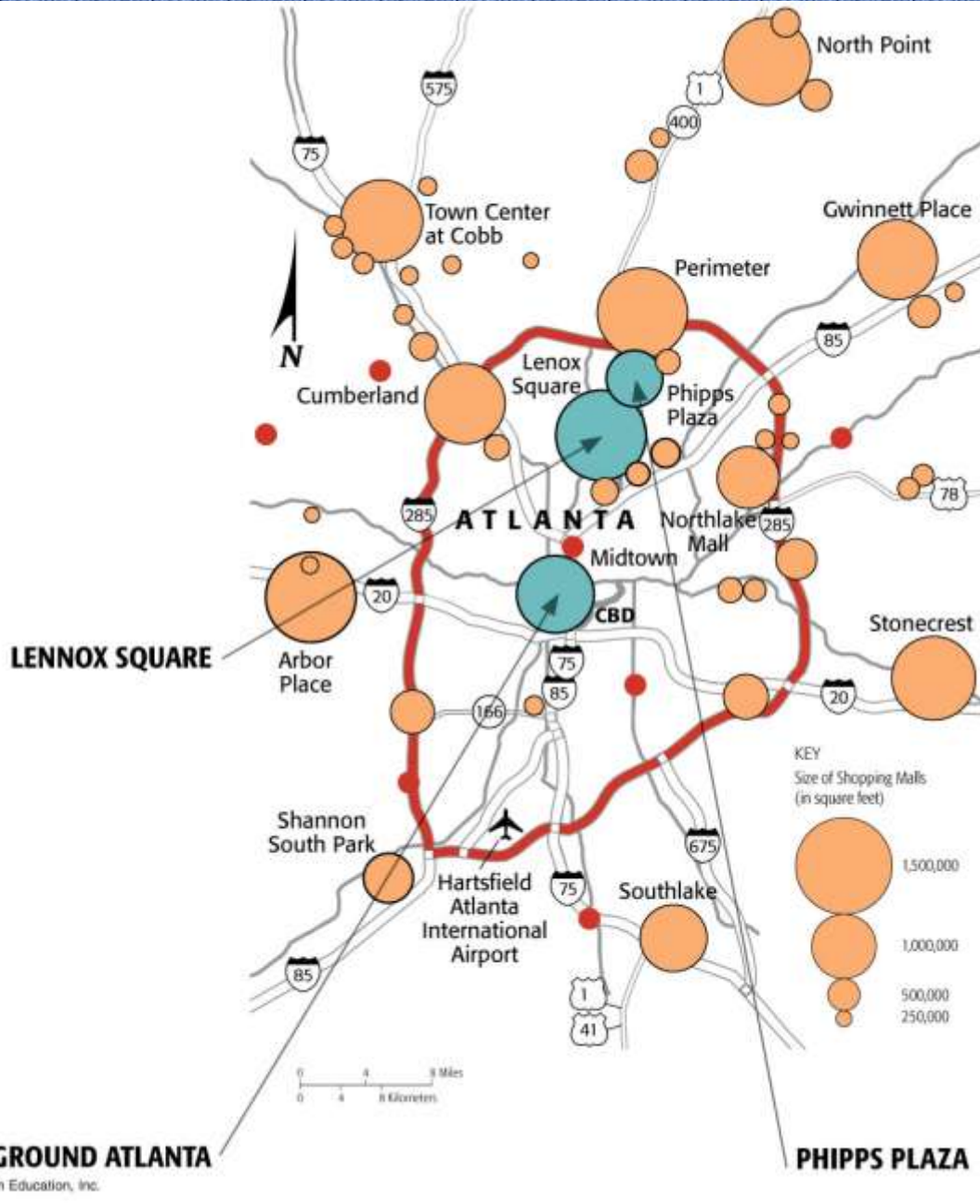




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Major retail centers in Atlanta

Like most of North America, these are located in the suburbs.



**UNDERGROUND ATLANTA**

**PHIPPS PLAZA**

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# LENNOX SQUARE



# PHIPPS PLAZA



# Suburban Sprawl

- Characteristics
  - Detached single-family housing
  - Private land surrounding the house
  - Space to park several cars at no cost
  - A private retreat from the stress of urban living
- Sprawl: the progressive spread of development over the landscape
  - Land transformed from farms into housing
  - Separated from manufacturing and commercial activities
  - Built for people of a single social class, with others excluded by economics

# Inner-City Decline and Renewal

- Inner-city challenges
  - Permanent underclass
    - Inadequate job skills
    - Culture of poverty
    - Crime
    - Homelessness
    - Poverty
    - Deteriorated housing

