GEOGRAPHY OF THE UNITED STATES & CANADA

By Brett Lucas
Outline

- Idea of the city
- Development of cities over time
- Function of cities
- Models of city structure
- Urban “issues”
Why Cities

- Approximately 80% of Americans and Canadians live in a city or its metropolitan area
North American City

- More similarities than differences
- Canadian cities similar to American cities; however, they generally have more public spaces.
Terms

- **City** – is generally an urban settlement with a large population.

- **Town** - is a type of settlement ranging from a few hundred to several thousand (occasionally hundreds of thousands) inhabitants.
Village - is a clustered human settlement or community, larger than a hamlet, but smaller than a town or city.

Township - is a settlement which has the status and powers of a unit of local government.
Terms

- **Urbanized area** – is an area with an increased density of human-created structures in comparison to the areas surrounding it. Urban areas may be cities, towns or conurbations, but the term is not commonly extended to rural settlements.
Terms

- **Metropolitan area** - is a large population center consisting of a large metropolis and its adjacent zone of influence, or of more than one closely adjoining neighboring central cities and their zone of influence.
  - One or more large cities may serve as its hub or hubs, and the metropolitan area is normally named after either the largest or most important central city within it.
Cities in 1830
Cities in 1870
Cities in 1920
Cities in 1970
### Largest Cities – United States

<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>State</th>
<th>Population (July 2005)</th>
<th>Change since 2000*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>New York</td>
<td>New York</td>
<td>8,143,197</td>
<td>134,543</td>
</tr>
<tr>
<td>2</td>
<td>Los Angeles</td>
<td>California</td>
<td>3,844,829</td>
<td>150,345</td>
</tr>
<tr>
<td>3</td>
<td>Chicago</td>
<td>Illinois</td>
<td>2,842,518</td>
<td>-53,503</td>
</tr>
<tr>
<td>4</td>
<td>Houston</td>
<td>Texas</td>
<td>2,016,582</td>
<td>59,564</td>
</tr>
<tr>
<td>5</td>
<td>Philadelphia</td>
<td>Pennsylvania</td>
<td>1,463,281</td>
<td>-54,269</td>
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<tr>
<td>6</td>
<td>Phoenix</td>
<td>Arizona</td>
<td>1,461,575</td>
<td>139,948</td>
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<tr>
<td>7</td>
<td>San Antonio</td>
<td>Texas</td>
<td>1,256,509</td>
<td>105,062</td>
</tr>
<tr>
<td>8</td>
<td>San Diego</td>
<td>California</td>
<td>1,255,540</td>
<td>32,127</td>
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<td>9</td>
<td>Dallas</td>
<td>Texas</td>
<td>1,213,825</td>
<td>25,202</td>
</tr>
<tr>
<td>10</td>
<td>San Jose</td>
<td>California</td>
<td>912,332</td>
<td>17,053</td>
</tr>
<tr>
<td>11</td>
<td>Detroit</td>
<td>Michigan</td>
<td>886,671</td>
<td>-64,599</td>
</tr>
<tr>
<td>12</td>
<td>Indianapolis</td>
<td>Indiana</td>
<td>784,118</td>
<td>2,254</td>
</tr>
<tr>
<td>13</td>
<td>Jacksonville</td>
<td>Florida</td>
<td>782,623</td>
<td>47,017</td>
</tr>
<tr>
<td>14</td>
<td>San Francisco</td>
<td>California</td>
<td>739,426</td>
<td>-37,307</td>
</tr>
<tr>
<td>15</td>
<td>Columbus</td>
<td>Ohio</td>
<td>730,657</td>
<td>18,641</td>
</tr>
<tr>
<td>16</td>
<td>Austin</td>
<td>Texas</td>
<td>690,252</td>
<td>30,423</td>
</tr>
<tr>
<td>17</td>
<td>Memphis</td>
<td>Tennessee</td>
<td>672,277</td>
<td>-10,676</td>
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<tr>
<td>18</td>
<td>Baltimore</td>
<td>Maryland</td>
<td>635,815</td>
<td>-15,339</td>
</tr>
<tr>
<td>19</td>
<td>Fort Worth</td>
<td>Texas</td>
<td>624,067</td>
<td>82,728</td>
</tr>
<tr>
<td>20</td>
<td>Charlotte</td>
<td>North Carolina</td>
<td>610,949</td>
<td>48,976</td>
</tr>
</tbody>
</table>

