One of the most striking features of American suburbs since has been rapid social diversification, marking a return to suburbia's historic diversity. 74 After , a wide cross-section of Americans settled the suburbs, including singles, divorced adults, gays, lesbians, the elderly, the poor, and perhaps most significantly an array of.

Black Male Joblessness in Milwaukee, Historical Development and Explanatory Factors The rise in joblessness among working-age black males in Milwaukee during the past 35 years has been relentless, increasing substantially at each census measurement until reaching a staggering Perhaps even more striking has been the growth in joblessness among prime working-age black males in Milwaukee since The jobless rate for prime working-age black males was However, as has been the case for all working-age black males, joblessness among prime-working age black males has grown ceaselessly in Milwaukee since , peaking at an astonishing Three key factors underlie the crisis of black male joblessness in Milwaukee: Since , all of the net job growth in metro Milwaukee has been in the suburbs, with the largest increases in the exurban counties up 81 percent. The city of Milwaukee has lost almost 18 percent of its job base since Through , just over 8, black workers in metropolitan Milwaukee--only 11 percent of all black workers in the region--had secured employment in the exurban counties, representing a tiny fraction of the exurban workforce. There is a substantial racial gap in male educational attainment in Milwaukee; in the metropolitan area, for example, white males are almost three times as likely as black males to hold college, professional, or advanced degrees, a disparity that mirrors the racial disparity in male joblessness. All are worthy policy objectives and, in principle, can contribute to improving the local labor market. Workforce development is predicated on the fallacious assumptions that enough jobs exist for properly trained workers, or that with adequate training enough private-sector jobs will be created for all workers. In fact, in , by conservative estimate, there were 88, more jobless than available jobs in metro Milwaukee; there were six jobless Milwaukeeans for every available job in ; there were an astounding nine jobless for every available full-time job. The primary need in Milwaukee is not improved job training, but rather policies that increase the demand for low- to moderate-skilled labor and attack the critical shortage of available jobs in the region. Minority entrepreneurship offers little prospect of improving the employment picture for working-age black males. In the 50 largest metro areas in the country, there is no evidence that high rates of black business ownership produce low rates of black joblessness. Black-owned businesses employ a tiny fraction of workers less than one percent in Milwaukee , so even huge growth in black-owned businesses would have a trivial impact on the black jobless rate. M-7 "regionalism" could contribute significantly to alleviating the crisis of black male joblessness. But, so far, the M-7 seems focused on branding and marketing Milwaukee and pursuing what one researcher has dubbed the "job training charade," rather than the kinds of meaningful regional "equity" polices in transportation, public finance and housing that could make a difference in combating minority joblessness. New Directions to Combat Black Male Joblessness in Milwaukee This study has identified three strategies that offer far greater likelihood of reducing black male joblessness in Milwaukee than current approaches: Public infrastructure investment, which will not only meet pressing needs in a community with aging infrastructure, but could also play a critical role in boosting, Keynesian-style, local demand for low- to moderate-skilled labor. Particularly if accompanied by explicit minority-hiring goals or low-income resident preferential hiring programs, public investments could be a central element in a real Milwaukee "jobs strategy. In particular, this study recommends that Milwaukee leaders vigorously pursue development of a jobs-producing, competitiveness-enhancing regional light rail transit system. In its political resistance to light rail, Milwaukee is increasingly isolated among U. The RPP and Marquette Interchange projects show that targeted hiring standards attached to local investments can improve the employment prospects for minorities and the disadvantaged. Milwaukee should follow the example of a growing number of cities around the country and attach "community benefits agreements" CBAs to major redevelopment projects, to give preferential hiring to inner city residents and minorities, and to require developers receiving public subsidies to meet job creation and wage standards. Moreover, all developers doing business in Milwaukee should be

encouraged to meet these standards. A critical element of a jobs strategy in Milwaukee must involve opening up the suburban labor markets of the region to racial diversity. Acrobat Reader is required to view the file.

Chapter 2 : UW-Milwaukee: Center for Economic Development - Blackcrisis

Table of Contents for Las Vegas: a centennial history / Eugene P. Moehring and Michael S. Green, available from the Library of Congress.

