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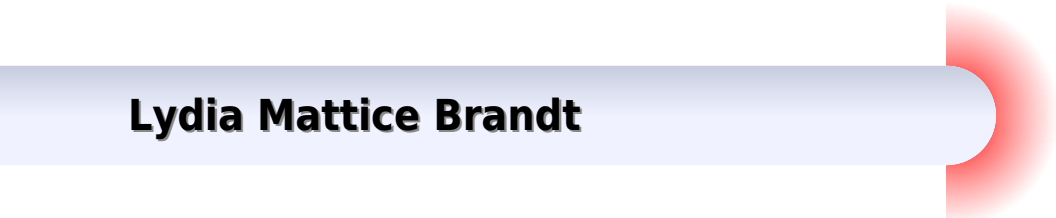
LAND USE IN
A CAR CULTURE



JOHN A. JAKLE AND KEITH A. SCULLE

Lots Of Parking Land Use In A Car Culture

Lydia Mattice Brandt



Lots Of Parking Land Use In A Car Culture:

Lots of Parking John A. Jakle, Keith A. Sculle, 2004 Examines a neglected aspect of America's infatuation with the automobile the impact on America not of cars in motion but of cars at rest *Lots of Parking* John A. Jakle, 2004 **The South Carolina State House Grounds** Lydia Mattice Brandt, 2021-05-25 The first comprehensive narrative of the South Carolina state capitol and the history enshrined in its monuments from 1787 to the present The South Carolina State House grounds are a work in progress a cultural landscape of human built and natural components connected physically conceptually and aesthetically As public property the grounds should represent and welcome everyone in the state While it is a beautiful space it is not neutral Over the past two centuries various groups have jostled for political and cultural power and the winners have used the grounds to assert their authority and broadcast political positions on the state's most visible stage These struggles have resulted in a perpetually evolving space In *The South Carolina State House Grounds* the first comprehensive narrative of this important site at the heart of the Palmetto State Lydia Mattice Brandt details the history of the state capitol and its setting including the national state and local histories enshrined in its monuments from 1787 to the present Brandt argues that generations of private citizens and elected officials who recognized the power of erecting public monuments and buildings that recall certain versions of history have consciously shaped this highly charged visible and public place to assert authority over both the past and present By recounting the intentions behind each element in the landscape this guidebook considers how South Carolinians have used this place as a site of storytelling and mythmaking *The South Carolina State House Grounds* a chronological history of the state's grandest public space includes more than sixty illustrations that track the site's transformation over more than two centuries Brandt chronicles the events that occurred in and around its buildings the stories of the people memorialized in the grounds monuments and the histories of the monuments themselves *Paved Paradise* Henry Grabar, 2024-05-07 Shortlisted for the Z calo Book Prize Named one of the best books of the year by *The New Yorker* and *The New Republic* Consistently entertaining and often downright funny *The New Yorker* Wry and revelatory *The New York Times* A romp packed with tales of anger violence theft lust greed political chicanery and transportation policy gone wrong highly entertaining *The Los Angeles Times* An entertaining enlightening and utterly original investigation into one of the most quietly influential forces in modern American life the humble parking spot Parking quite literally has a death grip on America each year a shocking number of Americans kill one another over parking spots and we routinely do ridiculous things for parking contorting our professional social and financial lives to get a spot Since the advent of the car we have deformed our cities in a Sisyphean quest for car storage and as a result much of the nation's most valuable real estate is now devoted to empty vehicles Parking determines the design of new buildings and the fate of old ones traffic patterns and the viability of transit neighborhood politics and municipal finance and the overall quality of public space Is this really the best use of our finite resources Is parking really more important than everything else In a

beguiling and absurdly hilarious mix of history politics and reportage Slate staff writer Henry Grabar brilliantly surveys the nation's parking crisis revealing how the compulsion for car storage has exacerbated some of our most acute problems from housing affordability to the accelerating global climate disaster and ultimately how we can free our cities from parking's cruel yoke

Trees in Paradise Jared Farmer, 2013-10-21 From roots to canopy a lush verdant history of the making of California California now has more trees than at any time since the late Pleistocene This green landscape however is not the work of nature It's the work of history In the years after the Gold Rush American settlers remade the California landscape harnessing nature to their vision of the good life Horticulturists boosters and civic reformers began to improve the bare brown countryside planting millions of trees to create groves wooded suburbs and landscaped cities They imported the blue green eucalypts whose tangy fragrance was thought to cure malaria They built the lucrative Orange Empire on the sweet juice and thick skin of the Washington navel an industrial fruit They lined their streets with graceful palms to announce that they were not in the Midwest anymore To the north the majestic coastal redwoods inspired awe and invited exploitation A resource in the state the durable heartwood of these timeless giants became infrastructure transformed by the saw teeth of American enterprise By 1900 timber firms owned the entire redwood forest by 1950 they had clear cut almost all of the old growth trees In time California's new landscape proved to be no paradise the eucalypts in the Berkeley hills exploded in fire the orange groves near Riverside froze on cold nights Los Angeles's palms harbored rats and dropped heavy fronds on the streets below Disease infestation and development all spelled decline for these nonnative evergreens In the north however a new forest of second growth redwood took root nurtured by protective laws and sustainable harvesting Today there are more California redwoods than there were a century ago Rich in character and story **Trees in Paradise** is a dazzling narrative that offers an insightful new perspective on the history of the Golden State and the American West

