Urban Segregation and Environmental Justice in Montes Claros: A Critical Analysis of the City's Comprehensive Plan[1]

Rafael Soares Duarte de Moura[2]
Fernanda Freitas de Oliveira Azevedo[3]
Heitor Pagliaro[4]

Abstract: This article analyzes the environmental impacts of segregative urbanization in Montes Claros, Minas Gerais, with particular attention to the city's Comprehensive Plan. Based on qualitative, bibliographic, and documentary research, the study examines how uneven urban expansion, socio-spatial segregation, infrastructure deficiencies, and the occupation of environmentally sensitive areas have shaped the city's development. It argues that, although the Comprehensive Plan establishes important guidelines for urban organization, sustainability, and the social function of property, it remains insufficiently integrated with environmental protection, housing policy, mobility, and participatory governance. The article highlights the need to strengthen urban planning instruments, curb real estate speculation, promote social housing in well-served areas, protect drainage systems and green spaces, and ensure broader citizen participation. It concludes that overcoming segregative urbanization in Montes Claros requires a more integrated, adaptive, and socio-environmentally oriented planning model capable of promoting a more equitable, sustainable, and inclusive city.

Keywords: urban segregation; comprehensive plan; environmental justice; urban planning; Montes Claros.

[1] Because this article examines Brazilian urban and legal debates, several of the works cited were originally published in Portuguese. Except where noted, translations of those sources into English are the authors' own.

[2] Professor of Law at the State University of Montes Claros (UNIMONTES), Brazil. Holds a PhD in Law from the University of Brasília (UnB) and an MA and LLB from the Federal University of Minas Gerais (UFMG). Former postdoctoral researcher in Human Rights at the Federal University of Goiás (UFG), Brazil. Previously served as Associate Vice-Rector for Research and Graduate Studies at UNIMONTES. Licensed attorney in Brazil. Currently serves as President of the Human Rights Commission of the Montes Claros Chapter of the Brazilian Bar Association. Email: rafael.moura@unimontes.br. ORCID: 0000-0002-1104-491X.

[3] Civil Engineer. MA student in Geography at the State University of Montes Claros, Brazil. ORCID: 0000-0002-0390-5572.

[4] Professor of Law at the Federal University of Goiás (UFG), Brazil. Holds a PhD in Law from the University of Brasília (UnB). Has been a visiting researcher at the Department of Government at the University of Texas at Austin and the Department of Law, Politics, and Development at the Scuola Superiore Sant'Anna. Previously served as Director of the PhD Program in Human Rights at UFG. Email: heitor@heitorpagliaro.com. ORCID: 0000-0001-6431-930X.

Introduction

Urbanization involves the development of infrastructure, population growth, and the transformation of urban space. In many cities, however, this process fosters patterns of segregation, excluding and marginalizing certain social groups and limiting their access to basic resources and services. Such forms of urbanization also have significant environmental consequences. As Seto et al. (2009) argue, “urbanization is one of the primary drivers of global environmental change in the Anthropocene.”

Montes Claros, a rapidly growing city in Minas Gerais, Brazil, exemplifies this dynamic. Its urban development has been marked by segregation, with significant social and environmental consequences.

In recent decades, rapid population growth in Montes Claros has fueled urban sprawl and created major challenges for urban planning and resource distribution. The result is a city divided into areas that serve different social classes: more affluent neighborhoods concentrate services, commerce, and investment, while peripheral and lower-income areas face inadequate infrastructure and poorer living conditions.

This pattern of segregated urbanization in Montes Claros has also contributed to environmental degradation. The city’s unchecked expansion has encroached on environmentally protected areas, leading to the deterioration of riparian forests, springs, and other vital ecosystems. This not only jeopardizes the quality and availability of water resources but also threatens local biodiversity.

The Comprehensive Plan plays a significant role in shaping the city’s spatial organization and the allocation of urban resources, and may also reinforce existing patterns of urban segregation. To counteract this risk, urban governance must promote inclusion, economic efficiency, and sustainability, thereby improving the quality of life of all residents.

This article examines the environmental impacts of segregated urbanization in the context of the Comprehensive Plan of Montes Claros. It

adopts a qualitative approach based on bibliographic and documentary research.

Montes Claros in Context: Population Growth and Urban Expansion

Located in northern Minas Gerais, Brazil, Montes Claros has a long history of urbanization dating back to the eighteenth century. Originally shaped by livestock farming, the area became politically autonomous on July 3, 1831. Urban development in Montes Claros accelerated with the arrival of the Central Railway of Brazil in the second half of the nineteenth century, which encouraged industrial growth and strengthened local trade. Since then, Montes Claros has experienced significant population growth and urban expansion (Montes Claros, 2023).

Historically, the economy of Montes Claros was based on livestock and subsistence agriculture, but it gradually diversified into commerce and services. Several factors contributed to this population growth, especially the city's emergence as an important regional center that attracted migrants from surrounding rural areas in search of employment and better access to services. The city's strategic location at the intersection of trade routes and major highways further contributed to its development (Montes Claros, 2023).

As urbanization intensified throughout the twentieth century, Montes Claros became a prominent regional hub. Population growth and economic diversification drove the expansion of its urban infrastructure. According to recent data from the Brazilian Institute of Geography and Statistics (IBGE, 2022), Montes Claros has 414,240 residents and is the fifth most populous city in Minas Gerais. The municipality covers a total area of 3,576.76 km², of which 97.00 km² are urban and 3,479.79 km² are rural. Today, Montes Claros comprises ten districts and approximately 200 neighborhoods and villages (Montes Claros, 2023).

As a major city in northern Minas Gerais, Montes Claros has a predominantly urban and steadily growing population. This demographic

expansion has led to an increase in urbanized areas, often in an uncontrolled manner, creating a range of planning challenges. This context underscores the need for sustainable urbanization strategies that do not compromise the city's cultural characteristics. At the same time, this development has contributed to urban sprawl and the reduction of rural areas (Oliveira, 1996; Santos, 1997).

Many of the city's neighborhoods developed spontaneously, often without adequate infrastructure or essential services. This lack of proper urban planning has contributed to the emergence of segregated areas, concentrating particular social groups in specific parts of the city. This disorderly urban expansion has also had significant environmental effects, including deforestation, occupation of unsuitable land, inadequate waste management, and insufficient water treatment systems (França, 2007).

With respect to sanitation, the city faces substantial challenges due to inadequate sewage treatment infrastructure. The growing demand for water and sewage services has not been matched by a corresponding expansion of supply and treatment networks, resulting in water pollution and public health risks. Moreover, the city's rapid development has often exceeded the capacity of its transportation, basic sanitation, and potable water systems, producing visible deficiencies.

Another consequence of this disorderly urbanization is the encroachment on environmental preservation areas, which contributes to environmental degradation through deforestation and the irregular use of green spaces. This affects not only the city's environmental sustainability but also the quality of life of its residents (Almeida, 2020).

