

Contents

<i>Preface</i>	iv
<i>Topic Guide</i>	xvii
<i>Internet References</i>	xix



UNIT 1 Urban Growth, Decline, and Renaissance

Unit Overview	xxii
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- 1. Why Cities Matter**, Edward Glaeser, *The New Republic*, January 19, 2010
Why are cities important? Cities are **agglomerations** of people, dense pockets of development that facilitate learning and the exchange of ideas, not just commerce. City growth is not simply the result of fortuitous location and advances in technology and transportation. In his book review of *Chicago: A Biography*, Glaeser traces the **entrepreneurship**, the spirit of inventiveness, that contributed to the growth of the Windy City. Glaeser observes how Chicago's place as a center of immigration continues to add to the city's economic vitality and attractiveness. 3
- 2. Eds, Meds and Urban Revival**, Rob Gurwitt, *Governing*, May 2008
U.S. cities are no longer centers of manufacturing. The iron works, steel mills, and large industrial plants of old have largely disappeared from the city landscape. Cities have responded to the decline of manufacturing jobs with efforts to establish a new and more diverse employment base. Large medical complexes and urban universities are now major employers in **post-industrial cities**. In Birmingham, Philadelphia, Baltimore, and cities across the nation, "**Eds and Meds**" also provide the research and talent that attracts new firms to a city and helps to rebuild core neighborhoods. 5
- 3. Can They Save Youngstown?**, Brentin Mock, *Next American City Magazine*, Fall 2008
Once-major industrial centers have had to cope with a harsh **new urban reality**, the loss of both jobs and population that will not return. The rash of home loan foreclosures in the early 2000s only further undermined the demand for property in a city's most distressed communities, communities that had already been severely weakened by the exodus to suburbia. The resulting plague of **vacant properties**, the abandonment of residential and commercial structures, threatened the health of the community, lessening the value of surrounding properties and imposing huge new costs to the city entailed by mowing the grass and maintaining public safety concerns, including the need to monitor criminal activity, that comes with vacant structures. Youngstown, like Cleveland, Detroit, Dayton, and a number of other former industrial cities has responded to the new urban reality with a policy of **planned urban shrinkage**, tearing down vacant structures and **greening the city** by building new parks, bikeways, and green spaces, amenities that can help a city attract new residents and employers. 9
- 4. Return to Center**, Christopher D. Ringwald, *Governing*, April 2002
State governments play an important role in urban affairs, enacting policies that can help—or hurt—local communities. A number of states have sought to move governmental offices from the suburbs to downtown as part of a state strategy for **urban revival**. 12

The concepts in bold italics are developed in the article. For further expansion, please refer to the Topic Guide.

5. **Predatory Lending: Redlining in Reverse**, Gregory D. Squires, *Shelterforce*, January/February 2005

What caused the crisis in the **subprime housing market** and the numerous **foreclosures on housing loans**? Conservative commentators blamed the **Community Reinvestment Act (CRA)** with its requirements that lending institutions make loans in inner-city areas. Yet, the evidence shows that the CRA, which was in existence for a quarter of a century before the foreclosure crisis hit, does not merit such blame. Many of the more recent wave of foreclosures involved buyers walking away from condominiums and expensive homes where lending was not subject to CRA regulation. Squires observes that it was not the CRA, but a policy of **deregulation** or the loosening of government rules that allowed smaller and more unscrupulous credit institutions to enter the home loan field and advance **predatory loans** that borrowers would have difficulty repaying.

15

6. **Bridge Blockade after Katrina Remains Divisive Issue**, Chris Kirkham and Paul Purpura, *New Orleans Times-Picayune*, September 1, 2007

Is **race** still an important factor in the American metropolis? What happened in the midst of the devastation of Hurricane Katrina, when a largely African-American group of evacuees from New Orleans attempted to cross a bridge and seek safety in suburban Gretna?

18



UNIT 2

Gentrification, Globalization and the City

Unit Overview

22

7. **Movers and Shakers: How Immigrants Are Reviving Neighborhoods Given up for Dead**, Joel Kotkin, *Reason Magazine*, December 2000

Immigrants in Los Angeles and other cities are breathing new life into urban neighborhoods that were suffering decline. **Immigrant entrepreneurs**, important assets in contemporary urban economies, provide just one illustration of how **globalization** affects cities.