Personal use only; commercial use is strictly prohibited for details see Privacy Policy and Legal Notice. By , however, suburbia was home to more than half of the U. Suburbia shaped habits of car dependency and commuting, patterns of spending and saving, and experiences with issues as diverse as race and taxes, energy and nature, privacy and community. The owner occupied, single-family home, surrounded by a yard, and set in a neighborhood outside the urban core came to define everyday experience for most American households, and in the world of popular culture and the imagination, suburbia was the setting for the American dream. In addition, American politics rested on a suburban majority, and over several decades, suburbia incubated political movements across the partisan spectrum, from grass-roots conservativism, to centrist meritocratic individualism, environmentalism, feminism, and social justice. In short, suburbia was a key setting for postwar American life. Even as suburbia grew in magnitude and influence, it also grew more diverse, coming to reflect a much broader cross-section of America itself. This encompassing shift marked two key chronological stages in suburban history since In the first period, suburbia witnessed the expansion of segregated white privilege, bolstered by government policies, exclusionary practices, and reinforced by grassroots political movements. By the second period, suburbia came to house a broader cross section of Americans, who brought with them a wide range of outlooks, lifeways, values, and politics. Suburbia became home to large numbers of immigrants, ethnic groups, African Americans, the poor, the elderly and diverse family types. In the face of stubborn exclusionism by affluent suburbs, inequality persisted across metropolitan areas and manifested anew in proliferating poorer, distressed suburbs. Reform efforts sought to alleviate metro-wide inequality and promote sustainable development, using coordinated regional approaches. Prewar commuter suburbs with lush landscaping and large houses abutted farms and orchards, modest streetcar suburbs, and Main Street shopping districts. Elsewhere, smokestacks broke the rural skyline alongside worker housing. World War II migrations, military deployment, and demobilization compounded a housing shortage that dated back to the Depression. In , experts estimated a shortage of 5 million homes nationwide. As late as , one-third were still living doubled up with relatives, friends, and strangers. American family life was on hold. The Federal government provided a critical stimulus to suburbanization through policies that revolutionized home building and lending, subsidized home ownership, and built critical suburban infrastructure, such as the new interstate highway system. At the heart of FHA policy was a mortgage insurance program that took the risk out of home lending and made the long-term 25â€"30 years , low-interest home mortgage the national standard. The FHA also granted low-interest construction loans to builders and established basic construction guidelines that set new nationwide building standards. FHA and VA requirements for standard setbacks, building materials, lot sizes, and other features ruled out loans to large sections of urban America while giving preference to new homes on the suburban fringe. By the s, as many as one-third of home buyers in the United States received support from the FHA and VA programs, and home ownership rates rose from four in ten U. The vast majority of these new homes were in the suburbs. In response to pent-up demand and new federal supports, a cohort of builder-developers modernized home building to achieve mass production. The new builders were young, bold, and creative; many were the children of immigrants. Using techniques pioneered by prewar builders, such as Fritz Burns of Los Angeles, and refined through work on large war construction projects, contractors streamlined home building, employing standardized parts and floor-plans, subassembly of doors and windows, and subdivision of labor to minimize the need for skilled or unionized workers. Annual housing starts leaped upward from , in to an average of 1. Pioneer mass-builder Fritz Burns developed Westchester in the late s, devising many of the mass-production techniques adopted by postwar suburban builders through the United States. Emblematic of the new builders was William J. Levitt, who joined his immigrant father in the construction business in the s. After experimenting with mass production during WWII, in the late s the Levitts built what would become the most famous housing development of the age, the 17,home Levittown on

Long Island , New York. They were small, often cramped for families in the midst of a baby boom, but they were considered entirely modern with their up-to-date appliances, mechanical systems and utilities with costs for everything neatly rolled into a year mortgage. The average home in was square feet down from 1, in It had 5 to 6 rooms—typically two bedrooms, one bathroom, a living room and kitchen on a single floor. By the mids and s, as consumers demanded more space, builders increased home sizes, introducing open floor plans and new designs such as split-levels and expansive, horizontal ranch homes for buyers at different price points. By the mids, mass suburbs that had started out with a mix of incomes were sorting out into neighborhoods and communities that were increasingly homogenous in terms of class. Despite these accolades, historian Dolores Hayden points out that the drive for profit pushed community planning to the back burner in much of postwar suburbia. Developers often set aside space for civic facilities, but local taxpayers were responsible for the cost of parks, playgrounds, libraries, and other public amenities. Smaller builders were often even more frugal. Thus, for many new suburbanites, the companion to low housing prices was a high tax bill. The ongoing struggle of many suburbanites to build a sense of community in the unfinished civic landscape of mass suburbia was a legacy of this era. New residential suburbs represented just one element of the postwar suburban trend. By the early s, commercial developers, corporate headquarters, big retailers and other businesses, were also migrating to the suburban fringe, setting the stage for a wholesale reorganization of metropolitan economies by the end of the century. Urban—Suburban Inequality in the Postwar Era At the metropolitan scale, the suburban shift in population and investment shaped divergent futures for U. The relocation of factories to suburbs and other lower cost locations sapped resources that had sustained city neighborhoods since the 19th century. Urban job losses stoked unemployment and poverty. Declining tax revenues forced cut-backs on infrastructure, schools and other services, which reinforced the cycle of suburbanization. As independent political entities, urban and suburban municipalities competed for business, people, and tax dollars. Cities and suburbs both used municipal powers such as land use and tax policy to maximize economic advantages within the town limits, but in the postwar period, suburbs held a clear advantage. They attracted new factories and other investment and bolstered services for local residents, while excluding unwanted groups such as blue-collar workers, African Americans, and other people of color. By contrast, the city of Oakland faced waves of capital flight, job losses, and growing tax and service burdens for a population that included rising numbers of African Americans and Latinos, who were prevented from moving by racial barriers in the suburban housing market. Race, Ethnicity, and Exclusion Mass suburbanization had equally dramatic consequences for race in postwar America. Suburbia beckoned with opportunity for millions of whites, but it remained rigidly segregated and broadly exclusive throughout the postwar decades. And because these communities were prefaced on the principle of racial exclusion, the new suburbs reinforced solidarities of race while downplaying the significance of ethnic, religious, and occupational differences. Further reinforcing this merger of race and suburbia were the ever-present images in the national media of happy, white families celebrating the postwar suburban dream. At the same time, African American, Asian American, and Latino families battled for access to the suburbs, challenging not only the presumed whiteness of suburbia but the ideology of white supremacy implicit in postwar suburban ideology. In response, white suburbanites in concert with other crucial players—including government—created a web of discrimination that secured links between race, social advantage, and metropolitan space. Mechanisms of segregation included collusion by real estate brokers, homebuilders and lenders, discriminatory federal housing guidelines, local neighborhood associations, municipal land use controls, and the threat of violence. FHA underwriting guidelines, for example, explicitly required racial segregation until the early s. In most cases, that spelled exclusion from a program that did so much to lift millions of whites into the middle class. In the Chicago suburb of Cicero, for instance, rumors that a black family had rented a local apartment in provoked a mob to ransack the building. In one well-publicized instance, a Chinese American couple, Grace and Sing Sheng, responded to the objections of white neighbors, who opposed their purchase of a house in suburban San Francisco in , by suggesting a vote. Opponents prevailed —28 in the informal canvas, and the disillusioned Shengs decided to move elsewhere. Between and , the number of African American suburbanites increased by 1 million, amounting to 2. Regional variations