In this sense, as in many other Brazilian cities, the expansion of Montes Claros occurred without sufficient attention to land use and occupation. The city must now prioritize the well-being and quality of life of its population (Sposito, 2007). The focus of innovation has shifted from merely addressing technical or mechanical transformations to developing public policy programs guided by and directed toward the community. These programs should not simply fill institutional gaps, but should pursue rational and effective outcomes. Individual needs, once overlooked by technical approaches, are now

increasingly recognized as central to urban policy in a consumer society (Fourquet, 1973 as cited in Souza, 2001).

To address these challenges, effective urban planning is essential. This requires policies that strengthen sustainability and equity. Reinforcing the Comprehensive Plan of Montes Claros, with emphasis on social inclusion, environmental protection, and improvements in urban infrastructure, is essential to fostering more balanced and sustainable development.

Urban Segregation and the Production of Unequal Urban Space

In cities in developing countries, urban expansion has often occurred alongside industrialization, and Montes Claros exemplifies this pattern. However, this process unfolded without adequate planning and without sufficient attention to the needs produced by capital accumulation, leading to disorderly urban growth and, consequently, segregation. This dynamic is visible in the varied urban landscapes of Montes Claros.

Montes Claros thus became embedded in the dynamics and contradictions of capitalism, resulting in the formation of sharply unequal living spaces. In these areas, access is mediated by individual economic power: those with fewer economic resources have more limited access to housing and basic sanitation. According to Corrêa (2004), the city's dynamism was driven by the activity of various social agents who act as major consumers of urban space.

Like other medium-sized cities, Montes Claros became the target of public policies in the 1960s aimed at promoting economic growth and dynamism, thereby influencing migratory flows toward these regions (Botega, 2008). Supported by government incentives, cities such as Montes Claros received investments that reinforced their economic role. Rapid urban expansion, combined with the absence of effective urban planning, gave the cityscape a segregated character, especially given the city's political, economic,

social, and cultural importance for Minas Gerais and its broader region (Caldeira, 2000; Forman, 2004).

During the 1970s and 1980s, the introduction of various industrial sectors, together with the diversification of commerce, management, and services, significantly transformed the urban fabric of Montes Claros. França (2007) notes that the city expanded rapidly, particularly toward the north, south, and east, areas that concentrated larger segments of the middle- and lower-income population. By contrast, the west and parts of the south followed a different pattern of growth, attracting higher-income populations with access to better infrastructure.

Urbanization in Montes Claros therefore reveals a paradox. On the one hand, like other medium-sized cities, the city has grown and expanded through intense exchanges and commodity flows that animate and transform it through spatial and demographic growth (Batista & Pereira, 2017). On the other hand, it bears the burden of deep inequalities produced by disorderly growth and by a range of urban, social, and consequently environmental challenges. This phenomenon has intensified social exclusion, further exposing marginalization and urban violence (Maricato, 2017).

In this context, Montes Claros, as an important urban center, requires planning capable of organizing its infrastructure more effectively and improving the quality of life of its urban population. Addressing the concerns raised by public policies, the City Statute, and instruments such as comprehensive plans is crucial to improving urban and socio-environmental planning (Rolnik, 2018).

However, segregated urbanization is characterized by the creation and maintenance of urban spaces that foster the exclusion and segregation of particular social groups. As a result, these groups are deprived of access to resources, services, and opportunities, producing substantial socio-spatial inequalities (Almeida Jr. & Sousa, 2016).

This pattern appears in various forms, including the concentration of specific groups in certain areas of the city, residential segregation based on

income, race, class, or other demographic factors, and unequal access to basic services such as education, health care, transportation, and infrastructure. A combination of social, economic, and political factors therefore contributes to the persistence of segregated urbanization. These dynamics create social barriers and limit opportunities for marginalized groups (Araújo, 2018).

Economically, income inequality plays a central role in sustaining urban segregation. Limited financial resources restrict certain groups' access to more affluent areas, where infrastructure and services are of higher quality. Real estate speculation and gentrification further reinforce segregation by displacing low-income residents from increasingly valuable areas (Fernandes et al., 2018).

Politically, the reluctance to implement inclusive policies and promote spatial equity also contributes significantly to segregated urbanization. Chronic underinvestment in essential infrastructure, including water, sanitation, transportation, and green spaces in disadvantaged areas, exacerbates existing socio-spatial inequalities (Araújo, 2018).

The social consequences of urban segregation are profound and adversely affect individual lives. Marginalized and excluded groups struggle to access quality services, adequate education, decent employment, and opportunities for personal and professional development. Segregation also creates barriers to interaction and mutual understanding among different groups, reinforcing stigmas and perpetuating social exclusion (Almeida Jr. & Sousa, 2016).

Urban segregation also affects community health and well-being. Segregated neighborhoods often lack access to green spaces, recreational facilities, and leisure opportunities, which compromises residents' quality of life and contributes to health disparities (Glaeser, 2011). Moreover, inadequate infrastructure in these areas can produce environmental problems, including poor sanitation and exposure to pollution.

In essence, segregated urbanization fosters social and spatial divisions that negatively affect both individuals and society as a whole. These

divisions can also take visible physical form. In Montes Claros, for example, one study indicates that the railway line directly contributed to the city's segregated urban development (Almeida, 2020).

Addressing these challenges requires inclusive policies, equitable urban planning, and substantial infrastructure investment to ensure equal access to opportunities and quality of life for all residents. The concentration of marginalized groups in segregated areas often results in unequal resource distribution and poorer environmental conditions (Glaeser, 2011).

One of the main environmental consequences of urban segregation is the degradation of green spaces and natural areas. Sustainable mobility is another major concern. The concentration of marginalized groups in segregated neighborhoods often increases reliance on motor vehicles, worsening traffic and air pollution (Owen, 2009). In addition, the lack of efficient public transportation and infrastructure for sustainable mobility contributes to greenhouse gas emissions and declining air quality. As Owen (2009) observes, "urbanization is not merely an arrangement of objects in the physical landscape; it is a process that alters the rates of energy and material flows in the local, regional, and global ecosystems."

Bullard (2004), widely recognized as a foundational figure in environmental justice scholarship, has extensively examined the relationship between environmental injustice, urban segregation, and the unequal distribution of environmental harms among minority and low-income communities. He argues that urban segregation plays a central role in producing environmental disparities, since these communities are often relegated to areas near pollutants, waste deposits, and other high-risk environmental zones. As a result, they experience higher rates of health problems and a diminished quality of life.

Bullard's research underscores the importance of recognizing urban and environmental disparities and developing strategies to address environmental injustice. This includes advocating for public policies aimed at reducing urban segregation and ensuring that all communities have equal access to a healthy and sustainable environment (Bullard, 2004).

