I. Course Description

This course is a study of the economics of the urban habitat. The study will focus on the spatial concepts of economic decision making within urban structures. It will explore the historic growth that has occurred within urban centers and examine the problems of decay, poverty, congestion, pollution and crime, as well as their revitalization and changing economic functions.

II. Course Organization

A. The course study will follow the path set out in the text, Urban Economics, which is subdivided into the following subjects:

- Market forces in development of cities
- Land rent and land use patterns
- Urban transportation
- Urban problems
- Housing
- Local Government

B. The text readings will be supplemented significantly by current articles and economic studies which will be assigned or selected and distributed in class. In addition, there will be research assignments carried out by individual class members and reported in class. Current news from the media concerning urban issues and problems also will be researched by class members and discussed in class.

Each class meeting will include discussions of:

1. Current news and events
2. Text materials
3. Assigned readings and reports

It is, therefore, imperative that each student prepare for class, attend, and participate by presenting research and current news happenings and discussion of text material. Any absence should be cleared before your class.

C. Tests and examinations will consist of preparing papers that examine and discuss the text materials and issues by selecting and researching specific examples, both U.S. and internationally, cities and urban areas. The mid term and final paper will cover a particular urban area and address the issues covered in the text. A different city or urban area will be researched for the mid term and final.
D. An extensive study of a particular urban issue will be addressed in your research assignment. Examples are listed on Page 5.

III. Text and Other Reading Materials


Publications:

Wall Street Journal  National Geographic
The Economist    Historic Preservation
Financial Times  The Smithsonian
Business Week    Fortune
Times/Newsweek

IV. Grading

Mid-term paper  20%
Final paper  30%
Class participation  20%
Current news reports & research assignment  30%
TENTATIVE SCHEDULE

Week 1  Introduction
        Chapter 1
        Market Forces in Development of Cities

Week 2  Chapters 2 & 3
        Why Cities Exist
        Big and Small Cities

Week 3  Chapters 4 & 5
        Where Do Firms Locate
        Market Areas and Central Produce Theory

Week 4  Chapter 6
        Urban Economic Growth
        Land Rent and Land Use Patterns

Week 5  Chapters 7 & 8
        Introduction to Land Rent
        Land Use in Monocentric City

Week 6  Chapters 9 & 10
        Land Use in Modern Cities
        Land Use Controls and Zoning

Week 7  MID-TERM PAPER PRESENTATION

Week 8  Chapters 11 & 12
        Auto and Highways
        Mass Transit
        Urban Problems

Week 9  Chapters 13 & 14
        Household Sorting
        Urban Poverty

Week 10 Chapters 15 & 16
        The Urban Education Problem
        Urban Crime
        Housing

Week 11 Chapters 17 & 18
        Why is Housing Different
        Housing Policies
        Local Government

Week 12 Chapters 19 & 20
        Local Government Spending
        Local Government Revenue

Week 13 Special Urban Issues
Week 14  Final Paper Presentations

Week 15  Final Paper Presentations

Example of Selected Urban Issues
Research and Discussions

A. Urbanization Growth and Decline
   A. Industrial and manufacturing
   B. Mill villages growth and decline
   C. Transportation and highway system
   D. Housing patterns
   E. Education (intercity)
   F. Fiscal issues

B. Urban Renewal
   A. Federal programs and incentives
   B. Local government programs
   C. Historic restoration
   D. Social programs

C. Transportation, Traffic and Parking
   A. Suburb growth
   B. Retail patterns
   C. Industrial and manufacturing locations

D. Environmental Issues
   A. Land uses
   B. Infrastructure
   C. Green spaces and parks
   D. Preservation

E. Planning and Land Uses
   A. Local and regional planning authorities
   B. Integration and housing
   C. Zoning
   D. Development incentives
   E. Tax incentives and policies
   F. Easements
   G. Town planning and urban design
   H. E. Larnerer Howard - "A Peaceful Path to Real Reform"

F. Federal Programs
   A. New town developments and failures
   B. Tax regulation
   C. Housing finance programs

G. Examples of Urban Development Successes and Failures
   A. Columbia, Maryland vs other new towns
B. Real estate crashes; 1970, 1980, 1928, 1893
C. Westward migration
D. Immigration (U.S.)
E. Urban migration world trends
F. Greenville experience
G. European urban renewal programs vs U.S.
F. Resort development
G. Retirement Villages
FURMAN UNIVERSITY
UNDERGRADUATE EVENING STUDIES
URBAN ECONOMICS - ECONOMICS 34
SPRING 2007
MONDAYS, 6:00 - 8:45 P.M.

