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KEY=UNITED - STOUT JONATHAN

Crabgrass Frontier The Suburbanization of the United States Oxford University Press This first full-scale history of the development of the American suburb examines how "the good life" in America came to be equated with the a home of one's own surrounded by a grassy yard and located far from the urban workplace. Integrating social history with economic and architectural analysis, and taking into account such factors as the availability of cheap land, inexpensive building methods, and rapid transportation, Kenneth Jackson chronicles the phenomenal growth of the American suburb from the middle of the 19th century to the present day. He treats communities in every section of the U.S. and compares American residential patterns with those of Japan and Europe. In conclusion, Jackson offers a controversial prediction: that the future of residential deconcentration will be very different from its past in both the U.S. and Europe. **Manufacturing Suburbs Building Work and Home on the Metropolitan Fringe** Temple University Press Urban historians have long portrayed suburbanization as the result of a bourgeois exodus from the city, coupled with the introduction of streetcars that enabled the middle class to leave the city for the more sylvan surrounding regions. Demonstrating that this is only a partial version of urban history, "Manufacturing Suburbs" reclaims the history of working-class suburbs by examining the development of industrial suburbs in the United States and Canada between 1850 and 1950. Contributors demonstrate that these suburbs developed in large part because of the location of manufacturing beyond city limits and the subsequent building of housing for the workers who labored within those factories. Through case studies of industrial suburbanization and industrial suburbs in several metropolitan areas (Chicago, Baltimore, Detroit, Pittsburgh, Los Angeles, San Francisco, Toronto, and Montreal), "Manufacturing Suburbs" sheds light on a key phenomenon of metropolitan development before the Second World War. **Places of Their Own** African American Suburbanization in the Twentieth Century University of Chicago Press On Melbenan Drive just west of Atlanta, sunlight falls onto a long row of well-kept lawns. Two dozen homes line the street; behind them wooden decks and living-room windows open onto vast woodland properties. Residents returning from their jobs steer SUVs into long driveways and emerge from their automobiles. They walk to the front doors of their houses past sculptured bushes and flowers in bloom. For most people, this cozy image of suburbia does not immediately evoke images of African Americans. But as this pioneering work demonstrates, the suburbs have provided a home to black residents in increasing numbers for the past hundred years—in the last two decades alone, the numbers have nearly doubled to just under twelve million. **Places of Their Own** begins a hundred years ago, painting an austere portrait of the conditions that early black residents found in isolated, poor suburbs. Andrew Wiese insists, however, that they moved there by choice, withstanding racism and poverty through efforts to shape the landscape to their own needs. Turning then to the 1950s, Wiese illuminates key differences between black suburbanization in the North and South. He considers how African Americans in the South bargained for separate areas where they could develop their own neighborhoods, while many of their northern counterparts transgressed racial boundaries, settling in historically white communities. Ultimately, Wiese explores how the civil rights movement emboldened black families to purchase homes in the suburbs with increased vigor, and how the passage of civil rights legislation helped pave the way for today's black middle class. Tracing the precise contours of black migration to the suburbs over the course of the whole last century and across the entire United States, **Places of Their Own** will be a foundational book for anyone interested in the African American experience or the role of race and class in the making of America's suburbs. Winner of the 2005 John G. Cawelti Book Award from the American Culture Association. Winner of the 2005 Award for Best Book in North American Urban History from the Urban History Association. **Streets and the Shaping of Towns and Cities** Island Press The topic of streets and street design is of compelling interest today as public officials, developers, and community activists seek to reshape urban patterns to achieve more sustainable forms of growth and development. **Streets and the Shaping of Towns and Cities** traces ideas about street design and layout back to the early industrial era in London suburbs and then on through their institutionalization in housing and transportation planning in the United States. It critiques the situation we are in and suggests some ways out that are less rigidly controlled, more flexible, and responsive to local conditions. Originally published in 1997, this edition includes a new introduction that addresses topics of current interest including revised standards from the Institute of Transportation Engineers; changes in city plans and development standards following New Urbanist, Smart Growth, and sustainability principles; traffic calming; and ecologically oriented street design. **Geography Of Nowhere The Rise And Decline of America's Man-Made Landscape** Simon and Schuster Argues that much of what surrounds Americans is depressing, ugly, and unhealthy; and