It is important to recognize that segregated urbanization and its environmental impacts extend beyond marginalized groups and affect society as a whole. These impacts include biodiversity loss, natural resource degradation, and the intensified effects of climate change. Scholars such as Bullard (2004) and Satterthwaite (2007) have deepened our understanding of the disproportionate environmental burdens borne by certain groups as a result of urban segregation. Their work has been crucial in encouraging more equitable urban policies.

Countering segregated urbanization and its environmental impacts requires a comprehensive and holistic approach. This should include inclusive urban planning policies that encourage social mixing and spatial equity, investment in sustainable infrastructure such as efficient public transportation and accessible green spaces, and active community participation in decision-making processes. As Glaeser (2011) notes, “Urbanization is one of humanity’s greatest achievements, yet it also presents significant environmental challenges in the 21st century.”

Shlomo Angel (2015) emphasizes that “well-managed urbanization is essential to ensure that city growth does not come at the expense of environmental degradation.” Building more inclusive and environmentally sustainable cities requires collective effort and a shift in how we plan and construct urban environments. Only through such measures can segregated urbanization be overcome and a more equitable, just, and environmentally responsible society be promoted. This understanding underscores the critical role of the Comprehensive Plan in dismantling segregated urbanization in cities. It also requires careful evaluation to ensure that its policies do not inadvertently undermine their intended effects.

The Comprehensive Plan of Montes Claros: Urban Governance, Segregation, and Environmental Protection

The Comprehensive Plan of Montes Claros is an essential instrument of urban management designed to guide the city's development by establishing guidelines and objectives for land use, infrastructure, transportation, environmental protection, and related areas. It plays a crucial role in defining urban planning policies and promoting more sustainable and equitable urbanization.

The primary objective of the Comprehensive Plan, as reflected in the municipality of Montes Claros, is to promote orderly urban development that meets the population's needs while respecting the principles of environmental and social sustainability. It establishes guidelines for planned urban expansion, including the creation of suitable residential areas, efficient transportation infrastructure, and the preservation of green spaces (Rolnik, 2018).

Although the Comprehensive Plan pursues important objectives, it is necessary to assess whether its guidelines and measures are effective enough to address segregated urbanization and its negative effects. In this sense, while the Comprehensive Plan of Montes Claros seeks to promote more inclusive and sustainable urbanization, its urban planning policies require critical analysis to determine whether they can effectively overcome segregated urbanization and its socio-environmental impacts (França, 2016).

Municipal legislation is directly related to the dimensions of development examined in this study, as it establishes future guidelines for the urban and municipal environment. This is the case of the Comprehensive Plan of Montes Claros (Montes Claros, 2016).

Article 6 of the Comprehensive Plan defines the social function of property, requiring both public and private property to fulfill a social purpose in relation to the population. The following provisions address urban development and territorial organization. In this respect, Article 9, subsection V, identifies as a guideline of the municipality's integrated and sustainable territorial development and planning policy the definition of indicators for the social function of urban property. This requires identifying the means and areas for intervention, with the aim of fairly distributing the burdens and benefits arising from infrastructure

projects and urban services, as well as recovering for the community the increase in real estate value generated by public action (Montes Claros, 2016).

Thus, the Comprehensive Plan of Montes Claros outlines the social functions of the city and of property, prioritizing collective interests while also considering economic and social needs. Its key components include infrastructure and public services across the municipal territory, the protection of collective and individual mobility rights, universal accessibility, environmental sanitation, and public participation in urban policymaking (Montes Claros, 2016). These elements align with the strategies suggested by Zipori and Cohen (2015) as pathways toward innovative urban and territorial development.

The relationship between urban reform and social issues therefore marks a significant shift in power dynamics, introducing regulatory authority into urban space (Topalov, 1996). This shift suggests that urban planning should be citizen-centered, aimed at improving quality of life and fostering sustainable development through targeted urban interventions (Vasconcellos & Garcia, 1999; Souza, 2001).

Under the Brazilian Constitution of 1988, property must fulfill a social function, as provided in Article 5, item XXIII, and Article 170, item III. This requirement also applies to urban property. Although it allows for different interpretations, it ultimately converges on the goal of fostering more equitable and harmonious social relations (Brazil, 1988).

However, as Jacobs argues, “the economic rationale behind the current approach to reurbanization is a façade.” From her perspective, top-down reurbanization efforts fail to address the population’s most pressing needs, particularly those of the most vulnerable, and therefore do not truly serve their intended social purpose. This points to a fundamental problem in contemporary urban planning: the issue is not necessarily a scarcity of funds, but the misallocation of available capital, which often disregards existing social values and conditions to the detriment of those most in need of leisure, housing, and mobility (Jacobs, 2007).

The Comprehensive Plan is a central instrument for defining the essential requirements that property must meet in order to fulfill its social function. It is governed by constitutional principles that guide urban policy, including citizenship, human dignity, popular sovereignty, equality, sustainable development, and the social functions of the city and of property. These principles are directed toward protecting and realizing the right to the city and ensuring a healthy and ecologically balanced environment (Moreira, 2005). Within this framework, public participation is recognized as a crucial form of exercising citizenship, requiring the direct engagement of the public in governmental decision-making processes (Vitale, 2008).

Comprehensive plans, which are designed to improve living conditions for the population, seek to address and resolve urban problems related to the physical and spatial organization of communities (Souza, 2005). However, many municipalities still resist their implementation or the adaptations necessary for their effectiveness.

To address this challenge, the Comprehensive Plan of Montes Claros was updated in 2016 during the administration of former Mayor Ruy Muniz. In its first chapter, titled “Fundamental Principles,” the plan sets out its goals for the integrated and sustainable urban development of the municipality. Article 2 defines this approach as follows:

> Article 2: The Urban Development Policy comprises a series of plans and actions aimed at organizing the development of the city’s social functions. It ensures that the use of the city’s territory is socially equitable, ecologically balanced, and diverse, thereby guaranteeing the well-being and quality of life of its residents (Montes Claros, 2016)

The law identifies the Comprehensive Plan as the basic framework for the Urban Development and Expansion Policy of the Municipality of Montes Claros, Minas Gerais, and as the instrument that guides municipal urban planning. However, the legal text requires careful interpretation in order to avoid ambiguities, especially when it comes to fostering a model of sustainable urban development without segregation.

For instance, Article 4 states that “municipal urban planning and its objectives, guidelines, and priorities must be supported by the following instruments, plans, and regulations: [...] II – Land Subdivision Law, Land Use and Occupation Law, [...] and Environmental Law” (Montes Claros, 2016). This clause, perhaps due to grammatical or technical ambiguity, suggests that environmental law should be subordinated to urban planning decisions rather than the reverse, indicating a lingering reluctance to fully integrate environmental considerations into urban planning.

