Basic vs. Non Basic Jobs

What is a Basic Job?

What is a Nonbasic Job?

This assumes a population of about a million people: for every basic job, a city gets two non basic jobs.

What is the “Multiplier Effect”?

Toyota brought 4,000 Jobs to Plano. Are those basic or nonbasic jobs? How many jobs will be brought to North Texas total?

Amazon is thinking of bringing 50,000 jobs to Dallas. How many jobs would that bring total?

What will happen to the population of North Texas as a result of the recent increase in Basic jobs?

A factory closes and 5,000 jobs are lost in Detroit. How many jobs total are lost by the people of Detroit? By what number of people will the population increase (make a guess)?
Label the following places of business or jobs as basic or nonbasic.

1. Major international airport
2. A McDonald’s restaurant
3. A spa
4. A factory that builds i-phones
5. A water treatment plant
6. A bank
7. A software design branch of Microsoft
8. A real estate development regional headquarters
9. Construction workers
10. A babysitter
11. A snow cone stand
12. Dillard’s
13. A car parts factory
14. An iphone store
15. A local organic farmer’s market
16. A temp agency (a place that finds workers looking for temporary office work jobs in nearby offices)
17. A doctor
18. An attorney
19. A corporate attorney for a multinational corporation
20. A Tabasco sauce plant.

What is a common mistake people make when asked to define a basic job?
Site and Situation in Urban Location

Some places on the map have a higher growth potential than other places. This is because:

* Favorable Site
* Favorable Situation

Site always refers to terrain features associated with a city, or to its globe grid location.

Classifications of cities on favorable sites:

<table>
<thead>
<tr>
<th>Site</th>
<th>Definition</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Break of Bulk</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Head of Navigation/Bay Head</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Railhead</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Security</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resources</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Situation: indicates relative location that places a settlement in relation to the physical and cultural characteristics of surrounding areas. Situation is more nearly unique to each settlement and does not lend itself to easy generalization – so we won’t have a “chart of situation types”.

How might the situations of the following cities affect their growth potential? Get an atlas.

* Boise, Idaho
* Toronto, Canada
* Miami, Florida
* Rome, Italy
* Hong Kong
City Hierarchies

What is a hierarchy?

**World Cities: Define**

![City Hierarchy Diagram]

Students often ask: China’s economy is the world’s second largest (measured in total GDP). It seems like in current events, China is often identified as a center of global trade. Why then would companies not put their headquarters in China?

Entrepot – what is it, and what are some examples?
**Rank Size Rule**

Define

What type of countries likely have rank size rule? What are examples of those countries?

**Primate Cities**

Define

What type of countries? What are examples?

Come up with a country whose city's populations you would like me to research on google. We will decide as a class if that country has rank size rule or a primate city.

**Network cities**

Definition and Example
Central Place Theory

Which geographer?

What is a mistake students commonly make?
How are the prices of land set?

What are the three uses of land?

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Definition</th>
<th>Which land will these people seek?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
North American City Models

Definitions

“Urban”

Rural

Suburban

Edge City??

Municipality

Metropolitan Area

Metroplex?

All North American Cities have a CBD. Write some facts about the CBD.

Draw the density of the CBD

Why is the density in the CBD very low?

Why is the density outside the CBD very high?

Why does the density get very low in the suburbs?

City Models in USA: write them down. KNOW THEIR ALTERNATE NAMES.
Concentric Zone Model

Sector Model

Multiple Nuclei Model
Peripheral Model

What is an edge city?

<table>
<thead>
<tr>
<th>City Model</th>
<th>Date of Description/Alternate Name</th>
<th>Type of Transportation used – and corresponding spatial extent (dense/disperse)</th>
<th>Location in USA likely to be found.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concentric Zone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sector</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple Nuclei</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peripheral</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Which of these models CAN’T apply to Dallas?
All US cities are SEGREGATED. What is Segregation?

Segregated by Wealth

Segregated by age – how? Why?

Segregated by ethnicity/race – how?

Segregated by sexual identity – how?
World City Models

Canadian City Model – What does the Canadian City have in common with the US?

Western European City Model

<table>
<thead>
<tr>
<th>US Cities</th>
<th>Similarities</th>
<th>Western European Cities</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Latin American City Model

Southeast Asian City Model

Sub Saharan African City Model

What are some things that the cities of the developing world have in common?
Trends in North American Cities

#Segregation

Redlining

Blockbusting

#Zoning

#Causes of Suburbanization

#Gentrification

#New Urbanism

How does New Urbanism reflect a shift in values in American urban dwellers?
City life offers better health, bigger ladder

- People living in dense urban areas are not only more likely to be thinner and healthier, they are also more likely to move up the income ladder.

