

## Crabgrass Frontier The Suburbanization Of The United States

Includes case studies of Boston (Mass) and San Francisco.

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.

Although suburb-building created major environmental problems, Christopher Sellers demonstrates that the environmental movement originated within suburbs--not just in response to unchecked urban sprawl. Drawn to the countryside as early as the late 19th c

A lively and provocative history of the contested landscapes where the majority of Americans now live. From rustic cottages reached by steamboat to big box stores at the exit ramps of eight-lane highways, Dolores Hayden defines seven eras of suburban development since 1820. An urban historian and architect, she portrays housewives and politicians as well as designers and builders making the decisions that have generated America's diverse suburbs. Residents have sought home, nature, and community in suburbia. Developers have cherished different dreams, seeking profit from economies of scale and increased suburban densities, while lobbying local and federal government to reduce the risk of real estate speculation. Encompassing environmental controversies as well as the complexities of race, gender, and class, Hayden's fascinating account will forever alter how we think about the communities we build and inhabit.

Almost fifty years ago, America's industrial cities—Detroit, Philadelphia, Cleveland, Baltimore, and others—began shedding people and jobs. Today they are littered with tens of thousands of abandoned houses, shuttered factories, and vacant lots. With population and housing losses continuing in the wake of the 2007 financial crisis, the future of neighborhoods in these places is precarious. How we will rebuild shrinking cities and what urban design vision will guide their future remain contentious and unknown. In *Design After Decline*, Brent D. Ryan reveals the fraught and intermittently successful efforts of architects, planners, and city officials to rebuild shrinking cities following mid-century urban renewal. With modern architecture in disrepute, federal funds scarce, and architects and planners disengaged, politicians and developers were left to pick up the pieces. In twin narratives, Ryan describes how America's two largest shrinking cities, Detroit and Philadelphia, faced the challenge of design after decline in dramatically different ways. While Detroit allowed developers to carve up the cityscape into suburban enclaves, Philadelphia brought back 1960s-style land condemnation for benevolent social purposes. Both Detroit and Philadelphia "succeeded" in rebuilding but at the cost of innovative urban design and planning. Ryan proposes that the unprecedented crisis facing these cities today requires a revival of the visionary thinking found in the best modernist urban design, tempered with the lessons gained from post-1960s community planning. Depicting the ideal shrinking city as a shifting patchwork of open and settled areas, Ryan concludes that accepting the inevitable decline and abandonment of some neighborhoods, while rebuilding others as

## Where To Download Crabgrass Frontier The Suburbanization Of The United States

new neighborhoods with innovative design and planning, can reignite modernism's spirit of optimism and shape a brighter future for shrinking cities and their residents.

"Around Detroit, suburbanization was led by Henry Ford, who not only located a massive factory over the city's border in Dearborn, but also was the first industrialist to make the automobile a mass consumer item. So, suburbanization in the 1920s was spurred simultaneously by the migration of the automobile industry and the mobility of automobile users. A welfare capitalist, Ford was a leader on many fronts--he raised wages, increased leisure time, and transformed workers into consumers, and he was the most effective at making suburbs an intrinsic part of American life. The decade was dominated by this new political economy--also known as "Fordism"--Linking mass production and consumption. The rise of Dearborn demonstrated that Fordism was connected to mass suburbanization as well. Ultimately, Dearborn proved to be a model that was repeated throughout the nation, as people of all classes relocated to suburbs, shifting away from central cities. Mass suburbanization was a national phenomenon. Yet the example of Detroit is an important baseline since the trend was more discernable there than elsewhere. Suburbanization, however, was never a simple matter of outlying communities growing in parallel with cities. Instead, resources were diverted from central cities as they were transferred to the suburbs. The example of the Detroit metropolitan area asks whether the mass suburbanization which originated there represented the "American dream," and if so, by whom and at what cost. This book will appeal to those interested in cities and suburbs, American studies, technology and society, political economy, working-class culture, welfare state systems, transportation, race relations, and business management"--

This text portrays the American suburbs from their beginnings in the mid-1800s to the onset of World War II and focuses on their appearance, people's reaction to them and their importance to society.