A Mile of Make-Believe Steve Penfold, 2016-01-01 A Mile of Make Believe examines the unique history of the Santa Claus parade in Canada This volume focuses on the Eaton's sponsored parades that occurred in Toronto Montreal and Winnipeg as well as the shorter lived parades in Calgary and Edmonton There is also a discussion of small town alternatives organized by civic groups service clubs and chambers of commerce By focusing on the pioneering effort of the Eaton's department store Steve Penfold argues that the parade ultimately represented a paradoxical form of cultural power it allowed Eaton's to press its image onto public life while also reflecting the decline of the once powerful retailer Penfold's analysis reveals the corporate fantastic a visual and narrative mix of meticulous organization and whimsical style and its influence on parade traditions Steve Penfold's considerable analytical skills have produced a work that is simultaneously a cultural history history of business and commentary on consumerism Professional historians and the general public alike would be remiss if this wasn't on their holiday wish list

Dream City Conrad Kickert, 2019-06-11 Tracing two centuries of rise fall and rebirth in the heart of downtown Detroit Downtown Detroit is in the midst of an astonishing rebirth Its sidewalks have become a dreamland for an

aspiring creative class filled with shoppers office workers and restaurant goers Cranes dot the skyline replacing the wrecking balls seen there only a few years ago But venture a few blocks in any direction and this liveliness gives way to urban blight a nightmare cityscape of crumbling concrete barbed wire and debris In Dream City urban designer Conrad Kickert examines the paradoxes of Detroit s landscape of extremes arguing that the current reinvention of downtown is the expression of two centuries of Detroiters conflicting hopes and dreams Kickert demonstrates the materialization of these dreams with a series of detailed original morphological maps that trace downtown s rise fall and rebirth Kickert writes that downtown Detroit has always been different from other neighborhoods it grew faster than other parts of the city and it declined differently forced to reinvent itself again and again Downtown has been in constant battle with its own offspring the automobile and the suburbs the automobile enabled and modernized itself though parking attrition and land consolidation Dream City is populated by a varied cast of downtown power players from a 1920s parking lot baron to the pizza tycoon family and mortgage billionaire who control downtown s fate today Even the most renowned planners and designers have consistently yielded to those with power land and finances to shape downtown Kickert thus finds rhyme and rhythm in downtown s contemporary cacophony Kickert argues that Detroit s case is extreme but not unique many other American cities have seen a similar decline and many others may see a similar revitalization

Motoring John A. Jakle, Keith A. Sculle, 2008-01-01 Motoring unmasks the forces that shape the American driving experience commercial aesthetic cultural mechanical as it takes a timely look back at our historically unconditional love of motor travel Focusing on recreational travel between 1900 and 1960 John A Jakle and Keith A Sculle cover dozens of topics related to drivers cars and highways and explain how they all converge to uphold that illusory notion of release and rejuvenation we call the open road Jakle and Sculle have collaborated on five previous books on the history culture and landscape of the American road Here with an emphasis on the driver s perspective they discuss garages and gas stations roadside tourist attractions freeways and toll roads truck stops bus travel the rise of the convenience store and much more All the while the authors make us think about aspects of driving that are often taken for granted how for instance the many lodging and food options along our highways reinforce the connection between driving and freedom and how by enabling greater speeds highway engineers helped to stoke motorists blessed fantasy of flight Although driving originally celebrated freedom and touted a common experience it has increasingly become a highly regulated isolated activity The motive behind America s first embrace of the automobile individual prerogative still substantially obscures this reality Americans did not have the automobile imposed on them say the authors Jakle and Sculle ask why some of the early prophetic warnings about our car culture went unheeded and why the arguments of its promoters resonated so persuasively Today the automobile is implicated in any number of environmental even social problems As the wisdom of our dependence on automobile travel has come into serious question reassessment of how we first became that way is more important than ever

Reading the Everyday Joe Moran, 2005-11-16 In an ever growing field of study this is a

major contribution to one of the key areas in cultural studies and cultural theory the spaces practices and mythologies of our everyday culture Drawing on the work of such continental theorists as Henri Lefebvre Michel de Certeau Marc Augé and Siegfried Kracauer Joe Moran explores the concrete sites and routines of everyday life and how they are represented through political discourse news media material culture photography reality TV shows CCTV and much more Unique in his focus of the under explored banal aspects of everyday culture including office life commuting traffic and mass housing Moran re evaluates conventional notions of everyday life in cultural studies and shows that analysing such boring phenomena can help make sense of cultural and social change This book is interdisciplinary in its approach and covers many different areas including visual culture cultural geography material culture and cultural history as well as the key areas of cultural studies and sociology Students from all these subjects will find this clearly written and lively work an invaluable study resource

A Nice Place to Visit Aaron Cowan, 2016-04-29 How did tourism gain a central role in the postwar American Rustbelt city And how did tourism development reshape the meaning and function of these cities These are the questions at the heart of Aaron Cowan's groundbreaking book A Nice Place to Visit Cowan provides an insightful comparative look at the historical development of Cincinnati St Louis Pittsburgh and Baltimore in the post World War II period to show how urban tourism provided a potential solution to the economic woes of deindustrialization A Nice Place to Visit chronicles the visions of urban leaders who planned hotels convention centers stadiums and festival marketplaces to remake these cities as tourist destinations Cowan also addresses the ever present tensions between tourist development and the needs and demands of residents in urban communities A Nice Place to Visit charts how these Rustbelt cities adapted to urban decline and struggled to meet the challenge of becoming an appealing place to visit as well as good and just communities in which to live

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and sometimes under observation you will be required to decipher graphs numerical tables and data charts and answer questions relating to the data presented

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web assesses how the candidate comprehends numerical information in various formats job levels graduate manager mid professional professional individual contributor

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