Furthermore, Article 5, paragraph 1, provides that the full development of the municipality is ensured only through a social plan, emphasizing the predominance of the social function of property (Montes Claros, 2016). Under the Constitution, the social function of property requires that the use of property serve broader social interests, extending beyond the interests of the owner to those of the community (Brazil, 1988).

For property to truly fulfill its social function, public policies must be effective, and governmental authority must be properly exercised through public policies and the urban planning instruments provided in the City Statute (Law No. 10.257/2001). Moreover, property rights should align with, rather than override, collective interests (Jacobs, 2007).

Consequently, property rights cannot be exercised in ways that harm collective interests. This broad interpretation of the social function of property seeks to balance individual and collective interests, economic and social development, and environmental protection. Rocha (2018) notes that, in certain situations, restrictions may need to be imposed on property rights when their use or exploitation threatens environmental conservation. In such cases, environmental law generally prevails, prioritizing collective interests and sustainability (Rocha, 2018).

The Comprehensive Plan of Montes Claros, like the Comprehensive Plan of Belo Horizonte established by Law No. 11,181 of August 8, 2019, should clearly emphasize the fundamental role of the environment in urban planning. Article 1, paragraph 1, of the Belo Horizonte plan provides that “the municipality’s urban policy encompasses urban

structure, development, and environmental issues.” This policy establishes that urban strategies should move toward a compact, rational, and efficient spatial configuration of the city, connecting the social function of property with “ensuring the right to a sustainable city, harmonizing the city’s functions, and preserving an ecologically balanced environment.” Accordingly, the Comprehensive Plan of Belo Horizonte seeks to reconcile the social function of the municipality with the right to a healthy and equitable environment (Belo Horizonte, 2019).

It should be emphasized that the Comprehensive Plan must be aligned with broader environmental legislation, much of which falls under federal jurisdiction and must be observed by municipal public policies. Moreover, to strengthen the sustainability of the Comprehensive Plan, this article proposes revising the title of Article 4 to state clearly that the Comprehensive Plan “directs urban-environmental planning toward fostering conditions for integrated, harmonious, and sustainable development, serving as the basic, comprehensive, and strategic instrument for sustainable urban development policy” (Curitiba, 2019).

Another significant element of the Comprehensive Plan of Montes Claros, set out in Chapter IV, Article 11, concerns territorial zoning and establishes guidelines to “divide the territory into zones based on their characteristics or potentialities” (Montes Claros, 2016).

To mitigate urban segregation and effectively manage its environmental impacts, the current wording should be reevaluated. Effective urban zoning guidelines should go beyond mere compartmentalization and include legally defined parameters for establishing net density and regulating land use, whether allowed, permissible, or prohibited, in accordance with a Regional Development Plan.

Furthermore, a contradiction in the Comprehensive Plan regarding urbanization and its environmental impacts appears in Article 11, clause III, which establishes as a zoning guideline the need to “maintain the balance of the natural drainage system, prohibiting occupation in these areas” (Montes Claros, 2016).

Although this guideline was established in 2016, natural drainage areas continue to be occupied or transformed without adequate sustainable drainage planning. For example, new avenues built by municipal authorities have been paved without incorporating sustainable drainage practices, thereby worsening social, economic, and environmental harms.

Another provision with segregating and environmental implications appears in clause IV of the same article, which establishes as a zoning objective the need to “identify areas where there is a public interest in environmental protection and heritage preservation [...] and establish special criteria for occupation in these areas [...]” (Montes Claros, 2016).

It should be emphasized that the approach should not merely allow certain areas to be occupied “with low density and greater permeability” (Montes Claros, 2016). Instead, these areas should be designated as environmental protection zones. This effort may require investment in land regularization, as already contemplated in the Comprehensive Plan, and may also involve relocating populations from environmentally affected areas to zones suitable for urban development, such as urban voids. Such measures would promote sustainable development and reinforce the social function of property.

Shlomo Angel (2015) notes that “low urban density requires more extensive infrastructure, such as roads, lighting, and water systems because residents are more dispersed.” This leads to increased energy and fuel consumption for transportation. Conversely, higher density can strengthen social connectivity and proximity to workplaces, schools, and leisure facilities, thereby increasing productivity. Urbanization, therefore, should fundamentally be “a decision by people who wish to live closer to each other.”

This can be achieved in three ways: by constructing more buildings in peripheral areas, reducing municipal restrictions on building potential, and encouraging development oriented around transportation infrastructure (Shlomo Angel, 2015).

Continuing the analysis of the Comprehensive Plan, Article 11, clause IX, also raises concerns regarding urban segregation and environmental

impact by designating “areas that, due to their size and strategic location, can accommodate large municipal facilities” (Montes Claros, 2016). In such cases, additional regulation is necessary to prevent the reinforcement of urban segregation and environmental degradation.

An example is the new courthouse for the District of Montes Claros, budgeted at R$ 70 million, which will occupy an area of 15,323.15 m² on land donated by the Municipality of Montes Claros in the Ibituruna neighborhood, pursuant to Law No. 5,342 of June 29, 2021. This law not only authorized the land donation for the city’s prosecutor’s office but also provided an area for the new headquarters of the Montes Claros branch of the Brazilian Bar Association in the same vicinity (Montes Claros, 2021).

Technical studies have confirmed that occupation of this region has produced significant environmental impacts and reflects a broader pattern of socio-spatial segregation. This decision contradicts the principles set out in the Macrozoning section, Chapter V, Article 12, of the city’s Comprehensive Plan:

> Article 12 – In Montes Claros, the development of policies, plans, and programs, as well as the execution of projects, will focus on increasing the density of already occupied and consolidated urban areas. This approach aims to enhance existing infrastructure and services and rectify undesirable urban situations, based on designated areas of Municipal Macrozoning (Montes Claros, 2016).

Another point of concern is the future of the buildings that previously housed these departments. Although they were donated to the municipality, socio-environmental and urban impact assessments should have been conducted to determine their appropriate reuse. Such assessments would help justify the relocation and reorganization of these departments. However, the 2016 Comprehensive Plan lacks adequate provisions for the proper management of these structures.

Building public facilities in higher-income areas without carefully assessing their social effects, and without initiatives to foster inclusion, may

perpetuate urban segregation. This can lead to the exclusion of the city's less advantaged groups (Madruga, 2012).

Furthermore, as Caldeira (2000) points out, directing public investment toward already privileged areas of the city can exacerbate urban segregation. This widens the divide between affluent neighborhoods and underprivileged peripheries, limiting poorer citizens' access to services and opportunities. Rolnik (2018) emphasizes that this not only risks intensifying urban segregation but also separates public policy from inclusive planning, thereby restricting marginalized communities' access to public resources and services.

Therefore, developing public facilities in affluent areas without addressing the needs and demands of less affluent parts of the city can deepen inequality and contribute to segregation, further fragmenting the urban fabric and weakening social cohesion (Magalhães, 2009).