traces America's evolution from a land of village commons to a man-made landscape that ignores nature and human needs. **Moving Violations Automobiles, Experts, and Regulations in the United States** Johns Hopkins University Press Written in a clear, approachable, and jargon-free voice, **Moving Violations** will appeal to makers and analysts of policy, historians of science, technology, business, and the environment, and any readers interested in the history of cars and government. **The New Suburban History** University of Chicago Press Introduction: The new suburban history / Kevin M. Kruse and Thomas J. Sugrue -- Marketing the free market : state intervention and the politics of prosperity in metropolitan America / David M.P. Freund -- Less than plessy : the inner city, suburbs, and state-sanctioned residential segregation in the age of Brown / Arnold R. Hirsch -- Uncovering the city in the suburb : Cold War politics, scientific elites, and high-tech spaces / Margaret Pugh O'Mara -- How hell moved from the city to the suburbs : urban scholars and changing perceptions of authentic community / Becky Nicolaidis -- "The house I live in" : race, class, and African American suburban dreams in the postwar United States / Andrew Wiese -- "Socioeconomic integration" in the suburbs : from reactionary populism to class fairness in metropolitan Charlotte / Matthew D. Lassiter -- Prelude to the tax revolt : the politics of the "tax dollar" in postwar California / Robert O. Self -- Suburban growth and its discontents : the logic and limits of reform on the postwar Northeast corridor / Peter Siskind -- Reshaping the American dream : immigrants, ethnic minorities, and the politics of the new suburbs / Michael Jones-Correa -- The legal technology of exclusion in metropolitan America / Gerald Frug. **Fortress California, 1910-1961** From Warfare to Welfare University of Illinois Press **Fortress California**, now in paperback for the first time, links the growth of the U.S. military-industrial complex to civic leaders who competed for military bases and military contracts to ensure economic growth. Analyzing the growth of Los Angeles, San Diego, and San Francisco from 1910 to 1961, Roger W. Lotchin discredits the assumption that the industrialization of the Sunbelt was a result of a partnership between industry and the military. He provides instead a detailed and forceful argument that municipalities used federal resources to build urban empires and metropolitan-military complexes. These have increased the flow of federal dollars into the state, thereby shifting the focus of the military-industrial complex from warfare to welfare. **The Transatlantic Collapse of Urban Renewal Postwar Urbanism from New York to Berlin** University of Chicago Press **The Transatlantic Collapse of Urban Renewal** examines how postwar thinkers from both sides of the Atlantic considered urban landscapes radically changed by the political and physical realities of sprawl, urban decay, and urban renewal. With a sweep that encompasses New York, London, Berlin, Philadelphia, and Toronto, among others, Christopher Klemek traces changing responses to the challenging issues that most affected the lives of the world's cities. In the postwar decades, the principles of modernist planning came to be challenged—in the grassroots revolts against the building of freeways through urban neighborhoods, for instance, or by academic critiques of slum clearance policy agendas—and then began to collapse entirely. Over the 1960s, several alternative views of city life emerged among neighborhood activists, New Left social scientists, and neoconservative critics. Ultimately, while a pessimistic view of urban crisis may have won out in the United States and Great Britain, Klemek demonstrates that other countries more successfully harmonized urban renewal and its alternatives. This much anticipated book provides one of the first truly international perspectives on issues central to historians and planners alike, making it essential reading for anyone engaged with either field. **Suburban Governance A Global View** University of Toronto Press **Suburban Governance: A Global View** is a groundbreaking set of essays by leading urban scholars that assess how governance regulates the creation of the world's suburban spaces and everyday life within them. **The End of the Suburbs Where the American Dream Is Moving** Penguin "The government in the past created one American Dream at the expense of almost all others: the dream of a house, a lawn, a picket fence, two children, and a car. But there is no single American Dream anymore." For nearly 70 years, the suburbs were as American as apple pie. As the middle class ballooned and single-family homes and cars became more affordable, we flocked to pre-fabricated communities in the suburbs, a place where open air and solitude offered a retreat from our dense, polluted cities. Before long, success became synonymous with a private home in a bedroom community complete with a yard, a two-car garage and a commute to the office, and subdivisions quickly blanketed our landscape. But in recent years things have started to change. An epic housing crisis revealed existing problems with this unique pattern of development, while the steady pull of long-simmering economic, societal and demographic forces has culminated in a Perfect Storm that has led to a profound shift in the way we desire to live. In **The End of the Suburbs** journalist Leigh Gallagher traces the rise and fall of American suburbia from the stately railroad suburbs that sprung up outside American