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I pledge my honor that I have abided by the Stevens Honor System.

1. “To study the city is, therefore, to study ourselves.” Do you agree with the comment or not? Please, explain.  
   I agree with this comment, as the city represents both the present and past of human development, and can be a really effective vehicle to examine humanity as a whole. Regarding the present, the textbook approaches this statement from an objective standpoint, stating how in North America, over 80% of people live in urban areas, with those in suburbs outside urban areas building their lives around commuting to such cities. Cities are the center for tourism, culture, and work, encapsulating many of the activities humans do in day-to-day lives. The textbook also states how the city is a microcosm of the extremes of society, how the most educated people interact with the most ignorant, and the most wealthy living in the same area as the poorest. Therefore, by studying present-day cities, we can learn a lot about modern life and the priorities and culture of people today.   
   Regarding the past, history is also hugely centered around cities. The textbook states, “for centuries, the city has been the heart, the life-blood, of various civilizations—the center of economic, political, and artistic events.” Thus, through cities, we can learn about ancient civilizations like Mesopotamia, Egypt, and Rome, to understand human development into the value of society and humanity that are so pervasive today.
2. The quality of life in cities varies tremendously. So how should we deal with it?  
   To understand this question, we should first understand the different ways that quality of life is defined, as well as how and why it varies within cities. Inequality is often the result of social stratification, or the hierarchical ranking of people in terms of valued resources. One of these resources is wealth, as cities often house some of the most wealthy people along with some of the poorest people, people who can thrive and build their own lives next to people who need to fight every day to survive. However, it is unsustainable to simply equalize the wealth of people within the city. The textbook goes on to identify some of the causes of this wealth inequality, pointing toward other dimensions of social differences, such as race, ethnicity, and gender. The textbook goes on to define social power, or the ability to achieve one’s goals and to shape events. Especially telling is the textbook’s phrasing of “life in the city is a grim matter of trying to cope with seemingly overwhelming forces. Thus, to deal with the inequality of life in the city, we should seek to equalize social power by removing some of the “overwhelming forces” that prevent poorer urbanites, especially those of racial and ethnic minorities, to achieve their goals. These forces often include unforeseeable events and lack of development of skills through education. Education would allow all to understand the options for dreams available to them in society, while providing support for unforeseeable events like debt or medical emergencies would ensure that people will be able to pursue those opportunities without disaster striking. Thus, I believe that increasing the efficacy of public education, especially in low-income areas, as well as providing more subsidized services, such as medical and pharmaceutical services, would go a long way to help equalize the social power of people to ensure that the wealth gap is narrowed.
3. How did modern cities emerge? Please explain by using different factors which contributed their rise.  
   Modern cities emerged by creating more opportunities for social and economic mobility, created by greater interaction and connection between cities. During the times of feudalism, people were aligned to certain social strata, without a chance to specialize at their skills and passions. Thus, cities were stuck in a cycle, focusing on agriculture. When trade became more important than simply surviving for food, it allowed people to break out of feudalistic classes and power structures to pursue diverse careers, such as shopkeepers, traders, bureaucrats, and government officials. This shift to trade allowed cities to amass wealth and gain prominence, forcing other cities to follow suit or face a sharp decline in influence. The cities that refused to adapt would also see their populations, who would know about the wealth of other towns, to leave the feudalistic structure and pursue better opportunities in the early modern city. This specialization of people along with the need to produce goods for trade led directly to the Industrial Revolution, which is the benchmark for the creation of modern cities. Thus, through trade, modern cities emerged as a result of greater economic and social mobility, and spread as a result of greater relations and networks between cities as a result of trade.
4. What is the importance of a case study of London to study the history of a world city?  
   The “world city,” as a title, indicates that city conducts a disproportionate part of the world’s most important business. To capture that disproportionate amount of business, a city must have a rich and storied history as not just an important economic center, but an important political and population center to draw in people and infrastructure from a pre-modern city. This is especially seen in London, where Roman founders originally intended the city to be a center for trade, as a deep-water port to ship goods into the British island. As the center for ships and trade, facilitated by Roman road building connecting the island to that port, London had the foundations to become an important economic center.   