typified this movement. In the South, where African Americans had lived on the metropolitan fringes for decades, developers built more than , new homes and apartments by Developments such as Collier Heights in west Atlanta, Washington Shores near Orlando, and Hamilton Park in north Dallas created suburban-style footholds for a growing black middle class. As a result, African Americans and other nonwhites struggled to find housing in existing city and suburban neighborhoods. In every region, most of these new suburbanites settled near existing minority communities, with the result that racial segregation expanded in metropolitan America even as court decisions and mass mobilization for civil rights upset the legal structures of Jim Crow. Movement into white neighborhoods was fiercely contested. For whites and nonwhites alike, race emerged as part of the physical structure of the metropolis, reinforced by the separate and unequal spaces that they occupied. It is defined as much by sociologists and journalists observing suburbanites at the time, as by historians who have produced case studies of individual suburbs. Such studies offer useful starting points, especially the detailed accounts of social life that focused on the iconic mass-produced suburbs of the Levittowns and Park Forest, Illinois. Right after World War II, new suburbs attracted a remarkably homogenous population, comprised of relatively young, white married couples with kids. Heterosexual families with distinct roles for men and women were the accepted norm. The husband was employed and the wife was a homemaker. Observers wondered, was this setting producing new patterns of life and behavior? Under this microscope, certain salient themes emerged about suburban social life. For one, postwar suburbanites were active participants in their neighborhoods. A number of accounts documented this pattern, but perhaps the most influential portrait was by Fortune editor William H. Whyte in his bestseller Organization Man. Whyte found neighbors who were closely connected, and immersed in a culture of borrowing and lending, participation in local clubs and civic groups, and social intimacy. Neighbors were not merely acquainted. They bonded on multiple levels—in the minutiae of the everyday demands of child raising and running homes, in mutual concerns about local civic issues, and even in intellectual and spiritual life. Similarly, studies of the Levittowns reveal that early residents relied upon one another, especially the many isolated, carless housewives. Neighbors gave each other rides, formed babysitter co-ops, gathered regularly for television viewing parties, and created a nurturing social environment. There were lots of mothers. In these dormitory suburbs, husbands typically commuted to work during the day leaving their wives at home to dominate daily life in the community. The postwar return to domesticity was driven by powerful media imagery and platitudes by national leaders that valorized the housewife, infusing her role as household consumer and manager with patriotic overtones in the context of the Cold War. Although suburban men tended to dominate positions of local leadership, women did much of the everyday work to keep social and civic life vibrant. This debate pulled in a range of participants, from advertisers, real estate developers and politicians to journalists, academics, and filmmakers. In the course of debating the relative merits of mass suburbia, each side put forth vivid—if often distorted—images of suburban life, swinging wildly between the extremes of utopia and dystopia. The suburban portrayals and images they generated had deep and lasting impact on the ways that many Americans came to view the suburbs, even up to our own day. On one side were the boosters—business interests and politicians with a stake in selling suburban homes and the consumer goods to fill them. Magazines, television commercials, and real-estate developers peddled this image tirelessly, depicting contented white families thriving in suburbia. A logical collusion infused their efforts. Real-estate interests plugged the homes themselves, while shelter magazines ran articles on suburban living alongside vivid advertisements for refrigerators, range-tops, television sets, cleaning products, and other household goods.

Chapter 3 : Project MUSE - Las Vegas

Neighborhood Change Since Suburbanization, Gentrification, and Suburban Redevelopment SAVI Talks - June While suburbanization and White flight led the White population to drop by , in Indianapolis' core and early suburbs, gentrification has recently led to major cultural changes in some of these same neighborhoods.

Single-use zoning This refers to a situation where commercial, residential , institutional and industrial areas are separated from one another. Consequently, large tracts of land are devoted to a single use and are segregated from one another by open space, infrastructure, or other barriers. As a result, the places where people live, work, shop, and recreate are far from one another, usually to the extent that walking, transit use and bicycling are impractical, so all these activities generally require an automobile. Spatial mismatch is related to job sprawl and economic environmental justice. Spatial mismatch is defined as the situation where poor urban, predominantly minority citizens are left without easy access to entry-level jobs, as a result of increasing job sprawl and limited transportation options to facilitate a reverse commute to the suburbs. Job sprawl has been documented and measured in various ways. In , author Michael Stoll defined job sprawl simply as jobs located more than 5-mile 8. This compares to the year - The study shows CBD employment share shrinking, and job growth focused in the suburban and exurban outer metropolitan rings. Low-density[edit] Sprawl is often characterized as consisting of low- density development. Buildings usually have fewer stories and are spaced farther apart, separated by lawns , landscaping , roads or parking lots. Specific measurements of what constitutes low-density is culturally relative; for example, in the United States houses per acre might be considered low-density while in the UK would still be considered low-density. The impact of low density development in many communities is that developed or "urbanized" land is increasing at a faster rate than the population is growing. This term refers to the relationship, or lack thereof, between subdivisions. Such developments are typically separated by large green belts , i. This is a 20th and 21st century phenomenon generated by the current custom of requiring a developer to provide subdivision infrastructure as a condition of development. In the past, when a local government built all the streets in a given location, the town could expand without interruption and with a coherent circulation system, because it had condemnation power. Private developers generally do not have such power although they can sometimes find local governments willing to help , and often choose to develop on the tracts that happen to be for sale at the time they want to build, rather than pay extra or wait for a more appropriate location. Conversion of agricultural land to urban use[edit] Land for sprawl is often taken from fertile agricultural lands , which are often located immediately surrounding cities; the extent of modern sprawl has consumed a large amount of the most productive agricultural land, [20] as well as forest, desert and other wilderness areas. Thus urban sprawl is subsidized by the tax code. This photograph is an example of Canadian suburban development. Housing subdivisions are large tracts of land consisting entirely of newly built residences. Subdivisions often incorporate curved roads and cul-de-sacs. These subdivisions may offer only a few places to enter and exit the development, causing traffic to use high volume collector streets. All trips, no matter how short, must enter the collector road in a suburban system. Similar developments in the UK are called Retail Parks. Strip malls consisting mostly of big box stores or category killers are sometimes called "power centers" U. These developments tend to be low-density; the buildings are single-story and there is ample space for parking and access for delivery vehicles. This character is reflected in the spacious landscaping of the parking lots and walkways and clear signage of the retail establishments. Some strip malls are undergoing a transformation into Lifestyle centers ; entailing investments in common areas and facilities plazas, cafes and shifting tenancy from daily goods to recreational shopping. Walmart Supercenter in Luray, Virginia. Another prominent form of retail development in areas characterized by sprawl is the shopping mall. Unlike the strip mall, this is usually composed of a single building surrounded by a parking lot that contains multiple shops, usually "anchored" by one or more department stores Gruen and Smith The function and size is also distinct from the strip mall. The focus is almost exclusively on recreational shopping rather than daily goods. Shopping malls also tend to serve a wider regional public and require higher-order infrastructure such as highway access and can have