cities in the 19th and early 20th centuries to current-day sprawling exurbs where residents spend as much as four hours each day commuting. Along the way she shows why suburbia was unsustainable from the start and explores the hundreds of new, alternative communities that are springing up around the country and promise to reshape our way of life for the better. Not all suburbs are going to vanish, of course, but Gallagher's research and reporting show the trends are undeniable. Consider some of the forces at work: The nuclear family is no more: Our marriage and birth rates are steadily declining, while the single-person households are on the rise. Thus, the good schools and family-friendly lifestyle the suburbs promised are increasingly unnecessary. We want out of our cars: As the price of oil continues to rise, the hours long commutes forced on us by sprawl have become unaffordable for many. Meanwhile, today's younger generation has expressed a perplexing indifference toward cars and driving. Both shifts have fueled demand for denser, pedestrian-friendly communities. Cities are booming. Once abandoned by the wealthy, cities are experiencing a renaissance, especially among younger generations and families with young children. At the same time, suburbs across the country have had to confront never-before-seen rates of poverty and crime. Blending powerful data with vivid on the ground reporting, Gallagher introduces us to a fascinating cast of characters, including the charismatic leader of the anti-sprawl movement; a mild-mannered Minnesotan who quit his job to convince the world that the suburbs are a financial Ponzi scheme; and the disaffected residents of suburbia, like the teacher whose punishing commute entailed leaving home at 4 a.m. and sleeping under her desk in her classroom. Along the way, she explains why understanding the shifts taking place is imperative to any discussion about the future of our housing landscape and of our society itself—and why that future will bring us stronger, healthier, happier and more diverse communities for everyone. **The Rise of the Community Builders** The American Real Estate Industry and Urban Land Planning Beard Books This is a reprint of a 1987 book * It is to be hand scanned, so as not to destroy the text or cover, and returned to Beard Books. The book deals with the evolution of real estate development in the United States, focusing on the rise of planned communities common in the American suburbs since the 1940s. **One Nation Divisible What America Was and What It Is Becoming** Russell Sage Foundation American society today is hardly recognizable from what it was a century ago. Integrated schools, an information economy, and independently successful women are just a few of the remarkable changes that have occurred over just a few generations. Still, the country today is influenced by many of the same factors that revolutionized life in the late nineteenth century—immigration, globalization, technology, and shifting social norms—and is plagued by many of the same problems—economic, social, and racial inequality. **One Nation Divisible**, a sweeping history of twentieth-century American life by Michael B. Katz and Mark J. Stern, weaves together information from the latest census with a century's worth of data to show how trends in American life have changed while inequality and diversity

have endured. *One Nation Divisible* examines all aspects of work, family, and social life to paint a broad picture of the American experience over the long arc of the twentieth century. Katz and Stern track the transformations of the U.S. workforce, from the farm to the factory to the office tower. Technological advances at the beginning and end of the twentieth century altered the demand for work, causing large population movements between regions. These labor market shifts fed both the explosive growth of cities at the dawn of the industrial age and the sprawling suburbanization of today. *One Nation Divisible* also discusses how the norms of growing up and growing old have shifted. Whereas the typical life course once involved early marriage and living with large, extended families, Americans today commonly take years before marrying or settling on a career path, and often live in non-traditional households. Katz and Stern examine the growing influence of government on trends in American life, showing how new laws have contributed to more diverse neighborhoods and schools, and increased opportunities for minorities, women, and the elderly. *One Nation Divisible* also explores the abiding economic paradox in American life: while many individuals are able to climb the financial ladder, inequality of income and wealth remains pervasive throughout society. The last hundred years have been marked by incredible transformations in American society. Great advances in civil rights have been tempered significantly by rising economic inequality. *One Nation Divisible* provides a compelling new analysis of the issues that continue to divide this country and the powerful role of government in both mitigating and exacerbating them. A Volume in the Russell Sage Foundation Census Series Robert Moses and the Modern City *The Transformation of New York* W. W. Norton A fresh look at the greatest builder in the history of New York City and one of its most controversial figures. *Landscapes of Power From Detroit to Disney World* Univ of California Press The momentous changes which are transforming American life call for a new exploration of the economic and cultural landscape. In this book Sharon Zukin links