Traces the development of American suburbs, suggests reasons for their growth, compares American residential patterns with those of Europe and Japan, and looks at future trends

A fresh look at the greatest builder in the history of New York City and one of its most controversial figures.

The City: The Basics provides a brief yet compelling overview of the study of cities and city life. The book draws on a range of perspectives – economic, political, cultural, and environmental aspects are all considered – to provide a broad comparison of the evolution of cities in the rich Global North and the poorer Global South. Topics covered in the book include: a brief history of cities from ancient times to the post-modern present the differences between "global cities" in the North and "megacities" in the South the environmental impact of urban life and the idea of sustainable cities urban planning, urban politics and urban poverty.

Featuring suggestions for further reading, recommended websites and a number of maps and illustrations, this is the ideal starting point for those interested in any aspect of cities or urban studies.

An eclectic and entertaining historical celebration of New York City includes an outstanding array of literary writings and incisive essays that chronicle the city from its early seventeenth-century origins to the September 11th terrorist attack and its aftermath, in works by politicians, immigrants, social critics, city planners, journalists, authors, and historians. (History)

## Where To Download Crabgrass Frontier The Suburbanization Of The United States

Crabgrass Frontier The Suburbanization of the United States Oxford University Press

The compelling story of the politics, policies, and personalities that made Times Square's revitalization possible. The spectacularly successful transformation of Times Square has become a model for other cities. From its beginning as Longacre Square, Times Square's commercialism, signage, cultural diversity, and social tolerance have been deeply embedded in New York City's psyche. Its symbolic role guaranteed that any plan for its renewal would push the hot buttons of public controversy: free speech, property-taking through eminent domain, development density, tax subsidy, and historic preservation. In Times Square Roulette, Lynne Sagalyn debunks the myth of an overnight urban miracle performed by Disney and Mayor Giuliani, to tell the far more complex and commanding tale of a twenty-year process of public controversy, nonstop litigation, and interminable delay. She tells how the troubled execution of the original redevelopment plan provided a rare opportunity to rescript it. And timing was all: the mid-1990s saw rising international corporate interest in the city was a mecca for mass-market entertainment and synergistic merchandising. Sagalyn details the complex relationship between planning and politics and the role of market forces in shaping Times Square's redevelopment opportunities. She shows how policy was wedded to deal making and how persistent individuals and groups forged both.

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 urban crisis of the 1960s revived a dormant social activism whose protagonists placed their hopes for radical change and political effectiveness in community action. Ironically, the insurgents chose the local community as their terrain for a political battle that in reality involved a few strictly local issues. They failed to achieve their goals, Ira Katznelson argues, not so much because they had chosen their ground badly but because the deep split of the American political landscape into workplace politics and community politics defeats attempts to address grievances or raise demands that break the rules of bread-and-butter unionism on the one hand or of local politics on the other. A fascinating record of the encounter between today's reformers—the community activists—and the powers they challenge. City Trenches is also a probing analysis of the causes of urban instability. Katznelson anatomizes the unique workings of the American urban system which allow it to contain opposition through “machine” politics and, as a last resort, institutional innovation and co-optation, for example, the authorities' own version of decentralization used in the 1960s as a counter to a “community control.” Washington Heights—Inwood, a multi-ethnic working-class community in northern Manhattan, provides the setting for an absorbing close-up view of the historical evolution of local politics: the challenge to the system in the 1960s and its reconstitution in the 1970s.

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

## Where To Download Crabgrass Frontier The Suburbanization Of The United States

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.