Infrastructure policies and public works must address the needs of the city's most disadvantaged areas in order to mitigate segregation and foster social and environmental justice. Without this focus, such projects may deepen socio-spatial divisions, producing a more fragmented and unequal city (Harvey, 2014).

These considerations underscore the need for a more robust Comprehensive Plan that accounts for the social implications of public works and emphasizes inclusive urban planning as a means of preventing urban segregation. Public policies and investments should aim to create a more equitable and integrated city that considers the needs of all residents, regardless of their economic or social status.

The Comprehensive Plan also addresses urban redevelopment in Articles 43–49, but only in terms of reallocating land whose current use and occupation are inconsistent with planning objectives (Montes Claros, 2016). It does not address reurbanization as a strategy for improving efficiency, effectiveness, and innovation. The need for urban redevelopment is especially significant because many cities were not originally planned. However, building

cohesive local communities grounded in citizenship and identity requires planning from the outset, since “efficient public policies eliminate the need for compensatory social policies” (Gehlen, 2004, p. 6). Urban planning guidelines and the principles of reurbanization should therefore prioritize the human scale and respond adequately to social needs (Jacobs, 2007).

Within this framework, urbanization should reflect the demographic and social dynamics that shape the community’s way of life, as well as the development of economic, cultural, social, and environmental relationships. Such development, however, requires a structured approach to ensure balanced growth (Peixoto, 2013).

This organizational model should involve three phases: forecasting, planning, and implementation (Alves, 1979). This process entails anticipating the community’s needs and problems, planning and rationally distributing the necessary resources across time and space to achieve established goals, and finally implementing what has been forecasted and planned (Sposito, 2007).

The remaining sections of the Comprehensive Plan of Montes Claros set out regulations for the city’s spatial expansion and articulate various sectoral policies, including health, social development, education, tourism, culture, sports, and recreation. Article 62, in particular, establishes the environmental guidelines for Montes Claros, including section IX, which is dedicated to solid waste management and urban cleaning (Montes Claros, 2016).

A comprehensive review of the Comprehensive Plan of Montes Claros, however, suggests that its provisions focus primarily on continuing urbanization without integrating strategies to mitigate segregation. Consequently, the plan does not fully ensure sustainability or social equity.

Socio-Environmental Impacts of Urban Segregation: Inequality, Exclusion, and Planning Gaps

This analysis shows that, although the current Comprehensive Plan of Montes Claros refers to various urban planning instruments, it does not develop them in sufficient detail. The plan lacks guidelines for optimizing mechanisms to control real estate speculation, such as using expropriated areas for social housing in locations with adequate infrastructure and access to essential urban services, including health care, education, and recreation (Fernandes et al., 2018).

In light of this analysis, it is important to consider Souza's (2005) argument that municipalities must be equipped with appropriate instruments in order to contribute meaningfully to urban development. Souza also notes, however, that merely including a range of instruments in the Comprehensive Plan is insufficient without the political, socio-political, and cultural-political conditions necessary for their effective implementation.

A poorly drafted or prematurely implemented Comprehensive Plan can deepen urban segregation by creating privileged areas and excluding significant portions of the population from the benefits of urban development (Santos, 2016).

Furthermore, the absence of an integrated approach in the Comprehensive Plan can produce a fragmented urban model in which social inequalities and spatial segregation are intensified. Urban planning must integrate social and environmental dimensions to avoid such outcomes (Rolnik, 2018). Conversely, the Comprehensive Plan can serve as a powerful instrument against urban segregation if it is based on a precise assessment of the population's needs and includes public policies that promote social and territorial inclusion (Maricato, 2017).

Nevertheless, urban segregation is a complex issue that cannot be resolved solely through the Comprehensive Plan. Comprehensive urban planning must be integrated with other sectoral policies, such as transportation, housing, and environmental management, in order to achieve more effective results (Caldeira, 2000).

This analysis suggests that, despite recent updates, the Comprehensive Plan of Montes Claros requires reevaluation and restructuring

in order to align more closely with sustainable development principles. As Sicsú and Castelar (2009) note, cities play a crucial role in sustainable development.

França (2016) identified several gaps in the plan developed between 2015 and 2016, particularly the insufficient integration of the rural areas of Montes Claros. This integration is essential, since urban management cannot be effectively discussed without considering rural contexts. The plan also fails to address regional planning, despite the city's historical role as a central hub in several areas, including economic, political, social, infrastructural, and urban development.

Given its strategic importance to northern Minas Gerais and its role as a connection point between major urban centers, planning in Montes Claros should extend beyond municipal boundaries and incorporate a regional perspective. This article proposes the adoption of an innovative approach that integrates critical regional needs, including water management, solid waste, employment, leisure, and specialized and diversified services and commerce (França, 2016).

Effective regional planning is essential to orderly development and can help reduce significant regional disparities. Such planning, however, requires a thorough understanding of the area concerned (Santos et al., 2017).

The Comprehensive Plan also gives insufficient attention to technological investment and innovation, focusing primarily on monitoring obligations related to planning. This omission may be seen as a gap in orienting the city toward becoming a "smart city," capable of dynamically implementing innovative urban management practices.

Moreover, although digital infrastructure is central to the most developed and sustainable cities, development must also promote innovation and the ability to dynamically replicate effective urban management processes (Hernández-Muñoz et al., 2011). It is crucial to consider local socioeconomic trends when characterizing the city, so as to ensure accurate planning and development (Pastor, Lester & Scoggins, 2009), while also ensuring that such trends do not obscure individual needs (Cohen, 2011).

There is a risk that essential urban functions may be compromised, leading to deficiencies in public management, mismanagement of natural resources, and limitations in health, education, and public safety systems (Toppeta, 2010). Constraints in urban mobility and transportation systems can also adversely affect the population's quality of life (Batagan, 2011).

The solution lies in effectively leveraging the current and future capacities of urban planning and organization (Johnson, 2008). This effort must be carried out creatively, efficiently, and innovatively (Toppeta, 2010; Batagan, 2011). The success of the city therefore depends on two key factors: first, resource management must be sustainable, efficient, and accessible (Al-Hader & Rodzi, 2009; Wolfram, 2012); second, the city must create an environment that is attractive, innovative, economically viable, socially enriching, and technologically feasible (Dodgson & Gann, 2011; Cadena et al., 2012).

The Comprehensive Plan must also be flexible and adaptable to the socioeconomic and environmental changes that occur in cities over time. A rigid plan can perpetuate segregation, whereas a plan that adapts to emerging demands can foster inclusion and equity (Borja & Castells, 1997). Consequently, urban planning must adopt a holistic approach that considers the city's multiple dimensions in order to promote a more equitable and sustainable urban environment for all (Harvey, 2014).

For Montes Claros to become sustainable, it must be guided by transformative policies. It is crucial to maintain a balanced relationship with the environment through the rational use and reuse of local and regional environmental resources for the benefit of the population (Cury & Marques, 2017).

