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The New Urban Crisis. How Our Cities Are Increasing Inequality, Deepening Segregation, and Failing the Middle Class-and What We Can Do About It By Richard Florida. On Sale April 11,

The New Urban Crisis: Cliff Notes version By Joe Cortright The lamentation is that the continued and growing success of the creative class is widening the divisions in our country and within our communities. The encyclopedia is some 37 pages of references to much of what has been written about cities, poverty, inequality, segregation, and urban economic growth in the past decade. The book is divided into ten chapters, each built around a single theme. Economic success is now driven by urban, knowledge-based economies, but as it is, success is becoming more concentrated in cities, and specifically in some cities rather than others, and within cities in particular neighborhoods. Cities are indispensable to having an innovative and globally competitive economy, but by their nature, they create divisions and inequality. Chapter 2 argues that we live in a world of winner-take-all urbanism, that the economic advantages of being in a big city trump and undermine the competitive position of smaller cities. The kinds of industries that are now driving the economy flourish in just a few urban locations, where firms and workers cluster. Big, successful cities are taking an increasing share of the economic pie, and undercutting the economic position of everyone else. The super wealthy are concentrating in a few leading centers, as is much venture capital investment. Chapter 4 discusses gentrification. It also cites literature pointing out that gentrification and displacement are extremely rare and restricted mostly to superstar cities. The growth of concentrated poverty is a bigger problem than gentrification. Chapter 5 discusses income inequality in cities and presents measures of the degree of wage and income inequality. Like the nation as a whole, the distribution of income in cities is becoming more unequal. Florida argues that few cities are able to combine income growth with reductions in inequality. Florida reports on the literature showing that within cities, rich and poor now live further apart than ever before. The four categories are: Florida says the pattern in each metro is shaped by a combination of the strength of the urban core, the nature of the transit system, the location of universities and the presence of natural amenities. Chapter 8 shifts our attention to the suburbs, and reviews evidence on the growing levels of poverty in the suburbs as an aggregate. Once the bastions of the American middle class, now more poor Americans live in suburbs than anywhere else. Florida notes the environmental and social costs of sprawl and the political cleavages and emerging voting patterns. Florida presents the well-known statistics about the growing number of people living in cities globally, and focuses on the economic progress of those living in urban slums. Make clustering work for us. Florida argues the New Urban Crisis is due in part to laws that restrict the use of land where it is most valuable and in highest demand. He rejects both laissez-faire market urbanism abolishing all land use controls and hyper-density urban economies are powered not by high-rise, but mid rise development, that reinforces a pedestrian scale. Invest in infrastructure to support density. We should build more high speed rail to connect cities, and invest in more transit within cities to connect the poor to opportunities. Build more affordable rental housing. Rent control and inclusionary zoning have limited appeal and applicability, so government will have to pay for the new housing. Turn low-wage service jobs into middle class work, by raising the minimum wage, and indexing it to local living costs. We need to spend more on places, especially schools in disadvantaged neighborhoods and in people through provide expanded early childhood education and implement a negative income tax. Florida suggests that groups of cities and suburbs would oversee transit and transportation. The burden of solving the New Urban Crisis falls upon mayors and other urban leaders. The Index itself is a composite of four equally weighted sub-indices: Income Segregation and 4.

2: Richard Florida's Reckoning: Review of The New Urban Crisis

In recent years, the young, educated, and affluent have surged back into cities, reversing decades of suburban flight and urban decline. And yet all is not well, Richard Florida argues in The New Urban Crisis.

