Inside the City

Compare how land use and transportation shape urban regions.

WG.4.16 "Explain and provide examples for how the internal structures of cities vary in different regions of the world."

NAME _____ DATE _____

1 READ AND MARK

Read it twice

YOUR JOB Number the three cities, underline details about where homes, jobs, and transportation are located, and circle one reason given for each city's layout.

Three Ways a City Fits Together

1. Imagine crossing Houston, Texas, from downtown to the outer suburbs. Tall office buildings cluster downtown, but many jobs also sit in business districts farther out. Residential neighborhoods spread across a wide area, often separated from stores and offices. Highways and parking lots help people reach these places by car. This pattern reflects decades of highway construction, plentiful land around the city, and rules that have often separated different land uses. It does not mean everyone drives or every block looks alike: some central neighborhoods mix homes, shops, and transit. Still, Houston's layout puts many daily destinations far apart.

2. Paris, France, grew for centuries before cars became common. In its dense central neighborhoods, apartments often stand above shops, and offices may be a short walk away. Metro lines connect these neighborhoods with the rest of the city and its surrounding suburbs. Many workplaces remain near the historic center, while a major office district also lies west of the city. The suburbs include apartment districts as well as lower-density neighborhoods. Paris's older street pattern and continued investment in transit help explain why many residents can reach several kinds of places without relying on a car.

3. Mumbai, India, has a different shape. Its historic core occupies a peninsula, which limited the directions in which the city could expand. Commercial districts grew in the south, while newer job centers developed farther north. Suburban rail lines link these areas with crowded residential districts across the metropolitan region. Housing ranges from expensive towers to informal settlements, sometimes close to major job centers. High land prices and uneven access to housing help explain this sharp contrast. Unlike Houston's broad spread of car-oriented neighborhoods, Mumbai's narrow historic core and rail corridors concentrate many trips along a few routes.

2 ANSWER WITH EVIDENCE

Use the passage

1. How does transportation help explain the location of homes and jobs in Houston compared with Mumbai?

2. Why do many central Paris neighborhoods mix homes, shops, and offices, while many Houston residential neighborhoods are separated from other uses? Give one reason for each pattern.

3. Compare the locations of workplaces and housing in Paris and Mumbai. What is one important difference?

4. A planner says suburbs have the same layout everywhere. How do Houston and Paris challenge that claim?

3 YOUR TURN

Your own words

Imagine a new city beside a wide river with flood-prone banks and a major rail station on higher ground. In one paragraph, describe where two different neighborhoods, jobs, housing, and transportation would be located; explain how both the flood risk and the station shape the layout; then compare one feature with a city in the passage.

Inside the City

PART 1 · READ AND MARK

Number the three cities, underline details about where homes, jobs, and transportation are located, and circle one reason given for each city's layout. Accept any marking that follows this job and points at the right text.

PART 2 · ANSWERS

#	QUESTION	ANSWER
1	How does transportation help explain the location of homes and jobs in Houston compared with Mumbai?	**Houston's highways and car travel connect widely spread homes and job districts. Mumbai's suburban rail lines connect residential districts with job centers along major corridors.**
2	Why do many central Paris neighborhoods mix homes, shops, and offices, while many Houston residential neighborhoods are separated from other uses? Give one reason for each pattern.	**Paris developed before cars and has an older, dense street pattern. Houston had plentiful surrounding land and rules that have often separated land uses.**
3	Compare the locations of workplaces and housing in Paris and Mumbai. What is one important difference?	**In central Paris, apartments, shops, and offices are often close together. Mumbai has job centers in the south and farther north, with both nearby housing and residential districts linked by rail.**
4	A planner says suburbs have the same layout everywhere. How do Houston and Paris challenge that claim?	**Houston's suburbs spread widely, and many homes are separated from jobs and stores. Paris's suburbs include both apartment districts and lower-density neighborhoods, and metro lines connect them with the city.**

PART 3 · YOUR TURN (SAMPLE ANSWER)

Near the station, I would place a dense neighborhood with apartments above shops and offices within walking distance. Trains would bring workers from a second, quieter neighborhood of homes farther uphill, where buses would connect to the station. Parks and playing fields could occupy the flood-prone riverbanks instead of housing or offices. The station would draw jobs and residents to higher ground, while the risk of flooding would keep buildings back from the water. Like central Paris, the station neighborhood would put several daily destinations close together.

Accept other accurate comparisons supported by the passage. For Part 3, look for two distinct neighborhoods, plausible locations for jobs and housing, transportation connections, and clear effects of both flooding and the rail station.