This requires the prudent management of energy, water, and space. Another criticism of the new urban planning framework outlined by the Comprehensive Plan of Montes Claros concerns the lack of citizen participation. According to França (2016), the planning process was conducted in a context in which citizens had minimal voice and influence.

During this period, Guimarães and Xavier (2016) sought to provide a legal definition of the city's urban conditions and recognized the need to control and protect social rights within urban citizenship, emphasizing the importance of public-private collaboration.

Promoting participatory urban planning is essential to mitigating urban segregation. Citizens must be actively involved in developing and revising the Comprehensive Plan and other urban policies, ensuring that their voices and needs are incorporated into the decision-making process (Maricato, 2017).

The human element is critical to sustainable development, as it requires a collective approach to addressing community needs. Effective urban planning for a smart city must therefore consider strategies that respond to residents' needs, since residents are best positioned to understand their own requirements.

Leite and Awad (2012) suggest that making a city less segregated and more sustainable does not necessarily require expansion. Rather, planning should focus on reconstructing or repurposing existing urban spaces. When expansion does occur, it should preserve the conditions necessary for a city that is economically, socially, and environmentally just, and capable of effectively improving quality of life.

Jacobs (2007) notes that urban planning and reurbanization are complex processes, requiring comprehensive macro- and micro-urban analysis to understand how the city functions and to address the population's most urgent needs. Ignoring the socially, economically, and culturally vibrant role of streets and sidewalks represents a regression. Human needs should therefore remain at the center of all urban planning efforts, regardless of the city model adopted. Santaella (2016) emphasizes that the focus should extend beyond what the city offers to whom the city serves.

In the case of Montes Claros, discussing governance aimed at transforming the city into a sustainable urban environment requires attention to comprehensive development, the cultural dimensions of sustainability, the fostering of a sense of belonging, the achievement of public goals, and the promotion of social inclusion (Guimarães & Xavier, 2016).

Addressing urban segregation is a multifaceted challenge that requires integrated approaches and robust public policies. Key strategies include promoting diverse land uses and ensuring the equitable distribution of public facilities and services throughout the city. Developing public spaces for social interaction and valuing green areas can significantly contribute to greater social integration and stronger urban cohesion (Harvey, 2014).

Collaboration among the public sector, civil society, and private industry is critical to combating urban segregation. Partnerships aimed at investing in infrastructure, revitalizing degraded areas, and facilitating social inclusion initiatives can help foster a more equitable and sustainable city (Borja & Castells, 1997). Housing policies that ensure access to adequate housing for all community members are also vital to reducing urban segregation.

Programs that encourage the construction of affordable housing in central areas with strong infrastructure can support socio-spatial integration (Rolnik, 2018). Furthermore, effectively countering urban segregation requires investments in urban mobility and in the expansion of efficient and accessible public transportation systems (Caldeira, 2000).

It is crucial to recognize that innovation and investment should not overlook the significant challenges created by unequal and exclusionary forms of urban coexistence, which are shaped by the economic system and its effects on social life. Instead, they should be directed toward improving these conditions, which brings the discussion to the concept of reterritorialization (Jacobs, 2007). Measuring a city's sustainability, therefore, involves strategically using the infrastructure and services available in the city while ensuring proper care for its citizens and residents (Rocha, 2017).

Ultimately, overcoming segregated urbanization requires a holistic approach that integrates social and environmental justice and promotes a healthier, more equitable, and more sustainable urban environment for all residents.

Conclusion

Segregated urbanization poses a significant challenge for many cities, including Montes Claros. Analyzing the city through the lens of its Comprehensive Plan highlights the urgent need to rethink urban planning policies. Promoting more inclusive and sustainable urbanization that meets the needs of all social groups and minimizes negative environmental impacts is essential. Achieving this goal requires an integrated and participatory approach capable of building cities that are fairer, more equitable, and environmentally responsible.

The Comprehensive Plan plays a critical role in the orderly development of the city, seeking to meet the population's needs while adhering to principles of environmental and social sustainability. However, it is also clear that the plan's guidelines and measures must be effectively implemented if segregated urbanization and its adverse effects are to be overcome.

The analysis also raises important issues concerning the relationship between municipal legislation and the Comprehensive Plan, emphasizing the need to harmonize collective interests and individual rights in relation to urban property. Moreover, the Comprehensive Plan should be strengthened by more fully incorporating environmental legislation and establishing clearer criteria for the occupation of areas designated for environmental protection.

The Comprehensive Plan currently lacks a strong focus on environmental preservation, particularly in the context of urban growth and public works. This article suggests that the plan should include specific measures to maintain the balance of the drainage system and prevent environmentally harmful occupation.

Furthermore, the article underscores the importance of infrastructure policies and public works that address the needs of the city's most disadvantaged areas, thereby helping to prevent urban segregation and promote social inclusion. It also highlights the need for more inclusive urban planning in order to avoid urban fragmentation and social inequality. With respect to urban redevelopment, the plan should promote reurbanization

through strategic improvements in effectiveness, efficiency, and innovation, thereby fostering social cohesion and sustainable development.

Thus, this analysis of the environmental impacts of segregated urbanization in Montes Claros reveals the need to adjust urban planning policies, particularly those set out in the Comprehensive Plan. The gaps identified in the plan's approach highlight the importance of strengthening instruments to curb real estate speculation and of designating expropriated areas for social housing in locations well served by infrastructure and urban services.

One critical issue is the absence of an integrated approach in the Comprehensive Plan, which may lead to a fragmented urban model characterized by pronounced social inequalities and spatial segregation. To combat urban segregation effectively, urban planning must be integrated with other sector-specific policies, such as transportation, housing, and environmental management. Active community participation in drafting and revising the Comprehensive Plan is also crucial to mitigating urban segregation. Participatory urban planning ensures that citizens' voices and needs are considered in decisions affecting the city's development.

Additionally, the Comprehensive Plan must remain flexible and adaptable to socioeconomic and environmental changes as they occur. Responsiveness to emerging needs can foster social and territorial inclusion, helping guide the city toward greater equity and sustainability.

Investment in digital infrastructure and innovation is crucial to the development of a smart city. However, it is equally important to account for the socioeconomic trends and individual needs of the population throughout the planning process.

For Montes Claros to become a sustainable city, transformative policies are needed to improve its relationship with the environment, ensure the rational use of environmental resources, and manage energy, water, and space effectively.

Overcoming segregated urbanization requires a holistic approach that integrates social and environmental justice and seeks to build a more

equitable, healthier, and more sustainable city for all residents. In this context, collaboration among the public sector, civil society, and the private sector is essential to combat urban segregation and foster a more inclusive community.