The New Urban Crisis: This title comes fifteen years after the release of *The Rise of the Creative Class* – a book that shaped urban policy in many Western cities while also attracting strong academic critique. In *The New Urban Crisis*, Florida reflects on his former conclusions to address issues of inequality and segregation, suggesting that the new crisis he defines is a fundamental feature of large, dense, wealthy, educated, politically liberal metropolitan areas. *The Rise of the Creative Class*, released in 2003, presented the creative class hypothesis: If the crisis that we face is urban, so is its solution. For all the challenges and tensions they generate, cities are still the most powerful economic engines the world has seen. The way out of the New Urban Crisis is more, not less, urbanism. Across US metro areas, the book undertakes a thorough study of the economic geography of these three class groups, developing a series of indices to measure inequality and segregation according to income, education and class. This index correlates with the size, density and share of creative class-workers, income and economic output of metropolitan areas: While the old crisis resulted from economic downturn and outmigration from central cities, the new crisis emerges as urbanisation appears to be a victim of its own success. Five dimensions identified in the *New Urban Crisis* outline how and why cities have reached this situation. This leads to the second dimension: The fourth dimension highlights the spread of urban poverty to suburban areas, and the fifth looks at the crisis in the developing world whereby urbanisation is not bringing the expected improvements in living standards. The cities referred to are mostly in the Western world – making much of examples from London, New York and Los Angeles – and empirical work uses data for US metropolitan areas with only occasional European examples. In the global context, these findings cannot be generalised beyond that geographical region, and there is not enough attention given to the distinct needs of smaller cities with different economic structures and migration dynamics. Additionally, the claim that the UK and USA have had a limited international influence on cities in other regions through urban policy casts a blind eye to the legacies that British colonisation and American foreign policy have left in many cities across the world. *The New Urban Crisis* steadfastly adheres to standard economic measures of growth and performance as the overarching goal. Florida counters critics of creative class theory, asserting that the argument fundamentally rests on the claim that every human being is creative – however, this creativity is only acknowledged as far as it contributes to economic growth. More sophisticated ways of understanding urban economies could consider environmental sustainability, quality of life and equity alongside economic indicators. A more pragmatic approach to governance must pay attention to what is happening on the ground in cities, instead of naively following the received wisdom and policy prescriptions like those derived from the creative class hypothesis. If even Florida can argue for this, there is potential for a wider paradigm shift. Florida makes a case for valid and timely solutions: Putting these into practice remains challenging: By choosing to mobilise and push the idea of crisis, *The New Urban Crisis* implicitly frames the need for action – by definition, a crisis demands intervention and cannot be ignored. Nonetheless, the agenda set out here will make it increasingly difficult for governments to avoid the distributional impacts of urban policy and long-term consequences of inequality. Her research focuses on the relationship between infrastructure investment, urban growth and liveability. Jenny has a background in civil engineering and economics. Read more by Jenny McArthur.

3: The New Urban Crisis | Creative Class Group

As a Bay Area resident facing rising rental costs, diminishing access to home ownership, crappy public transit systems dismantled by out-of-control car culture, and the expulsion by cities of their historically poor and non-white residents, I had hoped The New Urban Crisis would shed some valuable insights into how to move forward. It didn't.