25

8. **Swoons over Miami**, Christina Larson, *Foreign Policy*, August 27, 2010

Saskia Sassen is one of the foremost writers on the subject of globalization and its impact on cities. Sassen discusses some of the aspects of what makes a **global city** and why a number of cities around the world are large without being truly global.

31

9. **Outsourcing: Beyond Bangalore**, Rachael King, *Bloomberg Businessweek* Special Report, December 11, 2006

Bangalore is the computer and Information Technology center of India. In *The World is Flat*, Thomas Friedman described how corporations are free to move work that can be digitalized to low-cost sites overseas. Bangalore gained fame as a center of **outsourcing**, a place where United States and multinational corporations hired local firms to do software development. Bangalore is also a city of **call centers** where service representatives answer American callers seeking help with computer problems and other consumer matters. But a globalized world knows no boundaries. Bangalore now faces **competition** from low-wage sites in other countries. The threat to U.S. workers comes not just from India but also from countries where workers earn even lower wages.

34

10. **The Rise of the Creative Class**, Richard Florida, *The Rise of the Creative Class*, (Perseus Books Group, L.L.C., 2002)

Economist Richard Florida argues that the most economically successful cities have built neighborhoods attractive to young, talented, and creative professionals, the **creative class**. Successful cities build quality living environments with a sense of tolerance of diversity that attracts creative **knowledge workers**, whose presence, in turn, serves to attract major corporations.

37

11. **Too Much Froth**, Joel Kotkin and Fred Siegel, *Blueprint*, January 8, 2004
Is it really in a city's economic interest to cater to the **lifestyle concerns** of the **creative class**? Kotkin and Siegel argue that many cities go down the wrong path when they seek to fashion communities that are attractive to "hip" younger workers. Instead, Kotkin and Siegel urge cities to devote their resources to providing high-quality **basic municipal services** and a **safe, secure environment**. Such an investment makes a city attractive to both residents and businesses.

46

12. **Studies: Gentrification a Boost for Everyone**, Rick Hampson, *USA Today*, April 19, 2005
Gentrification is often attacked for uprooting the poor. Yet, the work of urban planning professor Lance Freeman shows that neighborhood upgrading can actually bring **benefits** to the poor and to racial minorities who continue to reside in areas undergoing gentrification. Critics question the degree to which the poor share in the benefits brought by an area's gentrification.

49



UNIT 3

Competitive Pressures and Economic Development

Unit Overview

52

13. **Throwaway Stadium**, Charles Mahtesian, *Governing*, January 2000
Does a city get a good return on its investment when it helps to pay for the construction of a new stadium or sports arena? Not necessarily, especially if the newly built stadium is soon judged as antiquated by a team owner, who then demands that the public help subsidize an even newer facility with a larger number of skyboxes and luxury suites.

55

14. **Skybox Skeptics**, Josh Goodman, *Governing*, March 2006
Sports franchisers, hotel owners, and other members of a city's **growth coalition** continue to press for municipal construction of new sports stadiums. The growth coalition argues that such projects can be a key to an area's rebirth. But critics argue that such investments seldom yield the economic benefits that were promised when the prospect of a new stadium was first discussed.

58

15. **"A Lot of Hooey": Heywood Sanders on Convention Center Economics**, Neil deMause, *Field of Schemes*, September 7, 2004
Real estate developers, downtown business owners, labor unions, and other members of a city's **growth coalition** use the studies of **consulting firms** in an attempt to convince city officials and the public that a convention center will attract so much new business activity that, in the long run, the center will "pay for itself." Critics argue that the studies, prepared by the **hired guns** of the growth coalition, are often poorly done and overly optimistic in their projections, especially as there are too few "good conventions" for most cities to be able to run convention centers without extensive public subsidies.