In conclusion, creating a fairer, more inclusive, and environmentally responsible city demands a concerted effort from policymakers, urban planners, local communities, and society more broadly. Effective public policies, active citizen engagement, and a long-term vision are critical to positioning Montes Claros as a model of sustainable urbanization. Overcoming segregated urbanization is an ongoing process that requires adaptability to continual change and a shared commitment to building a more inclusive, equitable, and sustainable future.

This discussion contributes to the ongoing debate on the Comprehensive Plan of Montes Claros and its treatment of urban segregation and the city's socio-environmental impacts.

References

Al-Hader, M., & Rodzi, A. (2009). The smart city infrastructure development and monitoring. Theoretical and Empirical Researches in Urban Management, 4(2), 87–94. https://www.jstor.org/stable/24872423

Almeida Jr., D. L., & Souza, K. S. (2016). Brasília: Segregação e utopia na construção da cidade moderna. Cronologia do Pensamento Urbanístico. https://cronologiadourbanismo.ufba.br/leituras.php?id_leitura=24

Almeida, A. C. V. (2020). De que lado você mora? Um estudo sobre a segregação urbana em Montes Claros (1926–2019) [Master's thesis, Universidade Federal de Minas Gerais and Universidade Estadual de Montes Claros]. http://hdl.handle.net/1843/36287

Alves, A. T. (Ed.). (1979). Prática bancária. Projeto Brasil.

Araújo, M. S. (2018). Cidade e sociologia: Autores, conceitos e abordagens. Editora Appris.

Batagan, L. (2011). Smart cities and sustainability models. Informatica Economică, 15(3), 80–87. https://api.semanticscholar.org/CorpusID:5474142

Batista, R. P., & Pereira, A. M. (2017). Expansão urbana e mercado imobiliário em cidades médias: O caso de Montes Claros (MG). In Anais do V Colóquio

Cidades e Região. Universidade Estadual de Montes Claros. https://www.posgraduacao.unimontes.br/uploads/sites/7/2017/12/Expansao-urbana-e-o-mercado-imobiliario-em-cidades-medias_-BATISTA_PEREIRA.pdf

Belo Horizonte. (2019). Lei No. 11.181, de 8 de agosto de 2019: Aprova o Plano Diretor do Município de Belo Horizonte e dá outras providências. https://prefeitura.pbh.gov.br/sites/default/files/estrutura-de-governo/meio-ambiente/lei11181-atual.pdf

Borja, J., & Castells, M. (1997). Local e global: A gestão das cidades no contexto da informação. Bookman.

Botega, L. R. (2008). A política habitacional no Brasil (1930–1990). Revela: Revista Eletrônica Acadêmica da FALS, 1(2), 1–14. http://fals.com.br/novofals/revela/REVELA%20XVII/politicahabitacional.pdf

Brasil. Senado Federal. (2005). Estatuto da Cidade: Guia para implementação pelos municípios e cidadãos (4th ed.). Senado Federal. https://polis.org.br/publicacoes/estatuto-da-cidade-guia-para-implementacao-pelos-municipios-e-cidadaos/

Brasil. Assembleia Nacional Constituinte. (1988). Constituição da República Federativa do Brasil. Imprensa do Senado.

Brasil. (2001). Lei No. 10.257, de 10 de julho de 2001: Regulamenta os arts. 182 e 183 da Constituição Federal, estabelece diretrizes gerais da política urbana e dá outras providências.

Brasil. Ministério das Cidades. (2013). Regularização fundiária urbana: Como aplicar a Lei Federal No. 11.977/2009. Ministério das Cidades, Secretaria Nacional de Acessibilidade e Programas Urbanos, Secretaria Nacional de Habitação.

Bullard, R. (2004). Enfrentando o racismo ambiental no século XXI. In H. Acselrad, S. Herculano, & J. A. Pádua (Eds.), Justiça ambiental e cidadania (pp. 40–68). Relume Dumará.

Cadena, A., Dobbs, R., & Remes, J. (2012). The growing economic power of cities. Journal of International Affairs, 65(2), 1–17. https://api.semanticscholar.org/CorpusID:220756045

Caldeira, T. P. R. (2000). Cidade de muros: Crime, segregação e cidadania em São Paulo. Edusp.

Cohen, M. P. (2011). Cities in times of crisis: The response of local government in light of the global economic crisis—The role of the formation of human capital, urban innovation and strategic planning. Institute of Urban and Regional Development. https://escholarship.org/uc/item/3432p4rb

Corrêa, R. L. (2004). Discutindo conceitos: Posição geográfica de cidades. Cidades, 1(2), 317–323.

Curitiba. Prefeitura Municipal. (2021). Lei No. 14.771, de 17 de dezembro de 2021: Dispõe sobre a revisão do Plano Diretor de Curitiba de acordo com o disposto no art. 40, § 3º, do Estatuto da Cidade, para orientação e controle do desenvolvimento integrado do município.

Cury, M. J. F., & Marques, J. A. L. F. (2017). A cidade inteligente: Uma reterritorialização. Redes, 22(1), 102–117. https://api.semanticscholar.org/CorpusID:149475733

Dodgson, M., & Gann, D. (2011). Technological innovation and complex systems in cities. Journal of Urban Technology, 18(3), 101–113. https://doi.org/10.1080/10630732.2011.615570

Fernandes, J. M., Silva, T. M., Leite, M. E., & Pereira, R. G. (2018). Especulação imobiliária e análise do Plano Diretor de Montes Claros. In Anais do VI Congresso em Desenvolvimento Social: Desafios à democracia, desenvolvimento e bens comuns. Universidade Estadual de Montes Claros. https://pdfslide.net/documents/especulacao-imobiliaria-e-analise-do-plano-diretor-de-devido-ao.html

Forman, R. T. T., Sperling, D., Bissonette, J. A., Clevenger, A. P., Cutshall, C. D., Dale, V. H., Fahrig, L., France, R., Goldman, C. R., Heanue, K., Jones, J. A., Swanson, F. J., Turrentine, T., & Winter, T. C. (2003). Road ecology: Science and solutions. Island Press. https://www.researchgate.net/publication/37717562_Road_Ecology_Science_And_Solutions

França, I. S. (2007). A cidade média e suas centralidades: O exemplo de Montes Claros no norte de Minas Gerais [Master's thesis, Universidade Federal de Uberlândia]. http://www.ppgeo.ig.ufu.br/node/73

França, I. S. (2016). Planejamento urbano e participação social em cidade média: A revisão do Plano Diretor de Montes Claros-MG. GeoTextos, 12(2), 107–134. https://rigs.ufba.br/index.php/geotextos/article/viewFile/18117/13138

Gehlen, I. (2004). Políticas públicas e desenvolvimento social rural. São Paulo em Perspectiva, 18(2), 95–103. https://doi.org/10.1590/S0102-88392004000200010

Glaeser, E. L. (2011). Os centros urbanos: A maior invenção da humanidade: Como as cidades nos tornam mais ricos, inteligentes, saudáveis e felizes (L. Abramowicz, Trans.). Elsevier.

