

1. Record Nr.	UNINA9910816011203321
Autore	Frug Gerald E. <1939->
Titolo	City bound : how states stifle urban innovation // Gerald E. Frug and David J. Barron
Pubbl/distr/stampa	Ithaca, : Cornell University Press, 2008
ISBN	0-8014-7901-0 0-8014-6008-5
Edizione	[1st ed.]
Descrizione fisica	1 online resource (xvii, 260 pages)
Altri autori (Persone)	BarronDavid J
Disciplina	320.8/50973
Soggetti	State-local relations - United States Municipal home rule - United States Municipal government - United States Municipal corporations - United States Urban policy - United States
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Bibliographic Level Mode of Issuance: Monograph
Nota di bibliografia	Includes bibliographical references (p. 235-248) and index.
Nota di contenuto	Front matter -- Contents -- Preface -- Acknowledgments -- Part I. City Structures -- 1. City Structures and Urban Theory -- 2. City Structures and Local Autonomy -- Part II. Seven Cities -- 3. Home Rule -- 4. Revenue and Expenditures -- 5. Land Use and Development -- 6. Education -- Part III. City Futures -- 7. The Global City -- 8. The Tourist City -- 9. The Middle Class City -- 10. The Regional City -- Conclusion -- Notes -- About the Authors -- Index
Sommario/riassunto	Many major American cities are defying the conventional wisdom that suburbs are the communities of the future. But as these urban centers prosper, they increasingly confront significant constraints. In City Bound, Gerald E. Frug and David J. Barron address these limits in a new way. Based on a study of the differing legal structures of Boston, New York, Atlanta, Chicago, Denver, San Francisco, and Seattle, City Bound explores how state law determines what cities can and cannot do to raise revenue, control land use, and improve city schools. Frug and Barron show that state law can make it much easier for cities to pursue a global-city or a tourist-city agenda than to respond to the needs of middle-class residents or to pursue regional alliances. But they also

explain that state law is often so outdated, and so rooted in an unjustified distrust of local decision making, that the legal process makes it hard for successful cities to develop and implement any coherent vision of their future. Their book calls not for local autonomy but for a new structure of state-local relations that would enable cities to take the lead in charting the future course of urban development. It should be of interest to everyone who cares about the future of American cities, whether political scientists, planners, architects, lawyers, or simply citizens.