# Homeless camp in Cincinnati, Ohio







# Inner-City gentrification in Boston



# Gentrification: middle-class people move into an inner-city neighborhood and renovate the housing

## **Good**

- Beautiful old houses and commercial buildings are restored and remodeled
- Attracts middle-class residents who bring money into the neighborhood
- Close to city center for short commutes to work

## **Bad**

- Lower class residents can no longer afford the higher rent and are forced out
- Subsidies for the middle-class at the expense of people with lower incomes
- Insufficient low-income housing in most major cities







# Urban Transportation



# United States Transportation

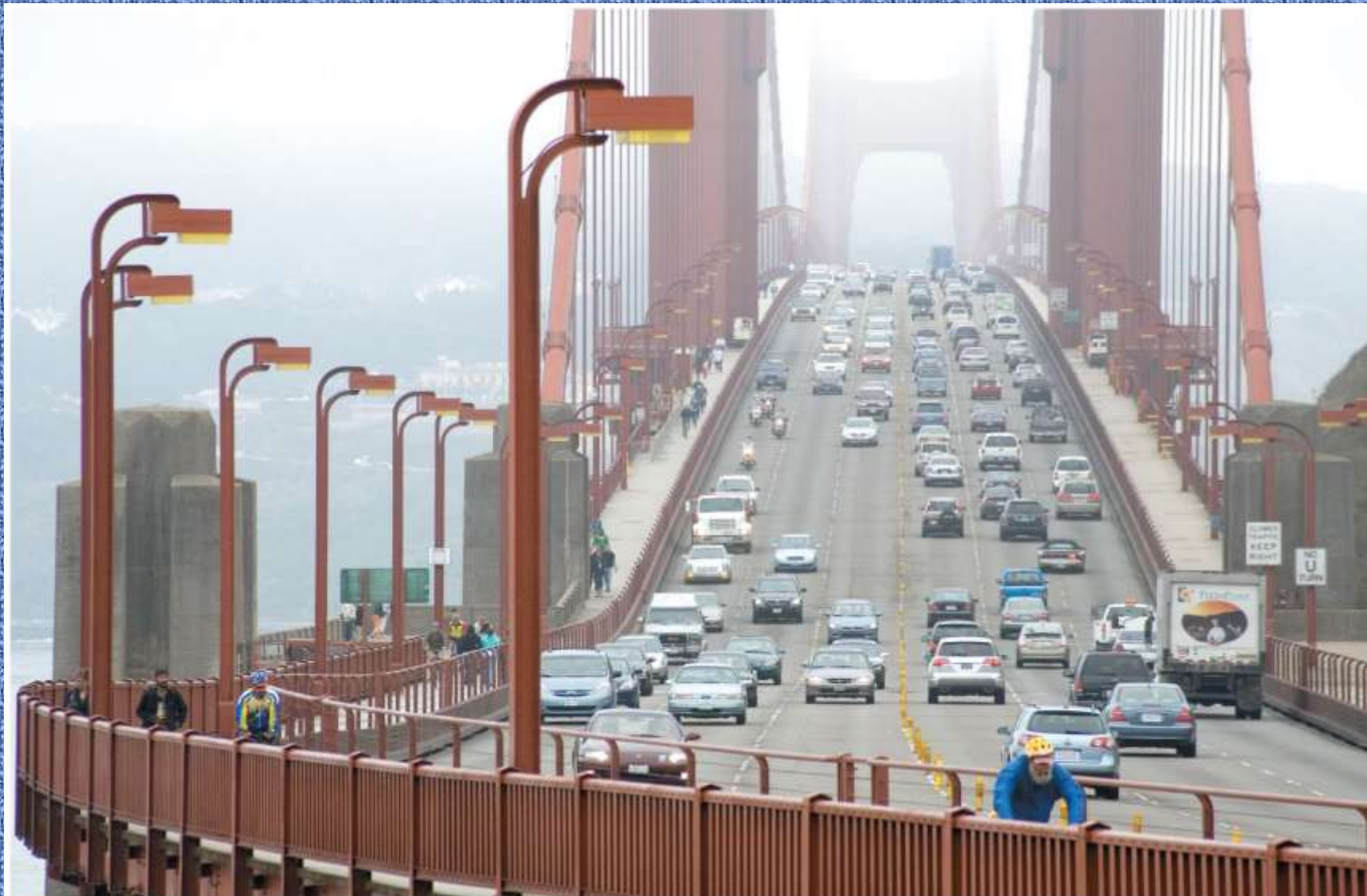
- Most trips are made by car
  - About  $\frac{1}{2}$  of city land is devoted to roads and parking lots
  - Average American spends 36 hours and 55 gallons of gas per year sitting in traffic jams!
- Public transportation has made a comeback in some cities
  - Busses – mostly ridden by working-class residents
  - Subways and Trains: middle-class, more expensive
- Freight is moved by both rail and truck

