Name:

Sao Paulo

1. Topic: Mega-City- List some key facts about Sao Paulo and why it qualifies as a Mega City.

2. Topic: Immigration and Ethnic Diversity – Identify <u>at least</u> 3 major flows of migrants that have moved into Sao Paulo over the years.

Group	❑ When did they come? ❑ From where?	❑ Why did they come to Sao Paulo? ❑ Why did they leave where they use to live?

3. Explain how the concept of sequent occupancy and relate to Sao Paulo's migrations.

4. Discuss why and how shanty communities (favela) evolve and where they are typically located.

5. Draw the main land-use pattern model of a Latin American City (see Fellmann)

Amazonia – Discuss each of the following concepts and how they relate to the video
❑ Explain GPS

❑ Can Resource use in the rain forest sustain the ecosystem?

❑ Human/Environmental Interaction

❑ Explain Sustainable Development.

Name:

Boston:

1. What are the cities that make up the Northeast megopolis?

2. List major problems that inner cities face?

3. Boston is creating an empowerment zone within the city. What is an empowerment zone and what does it hope to provide?

4. Based on the social, economic, and ethnic make-up of Boston, what changes might occur in light of the empowerment zone policy?

5. During the 1970's and 80's people moved out to the suburbs. During the 1990's what is moving from the inner city to the suburbs? What impact has this process had on inner cities?

6. Since most of the people who work in the inner city live in the suburbs, how are inner cities trying to have the workers pay their fair share of maintenance in the city?

7. In the Denver area, are poor people evenly distributed throughout or do they tend to live in distinct places? Explain

Chicago:
 1. How would you define a suburban area? What are its characteristics?

 2. Why do people choose to live in urban or suburban areas?

 3. List and discuss people's concerns regarding loss of farmland around the Chicago metropolitan area. How do these concerns influence their perceptions of place?

4. Based on the concept of edge cities, explain the reasons why people decide to migrate from Chicago's core.

5. How are edge cities changing the spatial distribution of American cites? Discuss patterns of land-use, density and location.

6. Discuss the role mobility plays in the creation of edge cities.

Name:

Case Study -- *Sao Paulo: The Outer Ring*

Before viewing film: read and hi-lite key information from this article.

The Mega-City of Sao Paulo May Become World's Largest

Sao Paulo is large by any standard, with nearly 20 million residents spread on an expanse of land that stretches more than 60 miles (100 kilometers) from the city center. Sao Paulo ranks as the third largest city in the world, behind Tokyo and Mexico City, and, if current projections hold true, may be the largest by 2015.

Sao Paulo's Immigrants Contribute to Cultural Mosaic

Sao Paulo's history is filled with stories of immigrants carving out their niche within the city, starting with the first inhabitants, the Portuguese. For three hundred years, Sao Paulo's population slowly grew to two million people. When slavery was abolished throughout the country in 1888, Sao Paulo experienced its next rush of immigrants as blacks from the north streamed down to the city looking for employment.

During this time, a major influx of foreign immigrants, mostly Italians, came to Sao Paulo, and by the 1950s, more than five million had arrived. The Italians settled in the neighborhood of Bixiga, sharing it with blacks from northern Brazil. At that time, the neighborhood was on the fringe of the city and its people were very poor. As the city has grown, Bixiga has become a prosperous neighborhood and an important part of the city's core. Japanese immigration began early in the twentieth century and centered around the Liberdade region. Today Sao Paulo boasts the largest population of Japanese outside of Japan.

Shanty Communities Keep Growing

By 1960, the city had reached a population of almost 13 million, but still more people were on the way. The newest immigrants began to construct homes and neighborhoods on the periphery of the city in a process called "self-construction." The resulting unplanned, sporadic, disorganized layout of the shanties has caused the city to grow into a metropolis with a sixty-mile radius. Most shanty neighborhoods are not officially recognized by the city, but as the cardboard and scrap metal homes are replaced with more permanent structures, there is increasing pressure to provide them with city services: public transportation, sewer and water lines, schools, and electricity. With luck and hard work, the people in shanty neighborhoods hope to build and improve their lives by linking themselves, as previous immigrants did, with the thriving city in the distance.

Land-Use Patterns of Sao Paulo

Sao Paulo has a vibrant core region, with a triangular pattern carved by the Portuguese that still can be seen today. As new residents move into the city they create neighborhoods on its edge, slowly expanding the city and integrating themselves into the city service district. In present day Sao Paulo, this pattern continues in the new shanty neighborhoods that are rising, well removed from the core area and disconnected from city services. As the shanties grow, only some are integrated into the city, while most still suffer sub-standard conditions.

Name:

Case Study -- *Boston: Ethnic Mosaic*

Before viewing film: read and hi-lite key information from this article.