our ever-expanding need to consume with two fundamental shifts: places of production have given way to spaces for services and paperwork, and the competitive edge has moved from industrial to cultural capital. From the steel mills of the Rust Belt, to the sterile malls of suburbia, to the gentrified urban centers of our largest cities, the "creative destruction" of our economy--a process by which a way of life is both lost and gained--results in a dramatically different landscape of economic power. Sharon Zukin probes the depth and diversity of this restructuring in a series of portraits of changed or changing American places. Beginning at River Rouge, Henry Ford's industrial complex in Dearborn, Michigan, and ending at Disney World, Zukin demonstrates how powerful interests shape the spaces we inhabit. Among the landscapes she examines are steeltowns in West Virginia and Michigan, affluent corporate suburbs in Westchester County, gentrified areas of lower Manhattan, and theme parks in Florida and California. In each of these case studies, new strategies of investment and employment are filtered through existing institutions, experience in both production and consumption, and represented in material products, aesthetic forms, and new perceptions of space and time. The current transformation differs from those of the past in that individuals and institutions now have far greater power to alter the course of change, making the creative destruction of landscape the most important cultural product of our time. Zukin's eclectic inquiry into the parameters of social action and the emergence of new cultural forms defines the interdisciplinary frontier where sociology, geography, economics, and urban and cultural studies meet. *The Urban Planning Imagination A Critical Introduction* John Wiley & Sons Urban planning is not just about applying a suite of systematic principles or plotting out pragmatic designs to satisfy the briefs of private developers or public bodies. Planning is also an activity of imagination, with a stock of wisdom and an array of useful methods for making decisions and getting things done. This critical introduction uncovers and celebrates this imagination and its creative potential. Nicholas A. Phelps explores the key themes and driving questions in the circulation of planning ideas and methods over time and across spaces, identifying the contrasts and commonalities between urban planning systems and cultures. He argues that the tools for inclusive urban planning are today, more than ever, not solely restricted to the hands of planning bodies, but are distributed across citizens, a variety of organizations (what Phelps calls 'clubs') and states. As a result, the book sets the ground for the new arrangements between these groups and actors which will be central to the future of urban planning. By unsettling standard accounts, this book compels us towards more critical and creative thinking to ensure that the imagination, wisdom and methods of urban planning are mobilized towards achieving the aspiration of shaping better places. *Asphalt Nation How the Automobile Took Over America and How We Can Take It Back* Univ of California Press An examination of how the automobile has ravaged America's cities and landscape in the 20th century together with a strategy for reversing America's automobile dependency. *The Most Segregated City in America* City Planning and Civil Rights in Birmingham, 1920-1980 University of Virginia Press One of Planetizen's Top Ten Books of 2006 "But for Birmingham," Fred Shuttleworth recalled President John F. Kennedy saying in June 1963 when he invited black leaders to meet with him, "we would not be here today." Birmingham is well known for its civil rights history, particularly for the violent white-on-black bombings that occurred there in the 1960s, resulting in the city's nickname "Bombingham." What is less well known about Birmingham's racial history, however, is the extent to which early city planning decisions influenced and prompted the city's civil rights protests. The first book-length work to analyze this connection, "The Most Segregated City in America": City Planning and Civil Rights in Birmingham, 1920-1980 uncovers the impact of Birmingham's urban planning decisions on its black communities and reveals how these decisions led directly to the civil rights movement. Spanning over sixty years, Charles E. Connerly's study begins in the 1920s, when Birmingham used urban planning as an excuse to implement racial zoning laws, pointedly sidestepping the 1917 U.S. Supreme Court *Buchanan v. Warley* decision that had struck down racial zoning. The result of this obstruction was the South's longest-standing racial zoning law, which lasted from 1926 to 1951, when it was redeclared unconstitutional by the U.S. Supreme Court. Despite the fact that African Americans constituted at least 38 percent of Birmingham's residents, they faced drastic limitations to their freedom to choose where to live. When in the 1940s they rebelled by attempting to purchase homes in off-limit areas, their efforts were labeled as a challenge to city planning, resulting in government and court interventions that became violent. More than fifty bombings ensued between 1947 and 1966, becoming nationally publicized only in 1963, when four black girls were killed in the bombing of the Sixteenth Street Baptist Church. Connerly effectively uses Birmingham's history as an example to argue the importance of recognizing the link that exists between city planning and civil rights. His demonstration of how Birmingham's