   That foundation is not enough for a city to become a center, however. London held up its status as an important European center through the medieval era, and even improved its position through William’s coronation and residence in the city making London into a political center. Before London was able to become a world city, it had to already be a prominent city before other external factors like the discovery of the Americas, geographical isolation, and the virtual monopoly on wool allowed London to become the world city it is today. Thus, case studies on cities like London extract the ingredients needed to form world cities, as a solid foundation needs to be built along with an extreme amount of luck for a city to rise to such prominence on the world stage.
5. What are three major changes identified in today’s North American cities?  
   Three major changes in today’s North American cities are decentralization, expansion (especially the Sunbelt expansion), and globalization.  
   Decentralization is the phenomenon where people move out of the core of cities to the surrounding regions, especially to the suburbs of the urban area. This marked a change compared to the growth of cities up until 1950, where population was categorized by urban implosion, where people moved into central cities. This decentralization was caused by economic considerations for workplaces as well as the increase of technology in workplaces, where companies no longer found it economically viable to house their offices in the central city, due to high rent, inadequate old buildings, high crime rates, taxes, and congestion, and began to relocate away from the center city. This was also aided by the increase in technology, which made physical proximity to other people and businesses less important for businesses, allowing for decentralization away from the center city.  
   Expansion of the Sunbelt region was another change, as only four of the top ten most populated cities in the 1950s still remains on the list, all other entries being replaced by Sunbelt cities such as Phoenix or Houston. This has created a huge power shift in the United States, as importance of cities like Chicago or New York has been reduced and other large cities now must be considered in national affairs such as trade and politics.  
   Finally, the last change in the cities is the type of jobs being worked in the cities. As mentioned in the first point, the shift toward technology in jobs was also facilitated by the shift in type of job being worked in the city. What used to be factory and manufacturing blue-collar jobs became white-collar oriented jobs such as those in the finance and technology sector, which marks a trend of globalization in North America, as the manufacturing jobs were often shipped offshore or internationally with outsourcing.
6. What are the significant characteristics of the postindustrial city?  
   One significant characteristic is the type and way business is done in these cities. These cities often have a large white-collar business presence, as these white-collar industries were able to take aging buildings and renovate them into new office spaces for white-collar workers. The central city locations maximized their efficiency at work. Regarding the way business is done, businesses in the postindustrial city were more comfortable delegating ownership of their processes to other places, especially those that were unprofitable to them. This removed the need for blue-collar jobs, reinforcing the role of white-collar workers in the postindustrial city.  
   Another significant characteristic is the revitalization of old cities and the development of new “edge cities.” Edge cities on the fringe of urban areas create new services and opportunities for people, and the revitalization of old, declining cities such as Cleveland with new tourist attractions and public-private partnerships just show the postindustrial focus on creating new areas for white-collar workers, while capitalizing on the already built infrastructure in the declining city.  
   Finally, the last significant characteristic is the gentrification of areas of these postindustrial cities, as well as a “skill mismatch” that begins to occur within these communities between the population and the required skills for the job openings in that area. The urban labor market often requires people with skills that come from education beyond high school, which is not attainable for poorer ethnic minorities who already live in the communities of the city. As the demand for white-collar workers goes up, the surrounding areas become populated by those workers and the cost of living goes up, causing these once-comfortable minority groups to struggle to survive among the higher living costs of gentrification of these areas.
7. What is sprawl, why do we have sprawl, and what are its consequences?  
   Sprawl refers to the growth of low-density, residential communities outside the boundaries of service and employment areas in cities. Generally, these places separate peoples’ livelihoods of where they live and work, often requiring personal transportation such as cars to move between the two areas. Therefore, the low density and reliance on cars make sprawl undesirable and wasteful of resources. Sprawl often takes the form of development communities with homogenous housing, blurring regional differences and fusing cities into megaregions.