60

16. **Eminent Domain Revisited**, Mark Berkey-Gerard, *Gotham Gazette*, December 12, 2005
Under the power of **eminent domain**, governments have the power to take private property for a "public purpose," paying fair compensation to a property owner. But can government take one person's property in order to give it to a different private owner; a developer who promises to bring new jobs to a city? The U.S. Supreme Court, in its **Kelo decision**, declared that such a **taking of property** was indeed constitutional, and that economic development was a legitimate public purpose of local government. Since the Court's decision, however, the overwhelming majority of the states have used their own constitutional authority to impose new restrictions to limit the ability of local governments to take property via eminent domain powers.

63



UNIT 4 Citizen Participation

Unit Overview

66

17. **Jane Jacobs' Radical Legacy**, Peter Dreier, *Shelterforce*, Summer 2006

Jane Jacobs was that rare individual who changed the shape of cities. Starting in New York in the 1950s and continuing over the decades in her adopted Toronto, she fought for historic preservation and the protection of neighborhoods. She led protests against the **urban bulldozer**, the **urban renewal** and **urban highway projects** that tore out the heart of vital city neighborhoods in order to build a city geared to the automobiles and to the interests of a city's **growth coalition** and suburban commuters. Jacobs argued that the fragile bonds (or **social capital**) inherent in neighborhood life were the keys to **livable cities**. She argued for policies that preserved low-rise, walkable communities where residents get to know one another. Jacobs fought against **top-down planning**, that too seldom reflected the residents' point of view. She sought **participatory processes** in which the people directly affected by urban planning decisions have a major voice in the making of those decisions.

68

18. **Neighbor Power: Building Community the Seattle Way**, Carmen Sirianni, *National Civic Review*, Fall 2005

Seattle is a city with a notable commitment to **neighborhood power and participatory democracy**. But what are the keys to neighborhood participation? What steps does Seattle take to ensure that participatory processes work?

71

19. **New Life in Newark**, Alan Ehrenhalt, *Governing*, July 2007

How can troubled communities attract new investment and stem their continued decline? One bit of good news has been provided by the work of **Community Development Corporations (CDCs)**, neighborhood organizations that serve as **bridge builders**, working to get government agencies and private and nonprofit institutions to form **partnerships** and share in the investment critical to the undertaking of housing rehabilitation and jobs project. As seen in Newark, these community organizations are often church-related or **faith-based**.

74



UNIT 5 School Choice and School Reform

Unit Overview

76

20. **The Performance of Charter Schools in Wisconsin**, John Witte et al., *La Follette Policy Report*, University of Wisconsin, Spring/Summer 2007

School choice programs offer parents and students an alternative to the traditional public schools. But do choice programs achieve the educational gains that they widely promise? John Witte examines the evidence on the educational impacts of Wisconsin's **charter schools**.

79

21. **Charter Schools**, Gail Robinson, *Gotham Gazette*, November 14, 2005

New York and other cities have continued to build on the popularity of **charter schools**. Advocates argue that the creation of innovative and student-oriented charter schools will also lead to a new sense of **competition** that will spur more conventional city schools to shake up their usual ways of doing thing. Yet, critics worry about the impact of charter schools on **equity**, especially as the continued growth of charter academies may pose a **drain on the resources** available for educating students left behind in conventional public schools.