Economy Jun 2, 2: Imagine that you could travel back in time to , snatch a random New Yorker off the street and set him loose in the city today. The New York he knew was a place in steep economic decline. People, jobs and industry were fleeing to the suburbs. Grimy, dangerous and violent, New York teetered on the brink of bankruptcy. What would that same New Yorker make of the city today? The Bronx would still be up, the Battery down and Lady Liberty would continue to preside over the harbor. The streets would still be clogged with traffic. But many other things would have dramatically changed. Sadly, the Twin Towers, brand new in his day, would be gone. Nearby, on what was once a wasteland of rubble and sagging piers, a long, green park with a bike path would run along the Hudson River across the entire length of Manhattan. Times Square would still have its lights and flickering billboards, but where seedy theaters and sex shops once stood, he would find an urban version of Disneyland teeming with tourists, some of them relaxing in the rocking chairs placed there for their enjoyment. Spanning its length would be shiny new condos and office towers, a brand-new Whitney Museum, boutique hotels and upscale stores. The nearby Nabisco factory would be turned into a high-end food court, and the gargantuan old Port Authority building would be filled with techies working for Google, one of the many high-tech companies in the neighborhood. Crossing the East River or the Hudson, he would see the factories, run-down tenements and row houses of Brooklyn, Hoboken and Jersey City transformed into neighborhoods where young professionals and families live, work and play. He could walk the streets at night without worrying about crime. But as polished and well-appointed as the city would appear on the surface, he would also feel the tensions simmering underneath. Living there would be far less affordable for a working person like him than it had been in . Amid all the new money and the tourists, he would see vast stretches of persistent disadvantage, often cheek by jowl with the new bastions of wealth. He would find that the poverty and social problems, such as crime and drug use, that had plagued the city in his day had moved out to what used to be solidly middle-class suburbs. He would be even more amazed to find that the new mayor — a former community activist from Brooklyn — won office in a campaign that railed against the transformation of New York City into two cities: I have seen cities decline and die, and I have seen them come back to life. But none of that prepared me for what we face today. Just when it seemed that our cities were really turning a corner, when people and jobs were moving back to them, a host of new urban challenges — from rising inequality to increasingly unaffordable housing and more — started to come to the fore. Seemingly overnight, the much-hoped-for urban revival has turned into a new kind of urban crisis. Although many commentators have identified and grappled with elements of this crisis, few appreciate how deep it runs and how systemic it has become. A gaping intellectual divide splits leading urban experts into two distinct camps: Each camp describes important realities of urbanism today — and yet the one-sidedness of their perspectives has prevented us from grasping the full dimensions of the current urban crisis so we can figure our way out of it. The urban optimists focus on the stunning revival of cities and the power of urbanization to improve the human condition. For these thinkers myself among them, not too long ago , cities are richer, safer, cleaner and healthier than they have ever been, and urbanization is an unalloyed source of betterment. The world, they say, would be a better place if nation-states had less power, and cities and their mayors had more. In stark contrast, the urban pessimists see modern cities as being carved into gilded and virtually gated areas for conspicuous consumption by the super-rich with vast stretches of poverty and disadvantage for the masses nearby. Global urbanization is being foisted on the world by an unrelenting neoliberal capitalist order, and its defining feature is not progress and economic development, but slums, along with an economic, humanitarian and ecological crisis of staggering proportions. Gentrification and inequality are the direct outgrowths of the re-colonization of the city by the affluent and the advantaged. So, which is it: Are cities the great engines of innovation, the models of economic and social progress that the optimists

celebrate, or are they the zones of gaping inequality and class division that the pessimists decry? The reality is that they are both. Urbanism is every bit as powerful an economic force as the optimists say, and it is simultaneously as wrenching and divisive as the pessimists claim. Like capitalism itself, it is paradoxical and contradictory. In my attempt to grapple with it, I have tried to draw from the best and most important contributions of each. What exactly is the New Urban Crisis? For the past five years or so, I have focused my research and my intellectual energy on defining it. Working with my research team, I developed new data on the scope and sources of urban inequality, the extent of economic segregation, the key causes and dimensions of gentrification, the cities and neighborhoods where the global super-rich are settling, the challenges posed by the concentration of high-tech startups in the cities and the alleged dampening of artistic and musical creativity as cities have grown more expensive. Marrying my own long-held interest in urban economic development with the insights of urban sociologists on the corrosive effects of concentrated poverty, I mapped the deep new divides that isolate the classes in separate neighborhoods and traced the growth of poverty and economic disadvantage in the suburbs. The New Urban Crisis is different from the older urban crisis of the s and s. That previous crisis was defined by the economic abandonment of cities and their loss of economic function. Shaped by deindustrialization and white flight, its hallmark was a hollowing out of the city center, a phenomenon that urban theorists and policymakers labeled the hole-in-the-donut. As cities lost their core industries, they became sites of growing and persistent poverty: As urban economies eroded and tax revenues declined, cities became increasingly dependent on the federal government for financial support. Many of these problems remain with us to this day. But the New Urban Crisis stretches even further and is more all-encompassing than its predecessor. Although two of its core features — mounting inequality and rising housing prices — are most often discussed in relation to rising and reviving urban centers such as New York, London and San Francisco, the crisis also hits hard at the declining cities of the Rustbelt and in sprawling Sunbelt cities with unsustainable economies driven by energy, tourism and real estate. Other core features — economic and racial segregation, spatial inequality, entrenched poverty — are becoming as common in the suburbs as they are in the cities. Seen in this light, the New Urban Crisis is also a crisis of the suburbs, of urbanization itself and of contemporary capitalism writ large.