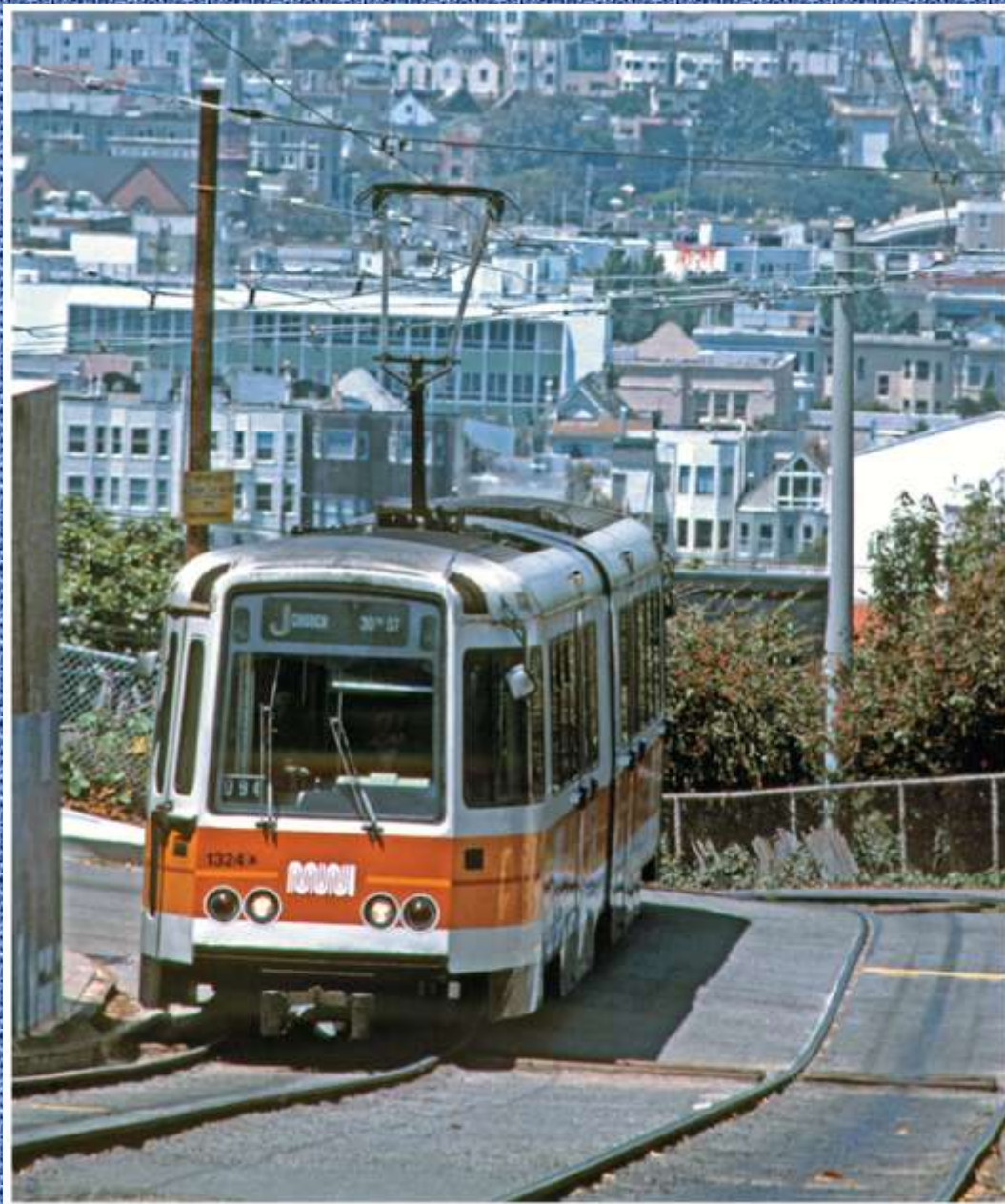


# Transportation options in San Francisco Bay Area

Dense network of public transit, including busses, subways, and cable car. But most people still take the car ...











# Public Transit

- Invention of railroad in 19<sup>th</sup> century (1800s) allowed expansion into suburbs
  - New housing development was restricted to narrow ribbons within walking distance of stations
- In large cities, public transit can move more people in less space
  - Still only 5% of trips in U.S. cities are by public transit
  - Helps reduce air pollution and conserve petroleum, important considerations for future
  - Spurs growth of new businesses and residences along new transit routes
  - California is now the leader in construction on new rail transit lines
  - Fares never cover costs, but always subsidized in Europe
    - *Why not here?*



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Yokohama, Japan – Kanagawa Highway and Daikoku Parking Area









Transport  
for London

**Congestion  
charging**



**Central  
ZONE**

**Mon - Fri  
7 am - 6 pm**