84

22. **D.C. School Reform in Question after Mayor Fenty's Loss**, Julianne Hing, *ColorLines: New for Action*, September 16, 2010
 A number of states and cities have turned to **mayoral control of public schools**, hoping that the mayor can battle vested interests and force major changes in the operations of failing public schools. But as the experience of Washington, D.C. mayor Adrian Fenty and his appointed schools' chancellor Michelle Rhee attests, a mayor or administrator who pursues school reform may make powerful **enemies**. School reformers require **political skill and caution** when attempting to restructure school operations. 88
23. **With More Choice Has Come Resegregation**, Leslie Fulbright and Heather Knight, *San Francisco Chronicle*, May 29, 2006
 Public school officials committed to **racial integration** face a difficult balancing act; they must juggle pro-racial integration policies with **parental demands for neighborhood schools**, the ability of families to flee to the suburbs, and recent **court decisions that limit the use of race as a factor** in school assignments. 90
24. **Here Comes the Neighborhood**, Damien Jackson, *In These Times*, December 20, 2002
 Charlotte, North Carolina was once a national symbol in the fight for school integration. More recent years, however, have seen trends toward the **resegregation** of schools in Charlotte and other metropolitan areas. U.S. Supreme Court decisions (most notably the **Millikin v. Bradley** decision which virtually brought city-suburban school busing plans to a halt) have limited the ability of cities to desegregate public schools. African-American parents have turned their attention to the condition of inner-city schools, having come to accept the continuing reality of school segregation. 93
25. **Schools Seek New Diversity Answers after Court Rejects Race as Tiebreaker**, Jessica Blanchard and Christine Frey, *Seattle Post-Intelligencer*, June 29, 2007
 Americans have little tolerance for school busing and other mandatory school desegregation efforts. Except where court decisions order otherwise, local attempts to force school integration have largely come to an end. In their place, school districts have created **magnet schools** and other programs that would lead parents to voluntarily send their children to racially integrated schools. But a divided Supreme Court has ruled that **a child's race cannot be a major factor** when deciding school assignments. The decision imposes severe limits on the ability of local districts to take race into account when using magnet schools as a means of promoting better racial balance. Local school districts, however, still possess a few pro-integration strategies that may survive court scrutiny. 96
26. **The UCLA Civil Rights Project State of Segregation: Fact Sheet, 2007**, *The Civil Rights Project/Proyecto Derechos Civiles*, 2007
 The evidence points to a decline of racial integration in public classrooms. White students, as well as African-Americans and Latinos, attend schools with little diversity and have little ability to interact with peers from different racial and ethnic backgrounds. 98
27. **Joint Statement of Nine University-Based Civil Rights Centers on Today's Supreme Court Rulings on Voluntary School Desegregation: McFarland v. Jefferson County Public Schools & Parents Involved in Community Schools v. Seattle School District No. 1**, *The Civil Rights Project/Proyecto Derechos Civiles*, June 28, 2007
 Civil rights organizations discuss the likely impact of the Supreme Court ruling that narrowed the ability of local school systems to use **race as a factor in a student's school assignment**. The Court's decision will limit the ability of local schools districts to structure **magnet school programs** and other voluntary tools to promote **racial balance and diversity** in school classrooms. The civil rights organizations discuss what they see as a continued retreat from the Court's celebrated 1954 **Brown v. Board of Education** decision that struck down "separate but equal" school systems. 99



UNIT 6

Policing and Crime

Unit Overview

102

28. **Broken Windows**, James Q. Wilson and George L. Kelling, *The Atlantic*, March 1982

How can a city build respect for law and order in order to reduce **crime**? James Q. Wilson and George L. Kelling, in their strategy of **broken-windows policing**, argue that the small things count. Where the police give proper emphasis to **order maintenance**, where even such small things as graffiti and turnstile jumping in the subway are not tolerated, the expectation for orderly conduct is clearly set.

105

29. **How an Idea Drew People Back to Urban Life**, James Q. Wilson, *The New York Sun*, April 16, 2002

Wilson argues that the **broken-windows approach to policing**, as practiced by *New York Mayor Rudy Giuliani* and his police chief Robert Kelly, led to a noteworthy drop in the city's crime rate. The new atmosphere of public order helped contribute to the city's economic revival.

113

30. **200 Cops to be Reassigned from Community Policing**, Fran Spielman and Frank Main, *Chicago Sun-Times*, September 16, 2010

Community policing is a popular reform that seeks to increase a neighborhood's voice in police operations. Local residents can draw the attention of the police to local problems. **Beat meetings** draw on the engagement of citizens and business owners, establishing a **community-police partnership** essential for effective crime prevention and control. Old-guard officers, however, were reluctant to allow nonexpert citizens a voice in setting police priorities. In Chicago, a city once noted as being a national leader in community policing, community policing has been cut back amid budgetary pressures.

115



UNIT 7

A Suburban Nation: Suburban Growth, Diversity, and the Possibilities of “New Urbanism” and “New Regionalism”

Unit Overview

116

31. **The Six Suburban Eras of the United States**, Robert Lang, Jennifer LeFurgy, and Arthur C. Nelson, *Opolis: An International Journal of Suburban and Metropolitan Studies*, 2006

The suburbs of the contemporary **New Metropolis**, with their **diversity of population** and their concentration of offices and retail activities in **edge cities**, are far different from the **streetcar suburbs** and **bedroom communities** of earlier eras. Suburbia is not a homogeneous entity of affluent bedroom communities. Instead, suburbia is a quite varied or **diverse landscape**, with growing concentrations of immigrants and pockets of poverty. Older, **declining first-generation suburbs** differ quite markedly from the more prosperous **favored quarter communities** of the modern metropolis.