floorspaces in excess of a million square feet ca. Shopping malls are often detrimental to downtown shopping centres of nearby cities since the shopping malls act as a surrogate for the city centre Crawford Some downtowns have responded to this challenge by building shopping centres of their own Frieden and Sagelyn Fast food chains are often built early in areas with low property values where the population is expected to boom and where large traffic is predicted, and set a precedent for future development. Eric Schlosser , in his book Fast Food Nation , argues that fast food chains accelerate suburban sprawl and help set its tone with their expansive parking lots, flashy signs, and plastic architecture Then, with continued economic growth and the expanding networks of public transport , people particularly the middle class would then slowly migrate towards the suburbs, gradually softening the population density gradient. This point was generally reached when the city reached a certain stage of economic development. In London, this point was reached in the first half of the 19th century, in Paris toward the end of the century and in New York City at the turn of the 20th. However, London had been sprawling out of its medieval confines within the City since the 18th century, when the city experienced its first great urban surge. Areas to the west of Westminster were increasingly built up for the wealthy, to live in the suburbs of the city. The cover of the Metro-Land guide published in , promoting a suburban lifestyle. Large developments of small terraced houses began to appear and the new public transportation systems - the metro , buses and trams - allowed workers to commute into the city daily. By the midth century, the first major suburban areas were springing up around London as the city then the largest in the world became more overcrowded and unsanitary. A major catalyst in the growth in urban sprawl came from the opening of the Metropolitan Railway in the s. Unlike other railway companies, which were required to dispose of surplus land, the Met was allowed to retain such land that it believed was necessary for future railway use. G Wells even predicted in that within a hundred years most of southern England would have been subsumed into one gigantic conurbation centred in London. Starting in the early 20th century, environmentalist opposition to urban sprawl began to coalesce, with roots in the garden city movement , as well as pressure from campaign groups such as the Campaign to Protect Rural England CPRE. New provisions for compensation in the Town and Country Planning Act allowed local authorities around the country to incorporate green belt proposals in their first development plans. The first urban growth boundary in the U. Presently, the NRI classifies approximately , more square kilometres 40, square miles an area approximately the size of Kentucky as developed than the Census Bureau classifies as urban. The difference in the NRI classification is that it includes rural development, which by definition cannot be considered to be "urban" sprawl. Currently, according to the Census , approximately 2. But it was not just urbanized areas in the U. According to data in "Cities and Automobile Dependence" by Kenworthy and Laube , urbanized area population losses occurred while there was an expansion of sprawl between and in Amsterdam, the Netherlands ; Brussels, Belgium ; Copenhagen, Denmark ; Frankfurt , Hamburg and Munich , Germany ; and Zurich , Switzerland , albeit without the dismantling of infrastructure that occurred in the United States. Environmental[edit] Urban sprawl is associated with a number of negative environmental outcomes. One of the major environmental problems associated with sprawl is land loss , habitat loss and subsequent reduction in biodiversity. A review by Czech and colleagues [38] finds that urbanization endangers more species and is more geographically ubiquitous in the mainland United States than any other human activity. At the same time, the urban cores of these and nearly all other major cities in the United States , Western Europe , and Japan that did not annex new territory experienced the related phenomena of falling household size and, particularly in the U. Due to the larger area consumed by sprawling suburbs compared to urban neighborhoods, more farmland and wildlife habitats are displaced per resident. As forest cover is cleared and covered with impervious surfaces concrete and asphalt in the suburbs, rainfall is less effectively absorbed into the groundwater aquifers. Sprawl increases water pollution as rain water picks up gasoline , motor oil , heavy metals , and other pollutants in runoff from parking lots and roads. The Chicago metro area, nicknamed " Chicagoland ". In addition, the reduced physical activity implied by increased automobile use has negative health consequences. Sprawl significantly predicts chronic medical conditions and health-related quality of life, but not mental health disorders. However, air in modern suburbs is not necessarily cleaner than air in urban neighborhoods. On average, suburban residents generate more per capita pollution and carbon emissions