4: Column: "The New Urban Crisis"™ is a crisis of capitalism, writ large | PBS NewsHour

For a decade, urbanist Richard Florida touted the benefits of aggressively appealing to members of the creative class. Today, he says the cities that were most successful in attracting knowledge.

Kind of like working out. Florida revisits his thesis of 17 years ago regarding the creative class and alters his position somewhat after deeply, I mean deeply, researching the radical physical shifts in society that this class is enabling. He says that the creative class cannot be blamed for hollowing out the middle class, making super cities LA, NY, SF, etc. It is your red state-blue state conundrum seen from an econostatistical perspective. But they are the beneficiaries and stand on one side of a widening chasm in this country, and in fact, across the world. Florida writes, "On this issue the numbers are clear: The real nub of the New Urban Crisis is not the conflicts among different factions of the new urban elite, but the increased economic isolation and insecurity of the far less advantaged urbanites. There are four models to these "patchwork metropolises" and we see very clearly the economic separation and isolation of the creative class versus everyone else. In nearly every case, the core of the city is being repopulated by the creative class, but then there are still suburban enclaves in some cities reflecting mid-20th-century residue of white flight to the suburbs, or stark divisions of an east-west or north-south geographical divide, as it is in Vancouver. You stay on your side of the tracks, thank you. Proximity to the high paying technology jobs, access to Whole Foods, coffee shops and restaurants, book stores, museums, universities, and the transportation to get to these—walking to them is even better and more expensive—is what we want and need more of. I know I do. This is the driver of economic isolation if not also the results. Instead of just pointing out all of the issues and the state of the nation, which he does ad nauseum—this book will be in the bibliography of all US politicosocial books for the next two decades—he also provides prescription. And the big spoiler here is that he doubles down on his original thesis. We need more urbanism, more creative class-style living for all the classes, because it offers the best opportunities to enjoy living and brings access to higher paying jobs, and we need to alter our land use policies, our transportation systems, redistribution of money and power to the mayoral level, and our low-wage systems to embolden that urbanism and regrow our middle class. Segregation of the racial or economic kind is killing the country, and as he points out, is responsible for the rise of populism of the Trumpian kind. However, and he also acknowledges this, the American political system does not have the will, the courage, or support of enough of the American people to see it happen properly as it probably will in Europe. I give this book 4 stars instead of five because it was exhausting to read. Maybe that is unfair, but nobody likes to work out until after they have worked out. But, you should probably work out and read this book. The thesis is pretty jarring—we are headed toward cities of elites and suburbs of poverty and isolation. His solutions at the end are worth paying attention to—pay attention to transit, more rental housing, better jobs. However, he seems to give up on the rest of the country. Is it possible to revive some places between suburbs and cities?

5: The New Urban Crisis: Cliff Notes version | City Observatory

The New Urban Crisis: How Our Cities Are Increasing Inequality, Deepening Segregation, and Failing the Middle Class and What We Can Do About It - Kindle edition by Richard Florida. Download it once and read it on your Kindle device, PC, phones or tablets.