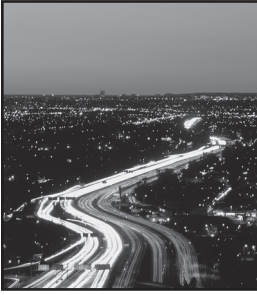
119

32. **Patio Man and the Sprawl People: America's Newest Suburbs**, David Brooks, *The Weekly Standard*, August 12/August 19, 2002

Many suburbanites, especially in the **sprinkler cities** of the Southwest, find refuge in their homes and backyards and resist government intervention. Their attitudes stand in sharp contrast to the practitioners of **New Urbanism** and those suburbanites who seek to rediscover **the value of community** in the suburbs.

123

33. **Affluent, but Needy (First Suburbs)**, Bruce Katz and Robert Puentes, *Newsday*, February 12, 2006
 Suburbia is neither homogeneous nor uniformly affluent. Many of the nation's **first suburbs**—older suburbs adjacent to central cities—are exhibiting new signs of weakness—including a deteriorating infrastructure, a glut of housing vacancies, a rise in joblessness due to plant shutdowns, and a shrinking tax base—and would benefit from the help of supportive government policies. Katz explores the potential for **coalition building** among first suburbs and central cities in need. 131
34. **Principles of New Urbanism**, *New Urbanism*, 2008
 Can we build better suburban communities? The **New Urbanism** movement seeks the development of **compact communities** characterized by **walkability**, greenspace protection, active town centers, varied architecture, reduced reliance on the automobile and **ecological sustainability**. The practitioners of New Urbanism seek to **rediscover the sense of community** that once characterized small-town and suburban life in America. But do most Americans really want to live in such communities? 134
35. **The New Urbanism: A Limited Revolution**, Myron A. Levine, in *Redefining Suburban Studies: Searching for New Paradigms*, ed. Daniel Rubey (Hempstead, NY: National Center for Suburban Studies, 2009)
New Urbanism builds more sustainable and more aesthetically pleasing alternatives to conventional suburbs. But New Urbanism also faces quite severe **limits**. Despite its popularity in planning circles, New Urbanism is likely to have only a most limited impact on suburban development. The New Urbanism can do little to change a suburban environment that has already been built. In a free society, New Urbanists cannot control the housing choices of most Americans or the continuing sprawled development that takes place outside the border of planned New Urbanism communities. 137
36. **HOPE VI and the New Urbanism: Eliminating Low-Income Housing to Make Mixed-Income Communities**, Janet L. Smith, *Progressive Planning*, Vol. 152, Spring 2002
 Planners have also applied the principles of **New Urbanism** in an effort to construct more livable central-city environments. The **HOPE VI** program helped to tear down the nation's most distressed high-rise public housing projects, replacing them with more habitable, **mixed-income**, aesthetically pleasing, low-rise communities. But do all the residents of a neighborhood view the transformation as desirable? Tenant organizations in Chicago were skeptical of the demolition of high-rise public housing, and proposal to build low-rise housing developments, guided by New Urbanism design principles, in their place. 141
37. **Regional Coalition-Building and the Inner Suburbs**, Myron Orfield, *Shelterforce*, January/February 1998
 Can cities and suburbs cooperate to solve problems? Advocates of the **new regionalism** argue that it is not necessary to build a new metropolitan-wide governing body in a region, a reform effort that is almost always a political impossibility. Myron Orfield observes that the fissure that divides a central city from its suburbs is often exaggerated. A region's core city, declining suburbs, and overburdened working-class communities all suffer when growth and investment are concentrated in the **favored quarter** of a region's more privileged communities. Orfield suggests that core cities, struggling inner-ring and working-class suburbs, and even faith-based and philanthropic organizations **form a coalition** to press for programs of mutual benefit. 144
38. **Is Regional Government the Answer?**, Fred Siegel, *The Public Interest*, Fall 1999
 Siegel **criticizes much of the new regionalist agenda**. Most Americans prefer suburban living and do not wish to live in overly dense communities. Siegel warns against heavy-handed efforts to introduce regional consolidation and cooperation. Siegel notes the importance of preserving open space but criticizes the ill effects that often accompany such growth control efforts as **urban greenbelts** and the much-celebrated **Portland urban growth boundary**. Siegel sees opportunities to build city-suburban cooperation, especially in the joint pursuit of economic development. But he also values **individual choice and local autonomy** and hence sees sprawl as "part and parcel of healthy growth." 148