*Using the April 1, 2000 estimates base
Source: IBRC, using U.S. Census Bureau data
## Largest Cities – Canada

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montreal</td>
<td>1,016,376</td>
</tr>
<tr>
<td>Calgary</td>
<td>768,082</td>
</tr>
<tr>
<td>Toronto</td>
<td>653,734</td>
</tr>
<tr>
<td>Winnipeg</td>
<td>618,477</td>
</tr>
<tr>
<td>Edmonton</td>
<td>616,306</td>
</tr>
<tr>
<td>North York</td>
<td>589,653</td>
</tr>
<tr>
<td>Scarborough</td>
<td>558,960</td>
</tr>
<tr>
<td>Mississauga</td>
<td>544,382</td>
</tr>
<tr>
<td>Vancouver</td>
<td>514,008</td>
</tr>
<tr>
<td>Laval</td>
<td>330,393</td>
</tr>
</tbody>
</table>
City Growth and Decline (1990-2000)

- Las Vegas (+85%)
- Austin (+41%)
- Mesa, AZ (+38%)
- Charlotte (+37%)
- Phoenix (+34%)
- Raleigh (+33%)
- Col. Springs (+28%)

- Calgary (+31%)
- Toronto (+20%)
- Edmonton (+18%)

- St. Louis (-12%)
- Baltimore (-12%)
- Buffalo (-11%)
- Pittsburgh (-10%)
- Cincinnati (-9%)
- Detroit (-8%)
- Toledo (-6%)

- Sudbury, Ont. (-12%)
- Thunder Bay, Ont. (-7%)
- Chicoutimi, Que. (-6%)
Extent of Urban Influence

- City vs. Metropolitan Area

- Media markets
  - Television
  - Radio
  - Newspaper
A media market (broadcast market, media region, designated market area—DMA) is a region where the population can receive the same (or similar) television and radio station offerings, and may also include other types of media including newspapers and Internet content.

- They can coincide with metropolitan areas, though rural regions with few significant population centers can also be designated as markets.
- Conversely, very large metropolitan areas can sometimes be subdivided into multiple segments.
- Market regions may overlap, meaning that people residing on the edge of one media market may be able to receive content from other nearby markets.
Map of United States Designated Market Areas (DMAs) - TV
Map of Canada Designated Market Areas (DMAs) - TV
Newspapers

- The heyday of the newspaper industry was the 1940s, but the percentage of Americans reading newspapers began to decline with the increased competition from radio and television.

- Newspaper circulation numbers are reported to the Audit Bureau of Circulations:
  - USA Today, 2,524,965
  - The Wall Street Journal, 2,068,439
  - The New York Times, 1,627,062
Newspapers – United States