Guimarães, P. B. V., & Xavier, Y. M. A. (2016). Smart cities e direito: Conceitos e parâmetros de investigação da governança urbana contemporânea. Revista de Direito da Cidade, 8(4), 1362–1380. https://doi.org/10.12957/rdc.2016.23685

Harvey, D. (2014). Cidades rebeldes: Do direito à cidade à revolução urbana. Martins Fontes.

Hernández-Muñoz, J. M., Vercher, J. B., Muñoz, L., Galache, J. A., Presser, M., Hernández Gómez, L. A., & Pettersson, J. (2011). Smart cities at the forefront of the future internet. In J. Domingue et al. (Eds.), The future internet: Future Internet Assembly 2011: Achievements and technological promises (pp. 447–462). Springer. https://doi.org/10.1007/978-3-642-20898-0_32

Instituto Brasileiro de Geografia e Estatística. (2022). Censo demográfico 2022. https://www.ibge.gov.br/

Jacobs, J. (2007). Morte e vida de grandes cidades. Martins Fontes.

Johnson, B. (2008). Cities, systems of innovation and economic development. Innovation: Management, Policy & Practice, 10(2–3), 146–155. https://doi.org/10.5172/impp.453.10.2-3.146

Leite, C., & Awad, J. C. M. (2012). Cidades sustentáveis, cidades inteligentes: Desenvolvimento sustentável num planeta urbano. Bookman. https://www.researchgate.net/publication/335336279_Cidades_sustentaveis_cidades_inteligentes_desenvolvimento_sustentavel_num_planeta_urbano

Madruga, M. V. (2012). Ética pública e transparência: A responsabilidade do administrador público. Fórum.

Magalhães, M. C. (2009). A metrópole e a questão social: O desafio das cidades. Cortez.

Maricato, E. (2017). Brasil, cidades: Alternativas para a crise urbana. Vozes.

Montes Claros. Prefeitura Municipal. (2016). Lei Complementar No. 53, de 1º de dezembro de 2016: Institui o Plano Diretor do Município de Montes Claros e dá outras providências. https://portal.montesclaros.mg.gov.br/lei/lei-complementar-n-53-de-01-de-dezembro-de-2016

Montes Claros. Prefeitura Municipal. (n.d.). Aspectos gerais. http://www.montesclaros.mg.gov.br/cidade/aspectos_gerais.htm

Moreira, M. A. Q. (2005). Democracia participativa no município. Juarez de Oliveira.

Oliveira, M. F. M. (1996). Formação social e econômica do norte de Minas. s.n.

Owen, D. (2009). Green metropolis: Why living smaller, living closer, and driving less are the keys to sustainability. Riverhead Books.

Pastor, M., Lester, T. W., & Scoggins, J. (2009). Why regions? Why now? Who cares? Journal of Urban Affairs, 31(3), 269–296. https://doi.org/10.1111/j.1467-9906.2009.00460.x

Peixoto, N. B. (2013). Urbanismo infraestrutural: Mutações na Zona Leste de São Paulo. https://www.researchgate.net/publication/277359092_Urbanismo_infraestrutural_mutacoes_na_zona_leste_de_Sao_Paulo

Rocha, C. (2017). Po(r)ética para as cidades. In Anais do 26º Encontro da Associação Nacional dos Pesquisadores em Artes Plásticas: Memórias e inventações. Associação Nacional dos Pesquisadores em Artes Plásticas. https://medialab.ufg.br/n/96793-po-r-etica-para-as-cidades

Rolnik, R. (2018). A cidade e a lei: Legislação, política urbana e territórios na Constituição brasileira. Studio Nobel.

Mittermayer, T. (2016). Review of Cidades inteligentes: Por que, para quem?, by L. Santaella. Teccogs: Revista Digital de Tecnologias Cognitivas, (13), 144–147. https://www4.pucsp.br/pos/tidd/teccogs/resenhas/2016/edicao_13/teccogs13_resenha02.pdf

Santos, B. S. M., Brum, B. M. S., & França, I. S. (2017). Planejamento urbano na região norte mineira a partir da ação dos gestores públicos. Universidade Estadual de Montes Claros. https://api.semanticscholar.org/CorpusID:189520017

Santos, G. R., et al. (Eds.). (1997). Trabalho, cultura e sociedade no norte/nordeste de Minas: Considerações a partir das ciências sociais. Best Comunicação e Marketing.

Santos, M. (2016). A urbanização brasileira. Hucitec.

Satterthwaite, D. (2007). The transition to a predominantly urban world and its underpinnings. International Institute for Environment and Development. https://pubs.iied.org/10550IIED/

Seto, K. C., Fragkias, M., Güneralp, B., & Reilly, M. K. (2011). A meta-analysis of global urban land expansion. PLOS ONE, 6(8), Article e23777. https://doi.org/10.1371/journal.pone.0023777

Angel, S. (2015). Planeta das cidades. Lincoln Institute of Land Policy; Universidad del Rosario.

Sicsú, J., & Castelar, A. (Eds.). (2009). Sociedade e economia: Estratégias de crescimento e desenvolvimento. Ipea.

Souza, M. L. de. (2005). ABC do desenvolvimento urbano (2nd ed.). Bertrand Brasil.

Souza, N. R. (2001). Planejamento urbano em Curitiba: Saber técnico, classificação dos citadinos e partilha da cidade. Revista de Sociologia e Política, (16), 107–122. https://doi.org/10.1590/S0104-44782001000100008

Sposito, M. E. B. (2007). Cidades médias: Reestruturação das cidades e reestruturação urbana. In Cidades médias: Espaços em transição (pp. 233–253). Expressão Popular. https://simpurb2019.ufes.br/gt-3-cidades-medias-e-reestruturacao-urbana-tendencias-empiricas-e-desafios-teoricos

Topalov, C. (1996). Da questão social aos problemas urbanos: Os reformadores e a população das metrópoles em princípios do século XX. In L. C. Q. Ribeiro & R. Pechman (Eds.), Cidade, povo, nação (pp. xx–xx). Civilização Brasileira. https://www.ub.edu/geocrit/b3w-86.htm

Toppeta, D. (2010). The smart city vision: How innovation and ICT can build smart, livable, sustainable cities. The Innovation Knowledge Foundation. http://www.thinkinnovation.org/file/research/23/en/Toppeta_Report_005_2010.pdf

Vasconcellos, M. A. S., & Garcia, M. E. (1999). Fundamentos de economia. Saraiva.

Vitale, D. (2008). Democracia e participação na gestão de políticas públicas: Teoria e prática. Bahia Análise & Dados, 17(4), 1147–1154. http://biblioteca.ijsn.es.gov.br/Record/18191

Wackernagel, M., & Rees, W. (1996). Our ecological footprint: Reducing human impact on the earth. New Society Publishers.