Sprawl occurs as a result of unplanned, rapid growth and poor land-use management. In U.S. society, laissez-faire development of housing subsidized virtually unlimited low-density development, and along with the American dream of one owning their own detached, single-family home, demand for sprawl has been huge. These factors, combined with massive-road building projects and community planning designed around cars made building urban sprawl profitable and high-demand, leading to the prevalence of it today. As the housing usually came first, commercial and office buildings also started moving within the sprawl to capture the closer proximity of workers and people. This effectively expanded the city limits, and as people kept developing the old sprawl into denser areas, new sprawl would form on the outskirts of the old sprawl, creating a cycle. Exacerbating this issue is the lack of government in stopping this cycle, as political fragmentation prevents the multiple local municipalities that house these development projects from developing a coherent, widespread land-use plan over the general megaregion. Thus, there is no analysis of the effects of sprawl on the environment or the local community, and it is allowed to grow.

The consequences of sprawl begin with the overdependence on the automobile for transportation. As sprawl is trademarked by low-density living, shopping, and services, there is a large dependence on automobiles in daily life. These long commutes take time away from family, increase gasoline consumption with effects on the environment, and increase noise and congestion. Furthermore, those who cannot get around by car, such as the young, the disabled, the elderly, or the poor, are discriminated against, without the ability to transport themselves with public transportation to services.

One of the major problems with sprawl is the environmental damage that it causes, not just in the day-to-day life of using cars mentioned earlier, but in the creation of these communities. Runoff water from streets, parking lots, and farms pollute the local waterways, harming wildlife and degrading water quality in the regions. Chesapeake Bay, for example, is seeing more and more pollution in its delicate ecosystem, where many people rely on the bay for farming and food. Destruction of wetlands not only affects the wildlife in the region, but also makes the region more prone to flooding, causing damage and harm to the developed communities of that area. Some places even do not have enough water to sustain the urban sprawl communities, such as the Las Vegas area, or California during droughts.

Another major consequence of urban sprawl is traffic problems caused by the reliance on cars. Traffic congestion not only causes each person to spend an extra 38 hours per year stuck in traffic, away from family and friends, but also wastes 19 gallons of fuel per year, spewing carbon dioxide and other greenhouse gases into the atmosphere.

Furthermore, sprawl hurts the culture and development of the inner cities by drawing people away from the commercial hearts of inner cities and homogenizing the development of new residential areas. Drawing people away from the cities weakens the tax base, preventing the city from developing their services further, causing less services to be available in the city, making it less attractive compared to the neighboring sprawl. This cycle causes cities, especially smaller, older ones, to fall apart, such as Greensboro, North Carolina, which saw many of its small downtown businesses relocate to the sprawl and leave the once vibrant downtown area empty.

Finally, the economic cost of sprawl is huge compared to well-designed land use plans. The increased cost of new services, such as water and sewer lines, schools, police and fire protection, and roads, no longer are offset by the larger tax base that comes from developing sprawl. One case study was a master plan for New Jersey, which evaluated the costs of conventional sprawl to concentrated, higher-density development, and found that the total savings of creating this land-use plan would be $7.8 billion over 15 years.

1. What are new cities (edge cities)? Are they problems or solutions to suburbanization? Please, explain by using examples.

Edge cities are new developments of sprawling, middle-class, automotive-dependent centers that are located on the edge of urban areas. They possess a lot of qualities of older cities, with many office and retail spaces, a large number of workers commuting to the edge city every day for their jobs, with places to work, shop, and entertain residents and visitors. However, they tend to lack the same kind of density seen in cities and lack the infrastructure needed to transport many people at once, and therefore, are very dependent on automobiles to transport people. They tend to fall into one of three major categories, as “uptowns,” cities built on top of preautomobile settlements, “boomers,” cities built at the intersection of two major highways and centered on a mall, or “greenfields,” a master-planned city by one developer on thousand of farmland acres. These edge cities can be seen both as a problem and solution to suburbanization, depending on how well they are planned and executed.

With new city as a solution, the region of Schaumburg, Illinois was a thriving new city, growing from 19,000 people to 75,000 people from 1970 to today, and as the home to the world headquarters of Motorola, one of Illinois’ top tourist destinations, and with the huge Woodfield Mall, there was plenty of growth in the city. However, there was no defined city center for people to gather and form a community. Thus, the New City ideal was used as a solution to this problem, developing a “Town Square,” a center for a place for pedestrians and shoppers, with retail stores, a coffee shop, a nearby library, park, and a public amphitheater for people to gather at.

One example of new city as the problem is in Tysons Corner, Virginia, where unplanned development has led to extreme growth without the consideration of the consequences of this growth. As its daytime population now exceeds 100,000 people, the city is known for horrendous traffic during weekday rush hours and weekend shopping times. It’s visual deficiencies around the city, such as vacant concrete land, has seen criticism from its residents. Plans are in place to alleviate these issues, such as the D.C. Metro being extended into its city limits to allow for other options to travel to the city, as well as a block-by-block renovation of these concrete plots into park areas to improve the overall look of the city. However, this city is an example about how new cities, without proper planning, also create issues for its residents.