Your feelings about Florida may depend in part on your feelings about the new U. More on that later. Ideas thrive on collaboration. They wanted nice cities. But today, many cities, and perhaps Florida himself, have become victims of their own success. I entered into a period of rethinking and introspection, of personal and intellectual transformation, of which this book is the result. The last great urban crisis -- back in the s and s -- took place in plain sight. The Cuyahoga River caught fire. So did the Bronx. Downtown neighborhoods emptied out and then got torn down. Mobility is a hallmark of the creative class. But cities are microcosms of global patterns: Florida defines these intra-urban problems as inequality, segregation, and sorting. He offers a slew of data to describe these patterns, some of it almost comical in its precision. He offers data sets to rank cities according to different types of segregation: In almost every case, the major California metros rank atrociously, playing a game of musical chairs to see which can be the worst in a given category. Los Angeles has the worst working-class segregation and educational segregation. San Jose and San Francisco are Nos. Conversely, four of the top six cities globally for venture capital investment are in California. He reserves choice words for political interests that have exacerbated the crisis. Unlike in generations past, the suburbs provide little relief. Many countries have only one major city, so migrants can go in only one direction -- the ultimate example of winner-take-all urbanism. David, Patti, and, well, Moby. He just wants cities to take a more nuanced approach. Whether Florida should have been aware of them -- ahead of time -- is the question that hangs over the book. Indeed, Mike Davis, among others, has been warning about this stuff for years, with full Marxist indignation. Whereas Davis sees class struggle and capitalistic exploitation in every penthouse and gated driveway, Florida sees more of a garden-variety mess. Kotkin here and my review of the *The Human City* here. Florida has concluded that urban success depends on balance. Even balance on the level of a city block. Florida prescribes a mix of pragmatic physical and policy solutions. Florida wants national officials to get with the program too. The latter is certainly how Florida felt about it. Florida wrote the preview draft before the November election, with the assumption that Hillary Clinton would win the presidential election. And he assumed -- as did many of us -- that a Clinton presidency would respect and support cities, especially since city-dwellers voted for her overwhelmingly. He seems genuinely to fear that Trump will neglect and abuse cities like no other president in recent memory. But they testify to the seriousness of the trend and its long reach. Notwithstanding President Trump, I find myself sympathizing with Florida. He never told them to cling to outdated zoning regulations or counterproductive tax schemes. Whatever fantasies Florida foisted upon cities, he never told them to do it badly. Creative class residents can build awesome iPhone apps, drop dope tracks, and throw great parties. Too many members of the creative class have stood by, immersed in their own worlds, while their cities have become more expensive, more segregated, and less accessible. What Florida probably should have advised is that every newcomer not treat their new cities like playgrounds but rather like projects -- projects that require every bit as much attention as do the tech startups, underground theater companies, and urban planning newsletters that keep the creative class busy. The New Urban Crisis:

6: Richard Florida's The New Urban Crisis, reviewed: A change of tune - The Globe and Mail

There are over 77, homeless individuals in New York City, according to the most recent Annual Homeless Assessment Report to Congress by the U.S. Department of Housing and Urban Development. So, exactly how bad is the poop crisis in the Big Apple?

But this is how the American writer and Toronto University professor Richard Florida portrays cities and sees people. There are those who create and those who serve them. The book opens with its author recounting what his taxi driver told him on the way in from the airport about all the empty luxury flats in London. However, ending the real crisis might not be that simple. People can be divided into social classes: But they cannot be easily divided into those who are creative and those who are not. Surely, we are all creative to some extent. Whether they work in the creative or service sector is beside the point. Decent homes for all! Has the social housing dream died? If it did, Florida would see that cities are more affordable and function better in countries where people respect each other more. Japan, for example, which is hardly mentioned, or the more equitable countries of northern Europe, or Canada. So what does Florida suggest we do about rising inequality and rising house prices? The answer is very little, apparently. After concentrating on the travails of London, Florida ends the preface to the UK edition of his book by claiming: However, he fails to understand how limited the power of the London mayor is and how unfeasible it is to take ideas from the US infrastructure and try to impose them on the UK. The US has many massive cities. We only have one. That is quite some claim, and like many in the book it is both unsubstantiated and unbelievable. Florida says very little about public services. Neither schools nor hospitals appear in the index and public investment is covered in just five pages out of the By some measures, social mobility is lower in the US than in any other affluent country in the world. In a way this is true. Understanding that thinking is an important part of starting to realise that we cannot go on like this.

7: Doo-Doo, the New Urban Crisis | RealtyHop

THE NEW URBAN CRISIS How Our Cities Are Increasing Inequality, Deepening Segregation, and Failing the Middle Class "and What We Can Do About It By Richard Florida Illustrated. pp. Basic.