than their urban counterparts because of their increased driving. Since car usage becomes endemic and public transport often becomes significantly more expensive, city planners are forced to build highway and parking infrastructure , which in turn decreases taxable land and revenue, and decreases the desirability of the area adjacent to such structures. Compact neighborhoods can foster casual social interactions among neighbors, while sprawl creates barriers. Sprawl tends to replace public spaces with private spaces such as fenced-in backyards. Duany and Plater-Zyberk believe that in traditional neighborhoods the nearness of the workplace to retail and restaurant space that provides cafes and convenience stores with daytime customers is an essential component to the successful balance of urban life. Furthermore, they state that the closeness of the workplace to homes also gives people the option of walking or riding a bicycle to work or school and that without this kind of interaction between the different components of life the urban pattern quickly falls apart. Numerous studies link increased population density with increased aggression. It is argued that human beings, while social animals, need significant amounts of social space or they become agitated and aggressive. The two images above are on opposite sides of the same street. According to Nancy Chin, a large number of effects of sprawl have been discussed in the academic literature in some detail; however, the most contentious issues can be reduced "to an older set of arguments, between those advocating a planning approach and those advocating the efficiency of the market. He notes that efforts to combat sprawl often result in subsidizing development in wealthier and whiter neighborhoods while condemning and demolishing poorer minority neighborhoods. It is a giant step backward to interfere with this effective process unless the benefits of intervention substantially exceed its cost. Jackson [70] have argued that since low-density housing is often notably in the U. Whether urban sprawl does increase problems of automobile dependency and whether conversely, policies of smart growth can reduce them have been fiercely contested issues over several decades. Within cities, studies from across many countries mainly in the developed world have shown that denser urban areas with greater mixture of land use and better public transport tend to have lower car use than less dense suburban and ex-urban residential areas. This usually holds true even after controlling for socio-economic factors such as differences in household composition and income. One confounding factor, which has been the subject of many studies, is residential self-selection: Some studies have found that, when self-selection is controlled for, the built environment has no significant effect on travel behaviour. Kansas City, Missouri is often cited as an example of ideal low-density development, with congestion below the mean and home prices below comparable Midwestern cities. Longitudinal time-lapse studies of commute times in major metropolitan areas in the United States have shown that commute times decreased for the period to even though the geographic size of the city increased. Planning policies that increase population densities in urban areas do tend to reduce car use, but the effect is a weak one, so doubling the population density of a particular area will not halve the frequency or distance of car use. These findings led them to propose the paradox of intensification, which states: Ceteris paribus , urban intensification which increases population density will reduce per capita car use, with benefits to the global environment, but will also increase concentrations of motor traffic, worsening the local environment in those locations where it occurs. Risk of increased housing prices[edit] There is also some concern that anti-sprawl policies will increase housing prices. The state of Oregon enacted a law in limiting the area urban areas could occupy, through urban growth boundaries. While the growth boundary has not been tight enough to vastly increase density, the consensus is that the growth boundaries have protected great amounts of wild areas and farmland around the metro area. Many parts of the San Francisco Bay Area have also adopted urban growth boundaries; 25 of its cities and 5 of its counties have urban growth boundaries. Many of these were adopted with the support and advocacy of Greenbelt Alliance , a non-profit land conservation and urban planning organization. In other areas, the design principles of District Regionalism and New Urbanism have been employed to combat urban sprawl.

Chapter 4 : Suburbanization - Wikipedia

Suburbanization is a population shift from central urban areas into suburbs, resulting in the formation of (sub)urban sprawl. Sub-urbanization is inversely related to urbanization, which denotes a population shift from rural areas into urban centres.

United States[edit] In the United States, suburbanization began to occur in mass amounts after World War II, when soldiers returned home from war and wanted to live in houses outside of the city. During this time America had a prosperous postwar economy, there was more leisure time available and an increased priority in creating a family unit. Throughout the years, the desire to separate work life and home life has increased, causing an increase in suburban populations. Suburbs are built for particular groups of people and around certain industries like restaurants, shopping, and entertainment which allows suburban residents to travel less and interact more in the suburban area. Suburbs in the United States have also evolved by increases in technology, which allows residents to work from home rather than commute. Although this can occur either in the city or in the suburbs, the effect is generally decentralizing, which works against the largest advantage of the centre city, which is easier access to information and supplies due to centralization. Similarly, the rise of efficient package expresses delivery systems, such as FedEx and UPS , which take advantage of computerization and the availability of an efficient air transportation system, also eliminates some of the advantages that were once to be had from having a business located in the city. Industrial, warehousing, and factory land uses have also moved to suburban areas. Cheap telecommunications remove the need for company headquarters to be within quick courier distance of the warehouses and ports. Urban areas suffer from traffic congestion, which creates costs in extra driver costs for the company which can be reduced if they were in a suburban area near a highway. As with residential, lower property taxes and low land prices encourage selling industrial land for profitable brownfield redevelopment. Suburban municipalities can offer tax breaks, specialized zoning , and regulatory incentives to attract industrial land users to their area, such as City of Industry, California. The overall effect of these developments is that businesses as well, and not just individuals, now see an advantage to locating in the suburbs, where the cost of buying land, renting space, and running their operations, is cheaper than in the city. This continuing dispersal from a single city center has led to other recent phenomena in American suburbs, the advent of edge cities and exurbs , arising out of clusters of office buildings built in suburban commercial centers on shopping malls and higher density developments. With more and more jobs for suburbanites being located in these areas rather than in the main city core that the suburbs grew out of, traffic patterns, which for decades centered on people commuting into the center city to work in the morning and then returning home in the evening, have become more complex, with the volume of intra-suburban traffic increasing tremendously. By , half of the US population lived in suburban areas. There are periods of opposite developments like urbanization. During Communism, most socialist countries in the Eastern Bloc were characterized by under-urbanization, [4] which meant that industrial growth occurred well in advance of urban growth and was sustained by rural-urban commuting. City growth, residential mobility, land and housing development were under tight political control. Consequently, sub-urbanization in post-communist Europe is not only a recent but also a particular phenomenon. The creation of housing and land markets and state withdrawal from housing provision have led to the development of privatized modes of housing production and consumption, with an increasing role for private actors and, particularly, for households. Yet, the regulatory and institutional frameworks indispensable to a market-driven housing system â€" including housing finance â€" have remained underdeveloped, particularly in south-eastern Europe. The process was slow in Prague during the s and more apparent after , when housing affordability improved. Nonetheless, socialist legacies of underdeveloped infrastructure and the affordability crisis of transition differentiate post-socialist suburbs from their Western counterparts. Excepting scattered for-profit housing, much of the new detached suburban houses seem self-developed. Allegedly, owner-building has become a household strategy to adapt to recession, high and volatile inflation, to cut construction costs and, finally, to bridge access to housing. Despite good highways, however, there was little incentive to move out of the city.