UNIT 8

Toward Sustainable Cities and Suburbs?

Unit Overview

154

39. **Firebugs: Build It in California's Foothills, and It Will Burn**, Mike Davis, *Sierra Magazine*, March/April 1994

Urban wildfires are a major problem, especially in California and the West. Mike Davis argues that the extensive destruction caused by wildfires is the result of a market-oriented attitude that allows developers and buyers to place homes in what are essentially fire zones. Davis argues against the continuance of programs that help support such ecologically unwise and **unsustainable patterns of development**.

156

40. **New German Community Models Car-Free Living**, Isabelle de Pommereau, *The Christian Science Monitor*, December 20, 2006

Can urban development be pursued in a less automobile-reliant manner? An example from Freiburg, Germany, shows that an alternative approach that is more consistent with **environmental values** is possible. But are Americans willing to accept **car-free living**?

158

41. **Traffic: Why It's Getting Worse, What Government Can Do**, Anthony Downs, *Brookings Institution Policy Brief*, 128, January 2004

Economist Anthony Downs explains why there is no easy answer to the problem of traffic congestion, why measures aimed at reducing **traffic congestion** and **gridlock** and shortening commute times wind up providing only temporary relief at best. Downs suggests some pragmatic steps—including **ramp-metering**, the creation of **HOV lanes**, and **clustering development around mass transit stations**—as Americans learn to live with the never-ending problem of urban traffic.

160

42. **Is Congestion Pricing Ready for Prime Time?**, Michael A. Replogle, *Planning*, May 2008

Congestion pricing seeks to reduce traffic congestion in cities by imposing a steep fee every time a vehicle enters a downtown or core-city district. London and Stockholm are among the cities that have had good results with the use of congestion pricing, despite the charges leveled against the system by its critics. Mayor Michael Bloomberg sought to enact a similar system in New York City, but failed to win permission from the state legislature to do so.

165



UNIT 9

The Future of Cities and Suburbs: The United States and the World

Unit Overview

170

43. **Japan's Cities Amid Globalization**, Myron A. Levine, original manuscript for *Annual Editions: Urban Society*, 2008

Tokyo is generally recognized as one of the world's "top 3" global cities. But even Tokyo has had to take proactive measures in the face of rival Pacific office centers. Japan has sought to strengthen Tokyo as its **national champion** in the competition for new office development, with traditional neighborhoods being demolished to make way for new **megaprojects** designed to accommodate global corporations and their high-end workforces. In Kyoto and other cities in Japan, local leaders have initiated growth projects that have altered the traditional character of Japanese urban development.