race-based planning legacy led to the confrontations that culminated in the city's struggle for civil rights provides a fresh lens on the history and future of urban planning, and its relation to race. *Lone Star Suburbs Life on the Texas Metropolitan Frontier* University of Oklahoma Press How is it that nearly 90 percent of the Texan population currently lives in metropolitan regions, but many Texans still embrace and promote a vision of their state's nineteenth-century rural identity? This is one of the questions the editors and contributors to *Lone Star Suburbs* confront. One answer, they contend, may be the long shadow cast by a Texas myth that has served the dominant culture while marginalizing those on the fringes. Another may be the criticism suburbia has endured for undermining the very romantic individuality that the Texas myth celebrates. From the 1950s to the present, cultural critics have derided suburbs as landscapes of sameness and conformity. Only recently have historians begun to document the multidimensional industrial and ethnic aspects of suburban life as well as the development of multifamily housing, services, and leisure facilities. In *Lone Star Suburbs*, urban historian Paul J. P. Sandul, Texas historian M. Scott Sosebee, and ten contributors move the discussion of suburbia well beyond the stereotype of endless blocks of white middle-class neighborhoods and fill a gap in our knowledge of the Lone Star State. This collection supports the claim that Texas is not only primarily suburban but also the most representative example of this urban form in the United States. Essays consider transportation infrastructure, urban planning, and professional sports as they relate to the suburban ideal; the experiences of African Americans, Asian Americans, and Latinos in Texas metropolitan areas; and the environmental consequences of suburbanization in the state. Texas is no longer the bastion of rural life in the United States but now—for better or worse—represents the leading edge of suburban living. This important book offers a first step in coming to grips with that reality. *The Boulevard Book History, Evolution, Design of Multiway Boulevards* MIT Press A celebration of the multiway boulevard and an argument for its revival, with design guidelines and historic examples. First built in Europe and grandly imported to the United States in the mid-nineteenth century, the classic multiway boulevard has been in decline for many years, victim of a narrowly focused approach to street design that views unencumbered vehicular traffic flow as the highest priority. The American preoccupation with destination and speed has made multiway boulevards increasingly rare as artifacts of the urban landscape. This book reintroduces the boulevard, tree-lined and with separate realms for through traffic and for slow-paced vehicular-pedestrian movement, as an important and often crucial feature of both historic and contemporary cities. It presents more than fifty boulevards—as varied as Avenue Montaigne, in Paris; C. G. Road, in Ahmedabad, India; and The Esplanade, in Chico, California—celebrating their usefulness and beauty. It discusses their history and evolution, the misconceptions that led to their near-demise in the United States, and their potential as a modern street type. Based on wide research, *The Boulevard Book* examines the safety of these streets and offers design guidelines for professionals, scholars, and community decision makers. Extensive plans, cross sections, and perspective drawings permit visual comparisons. The book shows how multiway boulevards respond to many issues that are central to urban life, including livability, mobility, safety, interest, economic opportunity, mass transit, and open space. *Silent Cities The Evolution of the American Cemetery* Urban historian Kenneth Jackson (*The Encyclopedia of New York*) and photographer Camilo Vergara collaborate to present a fascinating and beautiful examination of the American cemetery. From *Tenements to the Taylor Homes In Search of an Urban Housing Policy in Twentieth-Century America* Penn State Press Authored by prominent scholars, the twelve essays in this volume use the historical perspective to explore American urban housing policy as it unfolded from the late nineteenth through the twentieth centuries. Focusing on the enduring quest of policy makers to restore urban community, the essays examine such topics as the war against the slums, planned suburbs for workers, the rise of government-aided and built housing during the Great Depression, the impact of post-World War II renewal policies, and the retreat from public housing in the Nixon, Carter, and Reagan years. Hooked on *Growth Economic Addictions and the Environment* Rowman & Littlefield This accessible and provocative book explores whether getting 'unhooked' from economic growth to meet the needs of the environment is possible. Although giving the environment priority over growth may seem radical, the author argues that it can be accomplished using marketable emissions allowances, transferable development rights, and other tools popular with conventional economists. It can also be achieved by creating more interesting and environmentally friendly urban landscapes less beholden to the automobile. The key problem will be ensuring that everyone who wants employment can find it. This will require a transition to a shorter workweek, the wistful goal of many a harried worker. More leisure, a higher-quality environment, and more attractive cities and towns are the potential rewards of a less consumption-oriented