- By Lane Anderson

Lynda Stratford walks 10,000 steps a day - she knows this from the electronic Jawbone device that she wears on her wrist that counts her steps. She walks her son a mile to kindergarten every day, pushing her 2-year-old in a stroller. In fact, Stratford's family doesn't own a car, so any time she goes anywhere - like, say, Trader Joe's where she likes to get groceries - it's a combination of walking, stairs and sometimes the stairs that lead to and from the subway. Stratford and her family live in Manhattan, and like many urban dwellers, they are used to life on foot. Eighty-two percent of Manhattanites travel to work by public transit, bike or by walking, which is 10 times the national average. All of these steps add up, according to new research, which links urban living to lower levels of obesity and longer life spans. But the advantages of urban living - and disadvantages of suburban sprawl - go beyond health benefits. The research from Smart Growth America and the University of Utah's Metropolitan Urban Center also show that the high-density, high-diversity climate of urban centers can give city kids and adults a better chance of getting ahead. "Urban places provide higher likelihood of moving up the social ladder," says Reid Ewing, professor of city and metropolitan planning at the University of Utah and the lead researcher. "Compact places provide better access to jobs, better transit and more integration."

Getting ahead Inner cities are often linked to poverty and intergenerational struggles, but that's not necessarily true, according to the study findings. Researchers found that compact areas linked by public transit can help low-income kids get ahead financially as grown-ups. A child in a dense area born in the bottom 20 percent of the income scale has a better chance of rising to the top 20 percent by the age of 30, Ewing says. A child in relatively dense Los Angeles, for example, has a 10 percent chance of moving from the bottom income bracket to the top, while a child in Atlanta - one of the most sprawling places in the country - has only a 4 percent chance. There are several possible explanations for this, says Ewing, and one is transportation. In sprawling suburbs, housing and commerce centers are often far apart and public transit sparse, which makes it hard for people to get to work or get access to good jobs. Low-income people usually have fewer transportation options, or struggle to afford that mainstay of American suburban transportation - a private car, says Ewing. "People living in more compact places have shorter commutes to work," he says. "Picture a place with a dense mix of residential and business development, with interconnected streets and transportation, that gives better access to all sorts of things - but especially jobs. Then think of a really sprawling place like Atlanta, how auto dependent and isolated neighborhoods are." Another factor may be better income and race integration in cities, says Shima Hamidi, who co-authored the study. "In dense areas, there are more chances for networking, for meeting people, more chances of getting better salaries and jobs." High-income parents demand better schools, for example, says Ewing, so in integrated areas the lower-income kids have a better chance of attending those good schools, too.
**Healthy living** There is also growing evidence that living among strip malls and far-flung housing developments can be bad for health. People in dense urban areas tend to be thinner and have lower incidence of diabetes and heart disease. Once again, car use is a culprit. According to a study in The American Journal of Preventative Medicine, train riders are 6.5 pounds lighter than others, and 81 percent less likely to become obese over time. "More sprawl is less walking and reduced physical activity," says David Berrigan, program director at the National Cancer Institute. "That can have powerful health consequences because physical activity is very beneficial for preventing obesity, Type 2 diabetes and cancer." The study examined residents in Charlotte, N.C., after a new high-tech light rail system was installed in 2007. Their findings were that riding the rails led to more walking by an average of 1.2 miles a day. Still, it's not as easy as moving into a townhouse and walking your way to health. Berrigan, who wasn't involved with the study but has done his own research on health and environment, says that race, income, behavior and other factors also play a role. "It's not as simple as city good, suburbs bad," he says. "People at different times have demonized suburbs or cities - the suburbs are known for sloth and automobiles, cities for crime and pollution." The research paints a more nuanced picture, he says. For example, children get more physical activity in the suburbs with cul-de-sacs and yards, and adults get more activity in the city where they don't hop into a car all the time.

**Making changes** Lynda Stratford has been living in Manhattan for almost four years, but previously she lived in Hong Kong. There, she says, the public transportation is much cleaner and efficient - train stations are like gleaming shopping malls. New York's subway, by comparison, is dank and dirty, she says, and Hong Kong has clever solutions like outdoor escalators that take commuters up and down the city's steep hills. If the United States invested more in public transport, she says, it's more likely that Americans would use it. President Obama recently asked Congress for a major transportation overhaul that would put $50 billion into infrastructure, including 4,000 miles of rail tracks. Still, there are other changes that communities can make, says Berrigan. One of his favorites is community bike-share programs. "People thought that would only work in big, flat cities like New York, but it's been instituted in Rockville, Md., a midsized suburban town. People are seeing what's possible - they're fostering creative, active transport." Ewing says that trying to get everyone to adjust to apartment living is not the answer - but he would like people to have more options. "We are not arguing - and this is important - that everyone should live in the city. But people should have the choice to live in more mixed-use areas." Berrigan imagines a public health movement like the sanitation and health services that swept American cities in the late 1800's, this time with an eye toward built environments and transportation. "It's time to ask the question again," he says, "how can we make cities better?"
# Percentage Urban Developing vs Developed

# Percentage Urban of the World

# Why do developed countries max out at about 80% urban?

# Where are the largest cities in the world? And what is a megacity? What infrastructure challenges do megacities face?

What do all but a couple of those cities have in common?
What are the two reasons why Developing world cities are larger than developed world cities? Both from Population Geography

1. 

2. ___

What are the push factors?

HOW DO ANTIBIOTICS LEAD TO SLUMS?

Primogeniture:

What defines a slum? “Informal Settlement”. 