For most people in the United States, going almost anywhere begins with reaching for the car keys. This is true, Christopher Wells argues, because the United States is Car Country a nation dominated by landscapes that are difficult, inconvenient, and often unsafe to navigate by those who are not sitting behind the wheel of a car. The prevalence of car-dependent landscapes seems perfectly natural to us today, but it is, in fact, a relatively new historical development. In Car Country, Wells rejects the idea that the nation's automotive status quo can be explained as a simple byproduct of an ardent love affair with the automobile. Instead, he takes readers on a tour of the evolving American landscape, charting the ways that transportation policies and land-use practices have combined to reshape nearly every element of the built environment around the easy movement of automobiles. Wells untangles the complicated relationships between automobiles and the environment, allowing readers to see the everyday world in a completely new way. The result is a history that is essential for understanding American transportation and land-use issues today. Watch the book trailer: <http://www.youtube.com/watch?v=48LTKOxxrXQ>

This is the first comprehensive look at the role of North American suburbs in the last half century, departing from traditional and outdated notions of American suburbia.

In an effort to explain why housing remains among the United States' most enduring social problems, Housing America explores five of the U.S.'s most fundamental, recurrent issues in housing its population: affordability of housing, homelessness, segregation and discrimination in the housing market, homeownership and home financing, and planning. It describes these issues in detail, why they should be considered problems, the history and fundamental social debates surrounding them, and the past, current, and possible policy solutions to address them. While this book focuses on the major problems we face as a society in housing our population, it is also about the choices we make about what is valued in our society in our attempts to solve them. Housing America is appropriate for courses in urban studies, urban planning, and housing policy.

Thus the fringe may have appeared post-suburban, but traditional suburban attitudes continued to influence the course of governmental development.

Creeping Conformity, the first history of suburbanization in Canada, provides a geographical perspective - both physical and social - on Canada's suburban past. Shaped by internal and external migration, decentralization of employment, and increased use of the streetcar and then the automobile, the rise of the suburb held great social promise, reflecting the aspirations of Canadian families for more domestic space and home ownership. After 1945 however, the suburbs became stereotyped as generic, physically standardized, and socially conformist places. By 1960, they had grown further away - physically and culturally - from their

## Where To Download Crabgrass Frontier The Suburbanization Of The United States

respective parent cities, and brought unanticipated social and environmental consequences. Government intervention also played a key role, encouraging mortgage indebtedness, amortization, and building and subdivision regulations to become the suburban norm. Suburban homes became less affordable and more standardized, and for the first time, Canadian commentators began to speak disdainfully of 'the suburbs,' or simply 'suburbia.' *Creeping Conformity* traces how these perceptions emerged to reflect a new suburban reality.

*THE GOOD SOCIETY* examines how many of our institutions- from the family to the government itself- fell from grace, and offers concrete proposals for revitalizing them.

Written by one of this country's foremost urban historians, *Downtown* is the first history of what was once viewed as the heart of the American city. It tells the fascinating story of how downtown—and the way Americans thought about downtown—changed over time. By showing how businessmen and property owners worked to promote the well-being of downtown, even at the expense of other parts of the city, it also gives a riveting account of spatial politics in urban America. Drawing on a wide array of contemporary sources, Robert M. Fogelson brings downtown to life, first as the business district, then as the central business district, and finally as just another business district. His book vividly recreates the long-forgotten battles over subways and skyscrapers in the late nineteenth and early twentieth centuries. And it provides a fresh, often startling perspective on elevated highways, parking bans, urban redevelopment, and other controversial issues. This groundbreaking book will be a revelation to scholars, city planners, policymakers, and general readers interested in American cities and American history.