However, with a huge escalation of the Mexico drug war violence, middle class city residents and property developers along with retail chains began building suburban communities and sold them as a way to isolate themselves and their children from the negative effects. This led to a historic movement to communities outside the urban core, as evidenced by both the type of middle class housing developments and INEGI census figures. Effects on psychological health[edit] Historically, it was believed that living in highly urban areas resulted in social isolation , disorganization, and psychological problems, while living in the suburbs was supposed to be better to overall happiness , due to lower population density, lower crime, and a more stable population. A study based on data from , however, found this not to be the case, finding that people living in the suburbs had neither greater satisfaction with their neighborhood nor greater satisfaction with the quality of their lives as compared to people living in urban areas. This is due to the disconnection created between drug addiction and the biased outward perception of suburban health and safety. These affluent individuals, who are living in the suburbs often have an increased means of obtaining otherwise expensive and potent drugs such as opioids and narcotics through valid prescriptions. Heroin in suburban communities has increased in incidence as new heroin users in the United States are predominantly white, suburban men and women in their early twenties. The New England Study of Suburban Youth found that the upper middle class suburban cohorts displayed an increased drug use when compared to the natural average. When addressing public health concerns of drug abuse with patients directly, suburban health care providers and medical practitioners have the advantage of treating a demographic of drug abuse patients that are better educated and equipped with resources to recover from addiction and overdose. Although suburban healthcare providers may have more resources to address drug addiction, abuse, and overdose, preconceived ideas about suburban lifestyles may prevent them from giving proper treatment to patients. Changes in infrastructure, industry, real estate development costs, fiscal policies, and diversity of cities have been easily apparent, as "making it to the suburbs", mainly in order to own a home and escape the chaos of urban centers, have become the goals of many American citizens. These impacts have many benefits as well as side effects and are becoming increasingly important in the planning and revitalization of modern cities. Impact on urban industry[edit] Sprawling Freeway near Toronto, Canada with a suburbanized industry area in the background. Note the far distances from office buildings compared to a downtown. Many office buildings in suburban industry areas are set up on large irrigated campus, versus downtowns that have close buildings and very little greenery. The days of industry dominating the urban cores of cities are diminishing as population decentralization of urban centers increases. Companies increasingly look to build industrial parks in less populated areas, largely for more modern buildings and ample parking, as well as to appease the popular desire to work in less congested areas. Government economic policies that provide incentives for companies to build new structures and lack of incentives to build on Brownfield land also contribute to the flight of industrial development from major cities to surrounding suburban areas. As suburban industrial development becomes increasingly more profitable, it becomes less financially attractive to build in high-density areas. Another impact of industry leaving the city is the reduction of buffer zones separating metropolitan areas, industrial parks and surrounding suburban residential areas. As this land becomes more economically relevant, the value of such properties very often increases, causing many undeveloped landowners to sell their land. As a result, the government will often forgo maintenance on previously built infrastructure. However, these homes may lack certain things such as parks and access to public transit. Also, the prices of homes in downtown center usually decrease as well to compete with the inexpensive homes in the suburbs. One of the main benefits of living in the suburbs is that one gets a much larger piece of land than one would in the city. Therefore, as the size of lots increases, the supply of housing is more limited. Fiscal impact[edit] The fiscal deficit grows as a result of suburbanization, mainly because in less densely populated areas, property taxes tend to be lower. Also, because of the typical spread pattern of suburban housing, the lack of variety of housing types, and the greater distance between homes, real estate development and public service costs increase, which in turn increase the deficit of upper levels of government. As a result, there was a rise in black home ownership in central cities. As white households left for the suburbs, housing prices in transition neighborhoods fell, which often lowered the cost of home ownership for black households. This trend was stronger in older and denser cities, especially

in the northeast and Midwest, because new construction was generally more difficult. As of the Census, minorities like African Americans, Asian Americans and Indo-Americans have become an increasing large factor in recent suburbanization. Many suburbs now have since large minority communities in suburban and commuter cities. Suburbanization has been linked to the increase in vehicle mileage, increase land use, and increase in residential energy consumption. From these factors of suburbanization, it has then caused a degradation of air quality, increase usage of natural resources like water and oil, as well as increased amounts of greenhouse gas. With the increased use of vehicles to commute to and from the work place this causes increased use of oil and gas as well as an increase in emissions. With the increase in emissions from vehicles, this then can cause air pollution and degrades the air quality of an area. Suburbanization is growing which causes an increase in housing development which causes an increase in land consumption and available land. Also, with the increase in technology and consumptions of residents there is an increase in energy consumption by the amount of electricity used by residents. You can help by adding to it. April Suburbanization has negative social impacts on many groups of people, including children, adolescents, and the elderly. Children who are affected by suburbanization, or urban sprawl, are commonly referred to as "cul-de-sac kids. Teenagers that are unable to be independent experience a lot of boredom, isolation, and frustration. These feelings have even led to an increase in rates of teenage suicide and school shootings in suburban areas. Despite these issues with young people, suburbia was still intended for young families. The elderly in suburbia experience social isolation once they lose their license to drive. In order to leave their home the elderly need to be able to afford a chauffeur or be willing to ask relatives to drive them around. This has resulted in upper-class elderly moving to retirement communities. Both the wealthy elderly and those who still live in suburbs are largely separated from all other groups of society.