society. Yet how can the power of special interests be overcome in the name of environmental conservation? This is the author's critical final question as he offers a clear path to a sustainable economic and environmental future. *The Rent Is Too Damn High What To Do About It, And Why It Matters More Than You Think* Simon and Schuster From prominent political thinker and widely followed Slate columnist, a polemic on high rents and housing costs—and how these costs are hollowing out communities, thwarting economic development, and rendering personal success and fulfillment increasingly difficult to achieve. Rent is an issue that affects nearly everyone. High rent is a problem for all of us, extending beyond personal financial strain. High rent drags on our country's overall rate of economic growth, damages the environment, and promotes long commutes, traffic jams, misery, and smog. Yet instead of a serious focus on the issue, America's cities feature niche conversations about the availability of "affordable housing" for poor people. Yglesias's book changes the conversation for the first time, presenting newfound context for the issue and real-time, practical solutions for the problem. *Power Lines Phoenix and the Making of the Modern Southwest* Princeton University Press How high energy consumption transformed postwar Phoenix and deepened inequalities in the American Southwest In 1940, Phoenix was a small, agricultural city of sixty-five thousand, and the Navajo Reservation was an open landscape of scattered sheepherders. Forty years later, Phoenix had blossomed into a metropolis of 1.5 million people and the territory of the Navajo Nation was home to two of the largest strip mines in the world. Five coal-burning power plants surrounded the reservation, generating electricity for export to Phoenix, Los Angeles, and other cities. Exploring the postwar developments of these two very different landscapes, *Power Lines* tells the story of the far-reaching environmental and social inequalities of metropolitan growth, and the roots of the contemporary coal-fueled climate change crisis. Andrew Needham explains how inexpensive electricity became a requirement for modern life in Phoenix—driving assembly lines and cooling the oppressive heat. Navajo officials initially hoped energy development would improve their lands too, but as ash piles marked their landscape, air pollution filled the skies, and almost half of Navajo households remained without electricity, many Navajos came to view power lines as a sign of their subordination in the Southwest. Drawing together urban, environmental, and American Indian history, Needham demonstrates how power lines created unequal connections between distant landscapes and how

environmental changes associated with suburbanization reached far beyond the metropolitan frontier. Needham also offers a new account of postwar inequality, arguing that residents of the metropolitan periphery suffered similar patterns of marginalization as those faced in America's inner cities. Telling how coal from Indian lands became the fuel of modernity in the Southwest, *Power Lines* explores the dramatic effects that this energy system has had on the people and environment of the region. *Planning the Home Front Building Bombers and Communities at Willow Run* University of Chicago Press Before Franklin Roosevelt declared December 7 to be a "date which will live in infamy"; before American soldiers landed on D-Day; before the B-17s, B-24s, and B-29s roared over Europe and Asia, there was Willow Run. Located twenty-five miles west of Detroit, the bomber plant at Willow Run and the community that grew up around it attracted tens of thousands of workers from across the United States during World War II. Together, they helped build the nation's "Arsenal of Democracy," but Willow Run also became the site of repeated political conflicts over how to build suburbia while mobilizing for total war. In *Planning the Home Front*, Sarah Jo Peterson offers readers a portrait of the American people—industrialists and labor leaders, federal officials and municipal leaders, social reformers, industrial workers, and their families—that lays bare the foundations of community, the high costs of racism, and the tangled process of negotiation between New Deal visionaries and wartime planners. By tying the history of suburbanization to that of the home front, Peterson uncovers how the United States planned and built industrial regions in the pursuit of war, setting the stage for the suburban explosion that would change the American landscape when the war was won. *Reframing the 1945-1965 Suburb* A National Conference on Contemporary Public Policy, Design, and Scholarship : Supplemental Reader *The European Dream How Europe's Vision of the Future is Quietly Eclipsing the American Dream* Polity New in paperback comes the national bestseller that shows how the American Dream is languishing, surpassed worldwide by a powerful alternative in the lifestyle of the new Europe. *City Politics*, Pearson eText Routledge This text provides a foundation for understanding the politics of America's cities and urban regions. Praised for the clarity of its writing, careful research, and distinctive theme - that urban politics in the United States has evolved as a dynamic interaction among governmental power, private actors, and a politics of identity - *City Politics* remains a classic study of urban politics. *Neoliberal Cities The Remaking of Postwar Urban America* NYU Press Traces decades of troubled attempts to fund private answers to public