<table>
<thead>
<tr>
<th>City</th>
<th>Newspaper</th>
<th>Frequency</th>
<th>Circulation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington (VA)</td>
<td>USA TODAY (m-mon to thur)</td>
<td>..................</td>
<td>2,154,539</td>
</tr>
<tr>
<td>New York (NY)</td>
<td>Wall Street Journal (m-mon to fri)</td>
<td>..................</td>
<td>2,091,062</td>
</tr>
<tr>
<td>New York (NY)</td>
<td>Times (m-mon to fri)</td>
<td>..................</td>
<td>1,118,565</td>
</tr>
<tr>
<td>Los Angeles (CA)</td>
<td>Times (m-mon to wed)</td>
<td>..................</td>
<td>914,584</td>
</tr>
<tr>
<td>Washington (DC)</td>
<td>Post (m-mon to fri)</td>
<td>..................</td>
<td>732,872</td>
</tr>
<tr>
<td>New York (NY)</td>
<td>Daily News (m-mon to fri)</td>
<td>..................</td>
<td>729,124</td>
</tr>
<tr>
<td>Chicago (IL)</td>
<td>Tribune (m-wed to fri)</td>
<td>..................</td>
<td>680,879</td>
</tr>
<tr>
<td>New York (NY)</td>
<td>Post (m-mon to fri)</td>
<td>..................</td>
<td>652,426</td>
</tr>
<tr>
<td>Long Island (NY)</td>
<td>Newsday (m-mon to fri)</td>
<td>..................</td>
<td>580,069</td>
</tr>
<tr>
<td>Houston (TX)</td>
<td>Chronicle (m-mon to sat)</td>
<td>..................</td>
<td>553,018</td>
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<tr>
<td>San Francisco (CA)</td>
<td>Chronicle (all day-mon to fri)</td>
<td>..................</td>
<td>512,640</td>
</tr>
<tr>
<td>Dallas (TX)</td>
<td>Morning News (m-mon to thur)</td>
<td>..................</td>
<td>510,133</td>
</tr>
<tr>
<td>Chicago (IL)</td>
<td>Sun-Times (m-mon to fri)</td>
<td>..................</td>
<td>481,798</td>
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<tr>
<td>Boston (MA)</td>
<td>Globe (m-mon to fri)</td>
<td>..................</td>
<td>450,538</td>
</tr>
<tr>
<td>Phoenix (AZ)</td>
<td>Arizona Republic (m-mon to sat)</td>
<td>..................</td>
<td>432,284</td>
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<tr>
<td>Newark (NJ)</td>
<td>Star-Ledger (m-mon to fri)</td>
<td>..................</td>
<td>408,672</td>
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<tr>
<td>Minneapolis (MN)</td>
<td>Star Tribune (m-mon to sat)</td>
<td>..................</td>
<td>380,354</td>
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<tr>
<td>Philadelphia (PA)</td>
<td>Inquirer (m-mon to fri)</td>
<td>..................</td>
<td>376,493</td>
</tr>
<tr>
<td>Atlanta (GA)</td>
<td>Journal-Constitution (m-mon to thur)</td>
<td>..................</td>
<td>371,853</td>
</tr>
<tr>
<td>Cleveland (OH)</td>
<td>Plain Dealer (m-mon to sat)</td>
<td>..................</td>
<td>365,288</td>
</tr>
<tr>
<td>Location (Province)</td>
<td>Newspaper Name</td>
<td>Frequency (m-mon to fri)</td>
<td>Circulation</td>
</tr>
<tr>
<td>--------------------</td>
<td>------------------------------------</td>
<td>--------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Toronto (ON)</td>
<td>Star</td>
<td>m-mon to fri</td>
<td>463,840</td>
</tr>
<tr>
<td>Toronto (ON)</td>
<td>Globe and Mail</td>
<td>m-mon to fri</td>
<td>317,411</td>
</tr>
<tr>
<td>Montreal (QC)</td>
<td>Le Journal de Montreal</td>
<td>m-mon to fri</td>
<td>262,161</td>
</tr>
<tr>
<td>Toronto (ON)</td>
<td>National Post</td>
<td>m-mon to fri</td>
<td>246,632</td>
</tr>
<tr>
<td>Toronto (ON)</td>
<td>Sun</td>
<td>m-mon to fri</td>
<td>201,612</td>
</tr>
<tr>
<td>Vancouver (BC)</td>
<td>Sun</td>
<td>m-mon to thur</td>
<td>183,004</td>
</tr>
<tr>
<td>Montreal (QC)</td>
<td>La Presse</td>
<td>m-mon to fri</td>
<td>181,186</td>
</tr>
<tr>
<td>Vancouver (BC)</td>
<td>Province</td>
<td>m-mon to fri</td>
<td>160,482</td>
</tr>
<tr>
<td>Montreal (QC)</td>
<td>Gazette</td>
<td>m-mon to fri</td>
<td>140,503</td>
</tr>
<tr>
<td>Ottawa (ON)</td>
<td>Citizen</td>
<td>m-mon to fri</td>
<td>130,431</td>
</tr>
</tbody>
</table>
Unique City Functions

- Development in the past
  - New Orleans
  - Omaha

- Presently
  - Las Vegas
  - New York
  - Ottawa
  - Detroit/Windsor
City Functions

- **Commercial**
  - Central Business District (CBD)
  - “String Street”
  - Mall

- **Administrative**
  - Replacement for commerce in downtown

- **Service**
City Functions

- Residential
  - Largest use of land in most cities
  - Varied spatial history

- Industrial
  - Functional location (i.e. ports, rail and highway connections)

- Transportation
  - Roads
  - Parking lots/spaces
Transportation – Highways
Transportation – Public Transit

- Railways
- Bus

Public transit sees greater usage in Canada
Transportation – Public Transit
The CBD or downtown is the central district of a city, usually typified by a concentration of retail and commercial buildings.