America has become a nation of suburbs. Confronting the popular image of suburbia as simply a refuge for affluent whites, *The New Suburban History* rejects the stereotypes of a conformist and conflict-free suburbia. The seemingly calm streets of suburbia were, in fact, battlegrounds over race, class, and politics. With this collection, Kevin Kruse and Thomas Sugrue argue that suburbia must be understood as a central factor in the modern American experience. Kruse and Sugrue here collect ten essays—augmented by their provocative introduction—that challenge our understanding of suburbia. Drawing from original research on suburbs across the country, the contributors recast important political and social issues in the context of suburbanization. Their essays reveal the role suburbs have played in the transformation of American liberalism and conservatism; the contentious politics of race, class, and ethnicity; and debates about the environment, land use, and taxation. The contributors move the history of African Americans, Latinos, Asians, and blue-collar workers from the margins to the mainstream of suburban history. From this broad perspective, these innovative historians explore the way suburbs affect—and are affected by—central cities, competing suburbs, and entire regions. The results, they show, are far-reaching: the emergence of a suburban America has reshaped national politics, fostered new social movements, and remade the American landscape. *The New Suburban History* offers nothing less than a new American history—one that claims the nation cannot be fully understood without a history of American suburbs at its very center.

For over two hundred years, the Catskill Mountains have been repeatedly and dramatically transformed by New York

City. In *Making Mountains*, David Stradling shows the transformation of the Catskills landscape as a collaborative process, one in which local and urban hands, capital, and ideas have come together to reshape the mountains and the communities therein. This collaboration has had environmental, economic, and cultural consequences. Early on, the Catskills were an important source of natural resources. Later, when New York City needed to expand its water supply, engineers helped direct the city toward the Catskills, claiming that the mountains offered the purest and most cost-effective waters. By the 1960s, New York had created the great reservoir and aqueduct system in the mountains that now supplies the city with 90 percent of its water. The Catskills also served as a critical space in which the nation's ideas about nature evolved. Stradling describes the great influence writers and artists had upon urban residents - especially the painters of the Hudson River School, whose ideal landscapes created expectations about how rural America should appear. By the mid-1800s, urban residents had turned the Catskills into an important vacation ground, and by the late 1800s, the Catskills had become one of the premiere resort regions in the nation. In the mid-twentieth century, the older Catskill resort region was in steep decline, but the Jewish "Borscht Belt" in the southern Catskills was thriving. The automobile revitalized mountain tourism and residence, and increased the threat of suburbanization of the historic landscape. Throughout each of these significant incarnations, urban and rural residents worked in a rough collaboration, though not without conflict, to reshape the mountains and American ideas about rural landscapes and nature.

*The Housing Policy Revolution: Networks and Neighborhoods* illuminates how our networked approach to housing policy developed and fundamentally transformed governmental response to public welfare. Through historical political analysis and detailed case studies, the book imparts policy lessons on delivering funding for urban change. The 1960s model of Washington-based bureaucracies implementing social policy lost support as Ronald Reagan advocated for government retreat and market-led efforts. The housing sector's unforeseen response was an explosion of growth among nonprofits and activists, local government, and local private-sector initiatives to build affordable housing without federal help. By the late 1980s a new synthesis was emerging, marrying inchoate local efforts with federal tax incentives and block grants that created quasi markets to build low-income housing. From 1987 to 2005 the decentralized housing delivery network nearly doubled the number of federally subsidized homes. David J. Erickson traces the history of our current policy era, where decentralized federal subsidies (block grants and tax credits) fund a network of for-profit and nonprofit affordable home builders. In addition to government reports and legislative history, he draws upon interviews, industry journals, policy conference proceedings, and mainstream media coverage to incorporate viewpoints from both practitioners and policymakers.

The reasons behind Detroit's persistent racialized poverty after World War II Once America's "arsenal of democracy,"

Detroit is now the symbol of the American urban crisis. In this reappraisal of America's racial and economic inequalities, Thomas Sugrue asks why Detroit and other industrial cities have become the sites of persistent racialized poverty. He challenges the conventional wisdom that urban decline is the product of the social programs and racial fissures of the 1960s. Weaving together the history of workplaces, unions, civil rights groups, political organizations, and real estate agencies, Sugrue finds the roots of today's urban poverty in a hidden history of racial violence, discrimination, and deindustrialization that reshaped the American urban landscape after World War II. This Princeton Classics edition includes a new preface by Sugrue, discussing the lasting impact of the postwar transformation on urban America and the chronic issues leading to Detroit's bankruptcy.