Chapter 5 : housing affordability | Neighbourhood Change Research Partnership

Minority Suburbanization and Racial Change Racial and ethnic diversity increased in each of the fifteen metro regions, and as much as doubled in some.

The present landscape structure and function is the result of centuries of changes produced both by Received 26 November natural processes and human driving forces. For centuries many mountain and hillside areas have been Received in revised form 25 January the subject of deforestation to create space for agriculture and grazing, although the abandonment of Accepted 28 January traditional mountain agriculture has produced a natural forest recovery in many regions of the world. The physical changes imposed on the landscape by the development of secondary woodland have Keywords: Among the ecological problems caused by natural reforestation, one of great Landscape metrics Shifting mosaic interest is the reduction of open spaces resulting in a loss of landscape heterogeneity and mosaic Connectivity features. This review paper focused its attention on landscape metrics or indices that are frequently used Biodiversity to assess the structural characteristics of the landscape and to monitor changes in land use: Through the analysis of 52 selected papers and 53 case studies, we identified the main gaps in current knowledge, providing directions for further research. Most of the reviewed studies focused only on a portion of the spatial attributes that we were interested in and only 32 case studies reported accurate data both on forest expansion rate and time range analyzed in the study area. We conclude that the study of changes in all the spatial attributes considered within the same case study is a key to explain ecological consequences in mosaic cycles or in stochastic dynamic landscapes that emerged from the interplay of several processes, and to predict and explain their spatial and temporal characteristics. The current knowledge of how changing spatial attributes affect biodiversity, habitats, and ecosystem functions is limited by the scarcity of studies that explicitly consider the shifting in time of the four spatial attributes together. Review methodology and objectives. Definitions of reforestation and spatial attributes. Literature search and selection. The response of landscape spatial attributes to forest recovery. Synthesis and further research. Definitions of reforestation and spatial attributes anthropogenic activities Brown, ; Sanderson et al. Forests have particularly been the object of heavy and and pastures following farm abandonment Forman, in continuous human activities over a long period of time and, regions where the potential natural vegetation sensu; Kowarik, therefore, forest landscapes worldwide reflect, in their complexity, ; Zerbe, is a forest. The reviewed papers often referred both ecological and socio-economical determinants Piussi and to reforestation as afforestation, forest expansion or forest Farrell, The reviewed studies were not homogeneous in their For centuries many mountain and hillside areas have been the definition of forest, so we accepted the definition of forest provided subject of deforestation to create space for agriculture and grazing, within each of the studies reviewed. Studies regarding planned and forest cover was maintained and managed essentially for its reforestation and reforestation after natural or non-agricultural timber and non-timber products and to prevent soil erosion and anthropogenic disturbance e. However, the abandonment of tradi- activities were not considered Bowen et al. To in many regions of the world Walther, ; Kamada and describe such changes we considered three categories of spatial Nakagoshi, ; Conti and Fagarazzi, ; Romero-Calcerrada attributes of particular ecological significance as reported in Forman and Perry, , especially since the beginning of the last century. For each of the reviewed studies, the changes of these marginalization of rural mountain territories driven by socio- attributes were taken into account. Connectivity was considered, economic factors such as immigration into urban areas e. In the second case, the target Benayas et al. The physical changes imposed on the species of the case studies were considered. The shifting of the landscape by the development of secondary woodland have landscape mosaic over time was also analyzed recording the brought both positive and negative consequences, depending on changes in patch number NP. Each paper analyzed refers to the geographical and economic context and on the scale of the changing spatial attributes of different land-use types, especially sites. Such consequences include effects on fire susceptibility, forests, meadows and pastures after natural reforestation. More- water stocks and retention, soil stability and many others Khanal over, we considered data on human settlements reported in the case and Watanabe, ; Bowen et al. Among the ecological