Although applicable to any city, both terms usually refer to larger cities only.
Concentric Circles (Burgess Model)

- Ernest Burgess, sociologist in 1920s
- CBD, then “zone of transition”
- Working-class homes
- Middle-class homes
- Commuter suburbs
- Urban ecology: invasion and succession
Concentric Circles (Burgess Model)

- **Model**
  - I - Loop (downtown)
  - II - Factory zone
  - III - Zone of transition
  - IV - Working class zone
  - V - Residential zone
  - VI - Commuter zone

- **Chicago, 1920s**
  - Single Family Dwellings
  - Second/Immigrant Settlement
  - Little Italy
  - Ghetto LOOP
  - Two Plan Area
  - Apartment Houses
  - Black Belt
  - Residential District
  - Bungalow Section
Concentric Circles (Burgess Model)

- **Zone I**: Central Business District (CBD) where most of the tertiary employment is located and where the urban transport infrastructure is converging, making this zone the most accessible.

- **Zone II**: Immediately adjacent to the CBD, a zone where many industrial activities locate to take advantage of nearby labor and markets.
  - Further, most transport terminals, namely port sites and railyards, are located adjacent to the central area.
Zone III: This zone is gradually been reconverted to other uses by expanding manufacturing / industrial activities

- It contains the poorest segment of the urban population, notably first generation immigrants living, in the lowest housing conditions

Zone IV: Residential zone dominated by the working class and those who were able to move away from the previous zone (often second generation immigrants)

- This zone has the advantage of being located near the major zones of employment (I and II) and thus represents a low cost location for the working class.
Concentric Circles (Burgess Model)

- **Zone V**: Represents higher quality housing linked with longer commuting costs

- **Zone VI**: Mainly high class and expensive housing in a rural, suburbanized, setting
  - The commuting costs are the highest
  - Prior to mass diffusion of the automobile (1930s), most of these settlements were located next to rail stations
Sector Model (Hoyt Model)

- Economist in 1930’s
- Central activities expand out by sector
- High-end housing in attractive sector
- Industrial near transportation
- Middle-class housing next to high-end
- Lower-class housing gets the rest
Sector Model (Hoyt Model)
Sector Model (Hoyt Model)

- Status displayed via housing
- Middle class always moves outward
- Vacancy chains start
- Fastest growing suburbs = poorest inner city
The multiple nuclei model is an ecological model put forth by Chauncy Harris and Edward Ullman in 1945.

The model describes the layout of a city.

It notes that while a city may have started with a central business district, similar industries with common land-use and financial requirements are established near each other.
Multiple Nuclei Model
Multiple Nuclei Model

- These groupings influence their immediate neighborhood.
- Hotels and restaurants spring up around airports, for example.
- The number and kinds of nuclei mark a city's growth.
- The theory was formed based on the idea that people have greater movement due to increased car ownership.
Suburbs and Inner Cities

- Suburban residents and jobs came from somewhere
- Growth now limited to suburbs
- Segregation by class, race
- Falling tax income, rising service needs
- Spatial mismatch: jobs moved, poor didn’t
Suburbs and Inner Cities

- But agglomeration still matters
- Immigrants still arrive in cities
- Increasing redevelopment of downtowns
  - Battery Park in NYC
  - Jack London Square in Oakland
  - Train station in Sacramento
Stages of Urban Development

- Pre 1850: “Walking cities”
  - Boston, Philadelphia, Quebec City
- 1850-1940: “Industrial cities”
  - Cleveland, Akron, Chicago, Spokane
- 1940-: “Modern cities”
  - Miami, San Diego, Phoenix
The Interstate & Cities

- Originally intended for “between state” but often used more for local traffic
- Rise of suburbs
- Inner-city decline
- Reduced use of public transit
Urban Issues – Sprawl
Urban Issues – Segregation

- Detroit, MI: 950,000 people – 90% non-white
- Livonia, MI: 100,000 people – 94% white
Urban Issues – Gentrification

- **Gentrification** - encompasses a number of processes of change in demographics, land uses and building conditions in an area, accompanied by rapid increase in a neighborhood's property prices and influx of investment and renovation.

- Since 1970’s
- Changes in family structure
- City reinvented as a professional center, from a manufacturing center
- Raises tax base
- Displacement of previous occupants