As he struggled to explain his ideas, she interrupted. This gloomy volume is the result. Florida calls it "you guessed right" The New Urban Crisis. Remember always to capitalize those words; he does. Story continues below advertisement In pages of learned hand-wringing, he describes a "new age of winner-take-all urbanism, in which the talented and the advantaged cluster and colonize a small, select group of superstar cities, leaving everybody and everywhere else behind. Tens of millions of city dwellers are stuck in a poverty trap. Cities are becoming more segregated by class. Many suburbs are growing poorer. Worse than hunger and disease? The threat of nuclear war? This is quite a change of tune for Florida. He made his name in with *The Rise of the Creative Class*, which argued that successful cities must attract the artists, knowledge workers and tech brains who drive the new economy. Taking his cue, mayors around North America rushed to install bike lanes and fund all-night art romps "keys, they were told, to attracting the hip folk who would revive their cities. The book got good press and Florida became a big-name urban thinker. When the University of Toronto recruited him a decade back, headlines trumpeted the arrival of an academic star. But he got some flak along with all the attention. Critics, he says, blamed the creative class "and me personally" for everything from rising rents to the growing gap between rich and poor. It seems his conscience began to gnaw at him. He looked at the data again and found that "jimmy! When Rob Ford, the "most anti-urban mayor ever," was elected in Toronto, he knew something was going badly wrong. The revival of cities that he had predicted "was giving rise to rampant gentrification and unaffordability, driving deep wedges between affluent newcomers and struggling long-time residents. He should cheer up a little. North American cities are undergoing a phenomenal renaissance. He himself was one of the first to recognize it. In fact, his appeal for more livable, walkable, culturally vibrant cities has helped make it happen. Now, a reverse migration is under way. Reading *The New Urban Crisis*, you would be tempted to think this is almost a bad thing. In fact, it is a wonderful thing. New York, that crown jewel of American cities, has bounced back from its nadir. Rising smaller cities in the Sunbelt boast spruced-up centres and leafy suburbs where the middle class is doing just fine, thank you. Even poor, ruined Detroit is enjoying a modest comeback. As Florida concedes, the research shows that the gentrification that everyone loves to hate does not actually push the poor out of their homes. The most disadvantaged neighbourhoods in U. There is no denying that the back-to-the-city movement has caused some friction. It has helped push housing prices in desirable cities way up, making it hard for many people to afford a nice place. One SoHo apartment is worth 50 houses in parts of Toledo, Ohio, the author tells us. Story continues below advertisement It has helped to change the profile of urban poverty. As city cores revive, some suburbs are declining. This has happened in Toronto, where many of the most troubled neighbourhoods are now found in the ring of inner suburbs where Rob Ford had his political base. It has upset some residents of changing inner-city neighbourhoods. Florida points to a famous rant by film director Spike Lee about how rich newcomers are colonizing parts of Brooklyn, N. But is what he describes really a capital-C Crisis, much less the central crisis of our time? Is it even new? Cities have always had sharp contrasts of poverty and wealth. The poor flock to cities for work, the rich for pleasure. Cities offer an abundance of both. Urban inequality is something we should worry about, but also keep in perspective. Despite their problems, North American cities are in far better shape than they were two or three decades back. Rather than wringing our hands, we ought to be cheering. Follow Marcus Gee on Twitter [marcusgee](#).

8: The New Urban Crisis by Richard Florida review “flawed and elitist ideas” | Books | The Guardian

The New Urban Crisis Index An Appendix includes the methodological details and ranking of each of the nation's metropolitan areas according to Florida's New Urban Crisis Index. The Index itself is a composite of four equally weighted sub-indices: 1.