173

44. **Reinventing Rio: The Dazzling but Tarnished Brazilian City Gets a Makeover As It Prepares for the 2014 World Cup and 2016 Olympic Games**, Alan Riding, *Smithsonian Magazine*, September 2010
Rio de Janeiro is a dazzling city of gleaming office towers, high-rise apartments, fashionable stores, and beaches, an international center of business and play. The city, however, is also a center of *favelas* or **squatter communities** of the poor who lack legal title to the land on which they live. Rio exhibits **urban dualism**, the huge gap between the rich and the poor, that is typical of cities in **lesser developed countries (LDCs)**. Brazil is using the mega-events of the 2014 World Cup and the 2016 Olympics to improve transportation and upgrade facilities in Rio. Bold architecture will burnish the city's **global image**. Critics fear that the government will also attempt to pacify the favelas, the site of violent drug wars, rather than invest in bringing running water, electricity, and improved trash collection to the large numbers of urban poor who lack these and other basic services. 178
45. **Demolishing Delhi: World Class City in the Making**, Amita Baviskar, *Mute Magazine*, May 9, 2006
Cities in **lesser developed countries (LDCs)** are often overwhelmed by the flood of migrants from the countryside. In many of these cities, the urban poor live in giant **slums or shantytowns**, with only the most minimal provision of water, sewage, sanitation, and other basic services. Rather than focus on improving public services, cities have instead responded to the pressures of **global competition**—as in the case of Delhi—by **bulldozing squatter communities** and pushing residents farther away from jobs, in order to clear sites in the center city demanded by business. 182
46. **No Excuses Slum Upgrading**, Fernando Serpone Bueno and Veridiana Sedeh, *Citiscopes.org*, 2010
São Paulo is a **global city**, a center of banking, finance, and modern office towers and residences in South America. São Paulo is also the focus of an **internal migration** from the countryside, as poor families pour into the city in search of jobs and opportunity. As a result, the city is also home to an enormous number of *favelas* and **irregular settlements**, where residents lack legal title to the land on which they live. As an alternative to slum clearance which ousts the poor from their homes and pushes them farther toward the edge of the city, Brazil has begun a policy of **slum upgrading and regularization**, giving squatter settlements formal recognition and extending electricity, drinkable water, sewer lines, and sanitary service to these communities of the poor. Slum upgrading represents a more humane policy than demolition and a much cheaper alternative to constructing new housing for the huge numbers of the urban poor. 185
47. **Urban Legends: Why Suburbs, Not Cities, Are the Answer**, Joel Kotkin, *Foreign Policy*, September/October 2010
Metropolitan areas in the United States are characterized by **counterurbanization**, the shift of population from the cities to the suburbs. **Lesser developed countries (LDCs)**, by contrast, are still experiencing massive urbanization, the arrival of poor families from rural areas in search of opportunity. Many urban theorists continue to see big cities as the engines of economic growth in LDCs. But cities, especially the gigantic global **megacities** of LDCs, have not been able to provide the housing and infrastructure necessary to support such rapid population growth. Kotkin questions whether such extreme concentrations of growth—and poverty—focused on cities are really all that desirable. Kotkin urges a greater emphasis on **dispersal policies**, policies that seek to locate jobs and housing in suburbs and smaller cities. His proposal is a modern-day variant of Ebenezer Howard's classic call for the creation of **garden cities** as an alternative to the overcrowded urban centers of the industrial age. 188
48. **Femicide in Ciudad Juárez: What Can Planners Do?**, María Teresa Vázquez-Castillo, *Progressive Planning*, Spring 2006
Can cities be made to meet the **needs of women**? In recent years, Ciudad Juárez, Mexico, just across the U.S. border from El Paso, has gained notoriety for its drug gangs and the deadly skirmishes between the government and heavily-armed drug cartels. But the violence in Ciudad Juárez actually precedes the more recent surge in drug-related violence and gang wars. Hundreds of **femicides**, occurred in Juárez, yet little was done to stop the murder of women. Women make up the low-wage workforces of the **maquiladoras**, the border factories that have grown as a result of **globalization**, including **free-trade policies** that greatly reduced tariffs and other barriers to cross-border investment and trade. In their daily travel to and from the jobs, women and young girls are especially vulnerable. Since the time the article was written, the number of women murdered in Juárez has continued to increase. The city and private employers have failed to provide for the physical safety of women. 192

<p>49. Are Europe's Cities Better?, Pietro S. Nivola, <i>The Public Interest</i>, Fall 1999 Europe's cities are more compact (densely populated) and transit-oriented, as contrasted to the sprawled development and automobile reliance of U.S. metropolitan areas. European nations undertake stronger actions to protect the health of the cities. Even more significantly, European cities lack the extensive hidden urban or invisible urban policies that have served to promote the development of single-family homes, urban sprawl, the conversion of farmland to residential developments, and reliance on the automobile. In the United States, the Federal and state governments have also imposed costly mandates that require cities to undertake numerous actions without receiving reimbursement. What can the United States cities learn from Europe? What urban policies can the United States borrow from Europe? What policies work in Europe but would have little hope of success in the United States?</p>	195
Test-Your-Knowledge Form	200
Article Rating Form	201