urban problems The American city has long been a laboratory for austerity, governmental decentralization, and market-based solutions to urgent public problems such as affordable housing, criminal justice, and education. Through richly told case studies from Boston, Chicago, Cleveland, Los Angeles, New Orleans, and New York, *Neoliberal Cities* provides the necessary context to understand the always intensifying racial and economic inequality in and around the city center. In this original collection of essays, urban historians and sociologists trace the role that public policies have played in reshaping cities, with particular attention to labor, the privatization of public services, the collapse of welfare, the rise of gentrification, the expansion of the carceral state, and the politics of community control. In so doing, *Neoliberal Cities* offers a bottom-up approach to social scientific, theoretical, and historical accounts of urban America, exploring the ways that activists and grassroots organizations, as well as ordinary citizens, came to terms with new market-oriented public policies promoted by multinational corporations, financial institutions, and political parties. *Neoliberal Cities* offers new scaffolding for urban and metropolitan change, with attention to the interaction between policymaking, city planning, social movements, and the market. *Nature's Metropolis: Chicago and the Great West* W. W. Norton & Company A Finalist for the Pulitzer Prize and Winner of the Bancroft Prize. "No one has written a better book about a city...*Nature's Metropolis* is elegant testimony to the proposition that economic, urban, environmental, and business history can be as graceful, powerful, and fascinating as a novel." —Kenneth T. Jackson, *Boston Globe* *Habits of the Heart Individualism and Commitment in American Life* Univ of California Press Based on conversations with hundreds of Americans, this volume reveals the self-understanding of Americans as a people and as a nation *Foundations How the Built Environment Made Twentieth-Century Britain* Princeton University Press "This book is a history of the British built environment from the late nineteenth century to the present. Unlike other urban histories of Britain, the book shows how the city helped produce rather than merely reflect the major intellectual and ideological currents that transformed its recent history. Each chapter of the book tells the story of a different type of urban space in Britain. The first part of the book traces the emergence of the industrial trading estate, the shopping center and the council estate. The second part shows how these three forms mutated into the private block of flats, the out-of-town shopping mall and the suburban office park. The story of these six forms touches on histories of criminology, histories of energy and heating, histories of consumerism and the history of housework and takes the reader to almost every major British city as well as to the United States, Singapore and the Britain's Empire in West Africa. Urban history in Britain has been dormant for too long and its hoped that this book will reignite the field. As the author explains, *Foundations* will be the first, comprehensive and academic history of Britain's modern built environment and thus will have a large and enduring readership both within and outside the academy"-- *Zoning Rules! The Economics of Land Use Regulation* "Zoning has for a century enabled cities to chart their own course. It is a useful and popular institution, enabling homeowners to protect their main investment and provide safe neighborhoods. As home values have soared in recent years, however, this protection has accelerated to the degree that new housing development has become unreasonably difficult and costly. The widespread Not In My Backyard (NIMBY) syndrome is driven by voters' excessive concern about their home values and creates barriers to growth that reach beyond individual communities. The barriers contribute to suburban sprawl, entrench income and racial segregation, retard regional immigration to the most productive cities, add to national wealth inequality, and slow the growth of the American economy. Some state, federal, and judicial interventions to control local zoning have done more harm than good. More effective approaches would moderate voters' demand for local-land use regulation—by, for example, curtailing federal tax subsidies to owner-occupied housing"--Publisher's description. *Cities in American History* Knopf Publishing Group Planning for the Private Interest Land Use Controls and Residential Patterns in Columbus, Ohio, 1900-1970 Ohio State University Press "In this intriguing study, Patricia Burgess examines how both public and private land use controls affected urban growth and development in Columbus, Ohio. Burgess considers how real estate developers applied restrictive deed covenants in order to shape contemporary metropolitan areas, and she examines the simultaneous application of zoning to determine the role of the public sector. She also outlines the planning theory of zoning and measures the actual zoning against the goals of its earliest and strongest proponents, the reformist planners and lawyers of the early twentieth century." "Using Columbus and seven of its suburbs as a case study, Burgess relies on extensive research in public records - recorded plats, deeds, planning reports, and minutes and records of city and suburban planning commissions and zoning boards - to paint a picture of a changing metropolitan area, subdivision by subdivision, lot by lot. Both