McShane examines the uniquely American relation between auto-mobility and urbanization. Deftly combining urban and technological history, McShane focuses on how new transportation systems -- most important, the private automobile -- and new concepts of the city redefined each other in modern America.

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.

"Proud to be an Okie is a fresh, well-researched, wonderfully insightful, and imaginative book. Throughout, La Chapelle's keen attention to shifting geographies and urban and suburban spaces is one of the work's real strengths. Another

strength is the book's focus on dress, ethnicity, and the manufacturing of style. When all of these angles and insights are pulled together, La Chapelle delivers a fascinating rendering of Okie life and American culture."—Bryant Simon, author of *Boardwalk of Dreams: Atlantic City and the Fate of Urban America*

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.

*Asphalt Nation* is a major work of urban studies that examines how the automobile has ravaged America's cities and landscape, and how we can fight back. The automobile was once seen as a boon to American life, eradicating the pollution caused by horses and granting citizens new levels of personal freedom and mobility. But it was not long before the servant became the master—public spaces were designed to accommodate the automobile at the expense of the pedestrian, mass transportation was neglected, and the poor, unable to afford cars, saw their access to jobs and amenities worsen. Now even drivers themselves suffer, as cars choke the highways and pollution and congestion have replaced the fresh air of the open road. Today our world revolves around the car—as a nation, we spend eight billion

## Where To Download Crabgrass Frontier The Suburbanization Of The United States

hours a year stuck in traffic. In *Asphalt Nation*, Jane Holtz Kay effectively calls for a revolution to reverse our automobile-dependency. Citing successful efforts in places from Portland, Maine, to Portland, Oregon, Kay shows us that radical change is not impossible by any means. She demonstrates that there are economic, political, architectural, and personal solutions that can steer us out of the mess. *Asphalt Nation* is essential reading for everyone interested in the history of our relationship with the car, and in the prospect of returning to a world of human mobility.

A noted urban historian traces the story of the suburb from its origins in nineteenth-century London to its twentieth-century demise in decentralized cities like Los Angeles.

In 1940, Phoenix was a small, agricultural city of sixty-five thousand, and the Navajo Reservation was an open landscape of scattered shepherders. 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.

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.

In the last third of the nineteenth century Boston grew from a crowded merchant town, in which nearly everybody walked to work, to the modern divided metropolis. The street railway created this division of the metropolis into an inner city of commerce and slums and an outer city of commuters' suburbs. *Streetcar Suburbs* tells who built the new city, and why, and how. Included here is a new Introduction that considers the present suburb/city dichotomy and suggests what we can learn from it to assure a livable city of the future.

Focusing on three representative communities on Long Island, this compelling portrait of a uniquely American phenomenon lays bare the origins and current condition of suburbia in the United States.

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.

What is the relationship between race and space, and how do racial politics inform the organization and development of urban locales? In *Race and the Politics of Deception*, Christopher Mele unpacks America's history of dealing with racial problems

## Where To Download Crabgrass Frontier The Suburbanization Of The United States

through the inequitable use of public space. Mele focuses on Chester, Pennsylvania—a small city comprised of primarily low-income, black residents, roughly twenty miles south of Philadelphia. Like many cities throughout the United States, Chester is experiencing post-industrial decline. A development plan touted as a way to “save” the city, proposes to turn one section into a desirable waterfront destination, while leaving the rest of the struggling residents in fractured communities. Dividing the city into spaces of tourism and consumption versus the everyday spaces of low-income residents, Mele argues, segregates the community by creating a racialized divide. While these development plans are described as socially inclusive and economically revitalizing, Mele asserts that political leaders and real estate developers intentionally exclude certain types of people—most often, low-income people of color. *Race and the Politics of Deception* provides a revealing look at how our ever-changing landscape is being strategically divided along lines of class and race.

[Copyright: 5c9af05b099d293375914dd05f82bfb2](#)