

Urban Location Theory and Interactions

AMSCO

- Urban: cities with high concentrations of people
- Suburbs: residential areas near cities
- Rural: farms & villages, low concentrations of people

I. Factors Driving Urbanization and Suburbanization

- Settlement: place with a permanent human population
- Ag → Urban needed: Ag Surplus, leadership not class/urban elite rise, Job specialization

A. Urbanization

1. Process of developing towns & cities

a) Doesn't end once a city is formed

b) % Urban: proportion of population that lives in cities and towns as compared to those that live in urban areas.

c) 50% of world lives in urban areas, 2030 ~ 60%

B. Suburbanization

1. Process of people moving (usually from cities) to residential areas on the outskirts of cities.

a) form communities that are connected to cities for jobs & services

b) often less densely populated and less ethnically diverse than cities

C. Causes of Suburbanization

1. Economic expansion: more purchasing power for families

2. Car centered lifestyle

a) Gov. constructed a vast system of new highways, which allowed workers to commute from their city jobs to suburban homes.

3. FHA (Federal Housing Administration) provided mortgage loans for families to move to the suburbs.

3. Racial Tension: As African Americans moved North in search of jobs and better education, many white Americans moved to the suburbs (white flight)
4. Industry & Jobs left: Residents followed jobs

D. Shifting Trends

1. Suburbanization has changed rural areas by inc. population density, by building homes and businesses on former farmlands.
2. Some suburbanites are returning to live in the city (reurbanization), and others move further out into rural areas (exurbanization)
3. Some established towns near a very large city grow into a city independent of the larger one. (satellite city)

II. Influence of Site and Situation on Cities

A. Early City-States

1. City-States consisted of an urban center (city) and its surrounding territory and agricultural villages.
 - a) Had their own political system and functioned independently from other city-states
 - b) Population in the surrounding villages and territory received services & protection from the urban center.
 - c) Defense was a primary consideration

2. Early Urban Hearths

- a) Tigris-Euphrates Valley (Mesopotamia) in modern Iraq
- b) Nile River Valley and Nile Delta (modern Egypt)
- c) Indus River Valley in modern Pakistan
- d) Huang-Ho Plain in modern China
- e) Mesoamerica in modern Mexico
- f) Andes in South America

3. City-States eventually coalesced to form early states - empire

4. Examples today: Monaco, Vatican City, Singapore

B. Centers for Services

1. As cities grew, more people ^{developed} specialized skills other than primary food

2. Administrative centers: where the elite ruled

III. Defining Cities

A. Legal Definition of a City

1. A city is the territory inside officially recognized boundaries.

a) Used to determine population; for taxing residents, governing rules

b) Most share boundaries with adjacent cities; but only visible on a map.

B. Metropolitan Areas

1. A collection of adjacent cities across which population density is high and continuous areas; also known as a metro area

2. Most large cities in the world today are really metro areas of a series of legally defined cities.

Ex: Inside the perimeter

3. Metropolitan Statistical Area (MSA)

a) City of at least 50,000 people, and adjacent counties that have a high degree of social and economic integration with urban core

b) Micropolitan statistical areas more than 10,000 but less than 50,000

4. Urban Areas can also be described by its morphology

a) Landscape has a high concentration of things constructed by people

b) Places where built-up areas begin to give way to open areas and underdeveloped areas are the outskirts of the city.

c) end of the continuously built-up area can be considered as urban border

C. Population Characteristics

1. Another way to define cities relies on social characteristics
2. Social Heterogeneity is particularly high in cities
 - a) population of cities contains a great variety of people
 - i) cultural interests, sexual orientation, languages spoken, professional pursuits
3. Cities are centers of immigration.

IV Transportation

- * Cities grow in number and size as improvements in transportation have.
- * Trains, buses, and cars enabled people to move further from the city center.
- * Time-Space-Compression

A. Borchert's Model

1. Describes urban growth based on transportation technology.
 - a) Each new form of tech produced a new system that changed how people moved themselves and goods in and between urban areas.
 - b.) Divided urban history into 4 periods (called epochs)
 - c) Each epoch had a profound effects on the shape, size, density, and spatial arrangement of cities.

B. 4 Epochs

1. Sail-Wagon: 1790-1830:

a) Water ports very important

b) Poor Road conditions made long distance travel between cities difficult.