A Historical Pattern for Inner City Abandonment
By 1870, immigrants who were pouring into industrializing American cities sought inexpensive housing close to their factory jobs. Tenements and row houses were filled with as many bodies as it was possible for them to hold. Conditions were miserable, so as soon as families could save enough money, they would move into an apartment in the next best neighborhood, usually one step beyond the center of the city but still within easy commuting distance by public transportation. Tenements would not stay vacant long, as newly arriving immigrants replaced those who were able to move out.

As families became more prosperous, they sought better housing -- from tenement, to apartment, to duplex, to a single-family home usually in the suburbs. This was made possible by the ability of the most affluent families to afford longer commutes and to buy new housing at the suburban edge. As the upwardly mobile vacated their old homes, middle class families would take their place, creating a chain of movement out from the center of the city. This is a pattern that continues to the present.

Immigration Helps Create Boston's Ethnic Mosaic
After the United States closed its doors to immigration in the 1920s, industrial employers in need of workers turned to the large unemployed African American population in the rural south. This recruitment created a new wave of migration into the manufacturing belt cities of the Northeast and the Midwest. One result of this migration was that, because many whites refused to live with these racially different newcomers, blacks were forced to live in racially segregated neighborhoods. Increasingly, inner cities became places of "color" as whites fled their own inner-city neighborhoods.

Empowerment Zones as a Vehicle of Change
Today, flight from the inner city is more an issue of class than one of color as middle class people of all racial and ethnic groups attempt to leave the city for life in the suburbs. This has had a devastating impact economically for nearly all American cities. As inner-city populations become increasingly poor, the need for costly social services becomes critical. Most cities raise the money with which they operate through local property taxes. With the flight of the middle class, property values have decreased, as have property tax revenues. Many cities no longer have the ability to pay for necessary services on their own and must look elsewhere for funding to survive.

The first case study follows an empowerment zone application for several neighborhoods in South Boston. Such a federal designation could restructure the tax base with the help of a $100 million grant. The process is complex because the area to be defined for the application includes a number of racially and ethnically separated neighborhoods, each with its own needs. Newly configured boundaries are created for the empowerment zone to describe the areas more precisely than do traditional neighborhood boundaries.

As seen in the video, news of the second place, $25 million grant was positively received by the community leaders of the most impoverished neighborhoods in the city. Eventually, Boston went on to receive the first place grant. These empowerment zone monies were used to build new shopping and business facilities and encourage merchants to enter these neighborhoods, thereby creating jobs for local residents.

Name:

Chicago: Farming on the Edge, leaves the downtown core to take a look at the increasing threat that middle class flight presents to farmland at the urban fringe. No longer are suburban communities dependent upon jobs in the downtown core. The availability of cars and the highway infrastructure has enabled a new kind of city to spring up around Chicago. These auto-dependent edge cities provide jobs and services to the residents of the surrounding suburbia, allowing them to avoid downtown altogether if they choose. Furthermore, these new job centers, already many miles from the old downtown core, enable suburbia to penetrate more deeply into the countryside.

Located in North America, the United States and Canada have the most urbanized and mobile populations in the world. Two of the most important results of that mobility are the abandonment of inner-city neighborhoods by the middle class and the increasing loss of prime agricultural land to suburban development. The land-use pattern that is emerging is one that looks something like a doughnut. This has been created by the middle class fleeing an increasingly poor and empty downtown for life and work in a ring of suburbs and edge cities.

Prime Agricultural Land is Threatened Near Chicago
Cities throughout the world have historically been located near water. They tended to be built on relatively flat land where it is less costly to build. These places are also very often where some of the best soils are found, as is the case in the agricultural heartland of the United States.

As long as cities remained relatively small and compact, there was little concern about the permanent loss of farmland to real estate development. Urban areas such as Chicago, though, have gobbled up farmland that is sixty miles or more from the urban core. Many people have become concerned that a shrinking base of farmlands and sprawling congestion may outweigh the benefits of further expansive growth.

Edge Cities Form New Spatial Distribution
The geography of America's past is undergoing a post-industrial transformation in McHenry County, Illinois. Along Interstate 90 heading west from Chicago, new business sub-centers such as Des Plaines, Schaumburg, and Marengo are home to more and more residents. First, shopping malls sprouted up in these once purely residential areas and then business followed their employees to the suburban fringe.

New suburban developments and edge cities have prospered, often at the expense of aging inner-city cores as well as surrounding farmlands. The increasing exodus of the middle class from inner cities has created pockets of intense poverty at city centers. Furthermore, the cycle of development of suburbia and its supporting edge cities has allowed for an even greater penetration of urbanization into the countryside.

Mobility Responsible for Changing Patterns of Settlement
North America has the most highly urbanized population in the world; it is also the most mobile. Vast networks of superhighways, commuter airplanes, and railroads connect this region's cities from coast to coast, distinguishing North America from Europe, which has a greater balance between mass and personal transit modes. But it is the mobility of the daily commuter -- a driver who typically considers commuting in terms of time not distance -- that has most dramatically expanded the McHenry suburbia more than two hours out from Chicago's core business district.