Well, surprisingly, Manhattan has outpaced the Bronx in to become the dirtiest borough with 9. Staten Island, on the other hand, is the cleanest borough. Could it be that dog owners on Staten Island are more responsible? Or perhaps, there are fewer homeless people? One could not tell from the data. Aside from analyzing the poop complaints by borough, we also looked at the number of poop complaints by neighborhood. Most people assume that Chinatown is one of the dirtier neighborhoods, but according to the data, it is, in fact, the second cleanest neighborhood after Stuy-Town in Manhattan! Get the code to embed this map! Ozone Park Queens “ Cypress Hills-City Line Brooklyn “ Hamilton Heights Manhattan “ Brooklyn Heights-Cobble Hill Brooklyn “ 1. Co-op City the Bronx “ 2. Springfield Gardens North Queens “ 3. So, if you live in TriBeCa or SoHo both have some of the most expensive zip codes in New York City you probably do not see many brown poopsickles around. But if you are in Woodlawn Heights, which consists of some of the less expensive zip codes, you might find yourself complaining about poop every once in a while. Figure 9 Is the Poop Crisis Worsening? Good news for New Yorkers “ the answer is no! According to the data, the number of reported poop has been decreasing since Figure 10 below shows the number of unique complaints by year. As you can see, when the city first started collecting the data in , the total number of complaints in that one year reached over 3, Since then, the number gradually improved, to 2, in The city saw in total 2, complaints in , which is With Mayor de Blasio pledging to crack down the poop issue, we will continue to see cleaner streets. Figure 10 When to Watch Out In addition to where to watch out, we also broke down complaints by month and day of the week. The situation, then, improves as the weather gets warmer, and the number of complaints stays low throughout the rest of the year. Moreover, it seems that is going to be a good year. March marked the best month of March in eight years, with only poop complaints. The number continues to stay low compared to other years. Figure 11 When breaking down the data by day of the week, we noticed that Wednesday 3, complaints in total is the worst day in terms of cleanliness, followed by Tuesday 3, , and Monday 3, People also tend to skip weekends. Could it be that many New Yorkers go out of town on weekends, or could it be that they have more time to pick up poop and clean up the sidewalk? But then, every city has a dark side, and San Francisco is no exception. San Francisco, as small as it is, is covered by poop, dog and human poop. According to the San Francisco Department of Animal , there are around , dogs in San Francisco, making it one of the most dog-friendly cities. In addition to our furry friends, there are over 7, homeless individuals in San Francisco. Sounds a lot better than New York and Los Angeles, you might say. But the lack of shelters and a better system is putting the city in danger. Unlike what we saw in Chicago and New York, the city center of San Francisco is, sadly, covered by poop, and neighborhoods away from the city center see fewer complaints except for Golden Gate Park. South of Market “ These are the Cleanest Neighborhoods Presidio Heights “ Twin Peaks “ There is, in fact, no correlation between median home value and poop. In other words, there is no patterns or trends when we compared median home value and the number of poop complaints within a zip code. Nor did we find any patterns when comparing homeownership with poop complaints by neighborhood. It seems that the poop crisis in San Francisco is unlike what we see in other cities where you can just blame it on the cute furry little friends of ours , it reflects more so a social crisis. Indeed, there are over , dogs in the Golden City, but the number of unsheltered homeless individuals is the real cause behind it they can easily travel in between zip codes and neighborhoods. Figure 13 shows the number of unique poop complaints every year from to , and the number almost tripled, from 5, complaints in to 20, complaints in , making San Francisco the doo-doo capital of the U. As of August 31st, we have seen 16, complaints in , and it is quite possible that San Francisco will once again break the record if the amount of waste continues at its current pace. Is the Poop Patrol going to help? Figure 14 shows the number of poop complaints by month, and it is just like our assumption, poop complaints are more evenly distributed

compared to New York City and Chicago, two cities that both have tough winters and snow. It is no wonder why the city is launching the Poop Patrol program, as the poop crisis has reached a whole new level. Figure 14 However, we did find the same trend in San Francisco as we did in the other cities when looking at the number of poop complaints by day of the week. Monday has been the worst day, with 17, complaints, followed closely by Tuesday, with 16, complaints. There is less reliable data on litter density or cleanliness by neighborhood. After all, it takes so little to pick up an empty water bottle than pulling out your phone from your pocket and making a complaint. Poop, however, is dirty and disturbing enough that people actually complain about it. The number of poop complaints, therefore, can be seen as an indication of the cleanliness of neighborhood, or more precisely, the living standards of an area. By looking at poop complaints in different cities and neighborhoods, we had the opportunity to review the society we live in from a different angle. As much as we love that this study is humorous and fun to read, there is one finding we cannot ignore: It is the new urban crisis we all need to face.

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