2. Iron-Horse : 1830-1870

- a) Steam engines powered boats, which provided the growth of river cities
- b) Regional rail networks connected cities.
- c) Rail lines connected resources and industrial sites.

3. Steel Rail : 1870-1920

- a) Transcontinental railways emerged
- b) Cities emerged along rail lines in the interior of continents

4. Auto-Air-Amenity : 1920-1970

- a) Cars allowed cities to spread out
- b) Airport hubs emerged
- c) Cities became far more interconnected.

C. Infrastructure

1. Earliest urban centers were pedestrian cities

- a) Shaped by the distances people could walk

2. Horse + Buggy : allowed for city size to increase

3. Streetcar suburbs

- a) Communities grew up along rail lines
- b) Created a prairie shaped cities

V Distribution and Interaction of Cities

A. Gravity Model

1. Places that are larger and closer together will have a greater interaction than places that are smaller and further away from each other.
2. This model can be used to predict the flow of workers, shoppers, vacationers, mail, migrants, and nearly any other flows between cities.

B Rank-Size-Rule

1. It states that the N^{th} largest city in any region will be $1/N^{\text{th}}$ the size of the largest city.

Ex: 3rd largest city in a region will be $1/3$ the size of the largest city.

2. More common in federal ~~structure~~ distribution

3. Cities will have a wide variety of services within the system from very high order services in the largest cities to low order ones in the smaller ones.

4. Examples: US, Canada, Australia, India.

C. Primate Cities

1. If the largest city in an urban system is more than twice as large as the next largest city, is a primate city.

2. Primate cities is usually a social, political, or economic hub for the system, and it offers wider services than do the many smaller cities.

a) More typical in LDCs (but not exclusive)

b) typically Unitary Government

Ex: UK is an example: London is big for the largest city

a) But due to size population of UK citizens can easily get to London for services. (further edge 675 miles) great transportation network

Ex2: Mexico: ~~in~~ Mexico City: much more spread out, harder for people to get services. (1750 miles) Poor transportation network

VI Central Place Theory

* Walter Christaller in 1933

* Developed to explain the distribution of cities of different sizes across a region

* Central Place: is a location where people go to receive goods and services.

* Can be a tiny community or a major city.

A. The Shape of Market Areas

1. A market area surrounds each central place, for which it provides goods and services and from which it draws population.
2. Drawn as hexagonal hinterlands b/c this shape was a compromise between a square & circle.

★ Show Diagram ★

B. Threshold and Range

1. Threshold: is the size of the population necessary for any particular service to exist and remain profitable.
 - a) Services with very small thresholds, such as a convenience store, or a gas station, are present in very small central places.
 - b) Restaurants, hospitals, high schools and department stores have higher thresholds, so they require a larger population within the market area to survive economically.
 - c) Stock market exchanges, major sports teams, symphony orchestras, elite research centers: need huge populations.
2. Range: is the distance people will travel to obtain specific goods or services.
 - a) People will travel very far for high order services such as wedding rings and heart transplants.
 - b) Less likely to travel same distance to fast food.

VII Megacities

- * World's largest cities and typically have more than 10 million people
- * Urban giants often exert an influence that is felt regionally and sometimes worldwide.
- * Political, economic, and cultural power

A. Urbanization in the Developing World

1. Combination of high birth rates and rural to urban migration in LDCs

has made megacities more common in LDCs.

2. Of the 30 largest metropolitan areas in 2015, ¹⁵ half were in semiperiphery or periphery countries.

Ex: Cairo, Lagos, Kinshasa, Mumbai, Delhi, Kolkata, Dhaka, Karachi, Sao Paulo

Buenos Aires, Rio de Janeiro, Lima, Bogota

3. Megacities in LDCs have problems of chronic unemployment, lack of infrastructure, poor housing, pollution.

B. World cities

1. Cities that exert influence far beyond their national boundaries

2. All are media hubs and financial centers with stock exchanges, banking, corporate HQ's

Ex: New York, London, Tokyo, Paris

C. Megalopolis

1. Chain of connected cities

Ex: Bos - Wash Corridor: Cities from Boston - DC

2. Cities grew until they formed a single ~~contiguous~~ conurbation. Emerged into a single uninterrupted urban area.

Ex: LA → San Francisco, Tokyo - Yokohama