problems caused by natural reforestation, one of great interest is the reduction of open spaces resulting in a 2. Literature search and selection reduction of landscape heterogeneity and mosaic features, and frequently in a loss of cultural landscapes Antrop, ; We performed an electronic search in the Google Scholar MacDonald et al. The disappearance of patchy land mosaic is also often linked combination of the following search strings in either the title or to a reduction in biodiversity Hunziker, ; Cernusca et al. Supplementary in land use Turner et al. The review of 52 articles, identified through the time, is the key to developing spatial models that can be directly search, is included in this paper. The selected articles met the compared ecologically Forman, The survival of the species following criteria: In Mazzoleni et al. We were conducted in two study areas; so this review paper included the able only to find a few review papers concerning, for example, analysis of 53 case studies. Spatial attributes with their changing spatial patterns in rural mountain areas of the world by changes through time range were also recorded for each of the identifying new landscape assets, and to provide a qualitative and reviewed studies. Finally, we recorded the effects on biodiversity of quantitative synthesis of research findings regarding landscape spatial attributes changes see Table 1 for further explanation of modifications and their possible implications on biodiversity. F forest, OF open field, and L landscape level. Source Altitudinal Time range Forest Spatial attributes investigated range m a. Endress and Chinea [V] 0â€" â€" Sitzia [AL] 70â€" â€" 4. All selected case studies, except Foster et al. The response of landscape spatial attributes to forest in open field mean patch size, such as meadow or pasture. Only recovery two studies found an increase in open field mean patch size Lasanta-Martinez et al. At the Most of the reviewed studies focused only on a portion of the landscape level, three studies documented no changes Olsson spatial attributes that we were interested in Table 2. Twenty-two studies reported data on ; Agnoletti, showed an increase of this spatial changing connectivity between patches and only sixteen on attribute. Only Timoteo et al. Finally, thirteen case studies reported All of the case studies referring to changing mean patch size of data on changing mean patch size of human settlement Foster human settlement reported an increase of this spatial attribute et al. Only for 32 case studies accurate data while 5 studies showed a decrease. Only Aide et al. Eleven case studies documented a contraction in the Fig. Geographic location of reviewed studies. Landscape changing attributes considered in the 53 case studies reviewed: Nine case studies reported both the 3. Connectivity level expansion in forest patch number and the contraction in the number of open fields Olsson et al. Only Tappeiner et al. Two case studies et al. At Aide et al. Finally, at the landscape level, Bolliger et al. From a separate analysis of while just two papers Timoteo et al. Finally Bolliger et al. The latter is Calcerrada and Perry found no changes. In fact, this target group is the main landscape fragmentation on various target species that are unable plant seed-disperser in the study area. In Bolliger et al. Instead, Laiolo et al. Torta refers to the higher forest patch the diversity of alpine birds. At the landscape level, some authors connectivity which allows an easier tree seed colonization of open report the negative effects on landscape cultural structure fields. Boundary length on landscape diversity due to the rise of forest patches connectivity. The increase in both number of forest and open Seven case studies showed a rise in forest boundary length; fields patches made the Passeier Valley landscape more ecolog- among these, two Endress and Chinea, ; Laiolo et al. On the other hand, the same trend is negative for the et al. At the patchwork structure in Norway Olsson et al. Synthesis and further research patches, while Torta showed an increasing trend. Landscape heterogeneity was often maintained and supported 4. Biodiversity response by a complex social organization with strict rules as regards the management of resources Fuentes, ; Gomez Sai et al. A criterion on which to evaluate regions is important because such changes are related to a variety landscape change might be the increase in homogeneity or of ecological and cultural consequences Gellrich et al. With heterogeneity at various spatial scales Di Pietro and Balent, Among areas resulted in livestock controlling the increase of vegetation in the many consequences of the shifting mosaic, some papers report, those sectors, while the rest of the land had been subjected to little for example, the decline of scenic diversity and of grassland pressure, having been left to a natural process of plant succession biodiversity values due to the loss of open spaces Motzkin et al. Two key variables in these processes ; Leicht-Young et al. In the Mediterranean region, Mazzoleni et al. Moreover, Pausas showed Acosta, A. Landscape change and ecosystem the strong influence of the initial forest distribution on the pattern of classification in a municipal district of a small city Isernia, Central Italy. We

cannot draw general conclusions on refores- Environmental Monitoring and Assessment , â€" The degradation of traditional landscape in a mountain area of Tuscany during the 19th and 20th centuries: More homogeneous studies are sustainable management. Forest Ecology and Management , 5â€" The socio- Aguilar, A. Patterns of forest regeneration In Celaque National Park, Hon- economic phenomenon of human settlement development reported duras. Online Journal of Space Communication 3, Forest recovery in in some papers is related to the general suburbanization process, abandoned cattle pastures along an elevational gradient in northeastern Puerto where the areas of low-density residential development is rapidly Rico. The concept of traditional landscapes as a base for landscape evaluation and planning. The example of Flanders Region. Landscape and Urban , Hall et al. This trend is Planning 38, â€" Paolo in Alpe - S. Population declines in migratory birds in where many people live in homes constructed in the forests. The Eastern North America.

Chapter 6 : Suburbanization in the United States after - Oxford Research Encyclopedia of American History

THE SUBURBANIZATION OF RELIGIOUS DIVERSITY by Travis Vauhgn 09/03/ You can see the changes. A drive through suburban Lake County, IN, an.

Canadian Census Analyser The next stage in this research will be to map the specific patterns between immigrant households and tenure patterns, analyzing areas with many homeowners or renters, and the specific challenges these first generation Canadians face. This research however, can be unpacked in many different directions. Patterns of gentrification, decay, renewal, and expansion are illustrated through the various ten "cities. These neighbourhoods, such as South Parkdale west of the business district, have become zones of contestation. The last parcels of affordable housing in the urban core are refurbished, sold to the highest bidder while the poor are forced out by higher rents and restrictive zoning ordinances Slater, Other unique areas of the Toronto CMA also rise to the surface through this analysis. Neighbourhood data has been collected through census tract - a boundary set out by Statistics Canada, measuring census data in groups of 4, people on average. In the data below, census tracts have been arranged into their respective "city," allowing for the examination of raw demographic data. With the results from both the factor analysis and cluster analysis, Toronto becomes represented as a fragmented landscape. Using the data compiled and additional secondary data from the Canadian Census, a number of research agendas are possible. Approaching Toronto through a view from above, these cities and the discussion attached to them are indicative of how the urban region of Toronto is being affected by a rising neoliberal policy agenda and uneven development caused by the invisible hand of capitalism Harvey, ; Smith, A Framework for Analysis. The Three Cities Within Toronto: Cities Centre, University of Toronto. Diversity and Concentration in Canadian Immigration: Gentrification of the City. Readings in Urban Theory. United Way of Toronto. Poverty by Postal Code 2: Map by Liam McGuire.

Chapter 7 : Urban sprawl - Wikipedia

Las Vegas, an upscale resort community boasting two Jack Nicklaus golf SUBURBANIZATION AND DIVERSITY, Moehring~ 1/19/05 PM Page

Chapter 8 : Neighborhood Change - SAVI

Any correlation between increasing urban diversity and white suburbanization arises from the location choices of two populations: white residents of central cities, and black migrants leaving the South.

Chapter 9 : Mapping the Megacity

"Las Vegas: A Centennial History celebrates the city's unparalleled growth in the brief century of its existence, examining both the development of its gaming industry and the creation of an urban complex that over a million people proudly call home.