the private and public controls applied to these subdivisions and lots do much to explain why people live where they live and how our American cities came to be the way they are." "Planning for the Private Interest has implications for the individual landowner because most urban Americans live in zoned communities but have little understanding of how zoning works until their plans for their own property come into conflict with local ordinances. Moreover, studies of this nature indicate the subtle but formidable forces that influence both class and race relations in metropolitan areas and reveal solutions as well as impediments to resolving potential conflicts. Readable and engaging, Burgess's work will be of great interest to scholars and students of regional history, urban growth and development, city planning, and urban sociology."--BOOK JACKET.Title Summary field provided by Blackwell North America, Inc. All Rights Reserved *Northeast and Midwest United States An Environmental History* ABC-CLIO An engaging, personalized look at the interplay between people and nature in the northeastern and midwestern United States, from prehistory to the present. * Maps and photographs show environmental regions, population movement, and changes to the environment by humans * Separate listing of primary sources for all chapter topics, along with a bibliography and glossary *The Hidden Welfare State Tax Expenditures and Social Policy in the United States* Princeton University Press Despite costing hundreds of billions of dollars and subsidizing everything from homeownership and child care to health insurance, tax expenditures (commonly known as tax loopholes) have received little attention from those who study American government. This oversight has contributed to an incomplete and misleading portrait of U.S. social policy. Here Christopher Howard analyzes the "hidden" welfare state created by such programs as tax deductions for home mortgage interest and employer-provided retirement pensions, the Earned Income Tax Credit, and the Targeted Jobs Tax Credit. Basing his work on the histories of these four tax expenditures, Howard highlights the distinctive characteristics of all such policies. Tax expenditures are created more routinely and quietly than traditional social programs, for instance, and over time generate unusual coalitions of support. They expand and contract without deliberate changes to individual programs. Howard helps the reader to appreciate the historic links between the hidden welfare state and U.S. tax policy, which accentuate the importance of Congress and political parties. He also focuses on the reasons why individuals, businesses, and public officials support tax expenditures. *The Hidden Welfare State* will appeal to anyone interested in the origins, development, and structure of the American welfare state. Students of public finance will gain new insights into the politics of taxation. And as policymakers increasingly promote tax expenditures to address social problems, the book offers some sobering lessons about how such programs work. *American Bonds How Credit Markets Shaped a Nation* Princeton University Press How the American government has long used financial credit programs to create economic opportunities Federal housing finance policy and mortgage-backed securities have gained widespread attention in recent years because of the 2008 financial crisis, but issues of government credit have been part of American life since the nation's founding. From the 1780s, when a watershed national land credit policy was established, to the postwar foundations of our current housing finance system, *American Bonds* examines the evolution of securitization and federal credit programs. Sarah Quinn shows that since the Westward expansion, the U.S. government has used financial markets to manage America's complex social divides, and politicians and officials across the political spectrum have turned to land sales, home ownership, and credit to provide economic opportunity without the appearance of market intervention or direct wealth redistribution. Highly technical systems, securitization, and credit programs have been fundamental to how Americans determined what they could and should owe one another. Over time, government officials embraced credit as a political tool that allowed them to navigate an increasingly complex and fractured political system, affirming the government's role as a consequential and creative market participant. Neither intermittent nor marginal, credit programs supported the growth of powerful industries, from railroads and farms to housing and finance; have been used for disaster relief, foreign policy, and military efforts; and were promoters of amortized mortgages, lending abroad, venture capital investment, and mortgage securitization. *Illuminating America's market-heavy social policies*, *American Bonds* illustrates how political institutions became involved in the nation's lending practices. *Race, Ethnicity, and Gender Selected Readings* Pine Forge Press This book of readings is designed to be both a stand alone reader as well as a companion title to Healey's *Diversity and Society*, Second Edition. The book is a unique mix of first-person accounts, competing views on various issues, and it includes articles from the research literature. The Narrative Portraits and most of the Current Debates articles are from Healey's *Race, Ethnicity, Gender and Class*, Fourth Edition. It will provide orientation on the issues which many instructors utilize when teaching the race and ethnicity course.