NAME

PHONE
(HOME) __________________________ (WORK) __________________________

E-MAIL __________________________

CLASS __________________________

MAJOR __________________________

HOME ADDRESS __________________________

PRINCIPAL STUDY CONCENTRATION __________________________

COURSES COMPLETED IN RELATED BUSINESS, ECONOMICS AND ACCOUNTING.

WORK EXPERIENCE, PRESENT EMPLOYMENT AND RESPONSIBILITY POSITION.

FUTURE OR POTENTIAL PROFESSION OR EMPLOYMENT/GRADUATE STUDY.

PARTICULAR INTEREST OR STUDY OBJECTIVES.

TIME OR SCHEDULE LIMITATION DUE TO FAMILY, WORK AND OTHER COURSES.

Signature __________________________
Urban planning

The new New York

Michael Bloomberg sets out a bold new vision for his city

In its early days New York was a city that looked forward. Its street grid was designed for 1m people at a time when the population barely topped 100,000. Central Park was planned 150 years ago in a swamp nowhere near the heart of Manhattan, which was then still downtown. The subway was built 100 years ago when much of New York was still farmland. But the city lost the vision thing about 50 years ago, as it slipped into what appeared to be an inexorable process of decline.

The best evidence of how much things have improved in New York is the fact that its mayor is again thinking visionary thoughts about the future. Although the city’s fortunes started to recover under the strict hand of Mayor Rudy Giuliani in the 1990s, as recently as five years ago—when the terrorists attacked—it was easy to fear the worst for New York. But this week Michael Bloomberg, who succeeded Mr Giuliani soon after those attacks, unveiled a 25-year plan for upgrading the city. If it is implemented, it may have a bigger impact than the city’s two greatest builders, Fiorello LaGuardia, mayor in the 1930s and 1940s, who oversaw massive public works programmes and built airports, and Robert Moses, who dominated urban planning in the middle of the 20th century, building roads, bridges and tunnels.

To Mr Bloomberg, New York is competing—with London—to be one of the great cities of the 21st century, attracting the increasingly mobile and wealthy global elite. His plan addresses what he sees as the three chief challenges facing the city as it makes that transition. First, he expects New York’s population, already at a record high, to grow by around 1m by 2030, to 9m. Second, the city’s infrastructure—much of it a century old—is crumbling, and needs to be upgraded. Third, the city must become much greener.

To transform New York into a “sustainable city” Mr Bloomberg has set ten goals, to be monitored by a new Sustainability Advisory Board made up of scientists, scholars, academics, city planners and environmentalists. The goals include a massive increase in affordable housing; the pledge that every New Yorker will live within ten minutes’ walk of a public park and an overhaul of public transport, including a subway extension; Mr Bloomberg wants New York to have the cleanest air of any big city in America and to reduce emissions that contribute to global warming by 30% by 2030. And he wants to open 90% of the surrounding rivers, harbours and bays for recreation by reducing water pollution and preserving natural spaces.

Wisely, Mr Bloomberg left the details of how to implement his vision to another day—probably in March. It will not be cheap, and cash will have to be found from somewhere. The influence over federal money enjoyed by Senator Chuck Schumer and Representative Charlie Rangel, now that the Democrats rule Congress, will help. So too might a more constructive relationship with the state, if the new governor, Eliot Spitzer, can bring Albany to heel as effectively as he did Wall Street. Happily, the city’s bond rating is as good as it has ever been, and the financial alchemists in City Hall last week raised $2 billion to fund a West Side subway extension: a feat that may portend other creative money-raising.

The plan builds on work that Mayor Bloomberg has already put in train. Much of the city has been re-zoned to allow a better mix of offices (again in short supply), industrial activities and housing. Some $4 billion has been committed to finishing a third tunnel to be bored under into the city, $1.6 billion to build a badly needed water-filteration plant and $13 billion for the most ambitious school-building upgrade ever. A former landfill, once the world’s largest, will soon be the biggest new park to open in a century.

Upgrading the city’s power supply, and making it far greener, seems certain to be one crucial battleground. Another hugely controversial issue will be whether, and how, to introduce congestion pricing for vehicles, probably at first in the bottom half of Manhattan. Mr Bloomberg is known to admire London’s congestion charge. Having seen off smoking in the city’s bars, he ought to be ready for what is perhaps an even greater political challenge. For the moment, he is still hesitating.

In general, though, he is a mayor in a hurry—and not just because, as rumour has it, he is considering a run for the presidency. His goals is to make the implementation of his vision for the city as irreversible as possible; for it is more than likely, after he steps down in 2009, that politics in New York will return to their bad old, shortsighted ways.