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Chapter

9

Modeling Cities in North America

Urban Geography 3

Note: all of the following information in addition to your reading is important.

| Modeling the North American City |
|---|
| • The Model – developed by |
| • The Model – developed by (1939); criticized the Burgess Model as too simple & inaccurate; urban growth creates ashaped urban structure (e.g. low areas could extend from the CBD to the outer edge of the city); the same is true for highrent, transportation, and industry |
| • The Model – developed by & (1945); claimed the was losing its dominant position as the nucleus of the urban area; separate nuclei become and differentiated, not located in relation to any distance attribute (urban regions have their subsidiary, yet competing, "nuclei") * not in the reading, but in the video |
| • The Model (Peripheral Model or Edge City Model) – an offshoot of the multiple nuclei model; sprawl spawns many suburban (or concentrations), and this urban decentralization leads to more downtowns and specialized corridors (located along, linked by a metropolitan expressway system (beltway)) |

| * not in the reading, but in the video |
|---|
| • proposed by (1991); several rules apply: |
| must have substantial & space |
| the population must rise every |
| the population must rise every and drop every known as a single (the place "has it all") |
| • often near (e.g. airnorts expressways) |
| often near (e.g., airports, expressways) must not have been anything like a " " in 1960 |
| intust not have been anything like a in 1700 |
| Three types of edge cities: 1(|
| 2 previously undeveloped land, usually designed from the ground up and located on the suburban fringe |
| 3 revitalized activity centers built over an older and historic city or town |
| • The Model – developed by (1964); |
| • The Model – developed by (1964); parts of giant; self-sufficient suburban sectors (focused on their own) |
| • Four criteria: 1) (e.g., topography), 2) of the metropolis, 3) amount of |
| activity (in each realm), and 4) internal (transportation within |
| each realm and between all realms) |
| • There were three waves in which the modern urban system of the United States emerged: |
| 1 after WWII (e.g., G.I. Bill) 2 of US (moving marketplace to |
| suburbs in 1960s & 70s) |
| 3 formed (moving jobs to |
| suburbs in 1980s & 90s) |
| the clustering of people and |
| businesses for mutual advantage (urban areas form for this reason – among |
| others) |
| , |
| analyzed urbanization in North America (1967); recognized 5 epochs in the evolution of American cities based on the impact of technology. |
| 1 Epoch (1790-1830) – associated with low technology; cities |
| were compact since most transportation was on foot or by horse. |
| 2 Epoch (1830-70); steam-powered locomotive & local rails |
| 3 Epoch (1870-1920); full impact of Ind. Rev. (steel), |
| hinterlands expand with national railroad networks; how and why did |
| the city size and shape change in this era? |
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| 4Epoch (1920-70); gas-powered internal |
| combustion engine; what were TWO ways in which automobiles & |
| highways changed urbanization in the United States? |
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| 5 Epoch (1970-); service & information industries; |
| impact of satellites, electronics, networks (through computers), and jet |
| propulsion. |
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