

THE PENN URBAN DOCTORAL SYMPOSIUM

The Penn Urban Research Institute, in collaboration with the Penn Urban Studies Program, is hosting this first annual Penn Urban Doctoral Symposium to celebrate the work of Penn doctoral students who have completed dissertations on urban-focused topics in the past year. Through presentations and discussion the symposium highlights the significant contributions Penn students make to urban-focused scholarship.

Penn URI

The Penn Urban Research Institute is dedicated to fostering increased understanding of cities and developing new knowledge bases that will be vital in charting the course of local, national and international urbanization. By providing an umbrella structure for urban-focused scholarship, research and civic engagement within the University of Pennsylvania's

twelve undergraduate and graduate schools, Penn Urban Research Institute provides the synergy needed to address urban challenges in the 21st century. As a campus-wide endeavor, Penn Urban Research Institute sponsors a number of initiatives, stimulates research, provides opportunities for collaborative instruction and engages with the world of practitioners and policymakers.

Penn Urban Studies

Penn Urban Studies is an interdisciplinary program of the School of Arts & Sciences that stresses the interaction of theory, social research, and practice in generating new perspectives on contemporary cities. The program offers an undergraduate major in the college and a certificate program for Ph.D. students. The graduate certificate program is designed for Ph.D. students who wish to use their course work and dissertation research to develop a cross-disciplinary perspective on urban social processes. The program's students come from a variety of graduate groups including: sociology, education, history, social welfare, and city planning.

Penn Urban Studies is also home to the New Civil Society initiative. This collaboration with the Social Impact of the Arts Project and The Reinvestment Fund seeks to expand understanding of the role of civic engagement in Philadelphia through an integrated program of research, graduate and undergraduate educational opportunity, and efforts to foster 'public conversations' of issues critical to the metropolitan area. It has sponsored public conversations on neighborhood revitalization, the future of public education, and the role of the arts and culture in the life of urban neighborhoods.

WELCOME

Eugenie L. Birch, Co-Director
Penn Urban Research Institute

Elaine Simon, Co-Director
Penn Urban Studies

DISCUSSION BY HONOREES

Peter Brown, School of Design
Port Authorities as Redevelopment Agencies: Politics, Organizations, and Institutions on a Changing Waterfront

Daniel Campo, School of Design
On the Waterfront: Vernacular Recreation at Brooklyn Eastern District Terminal

Jeff Casello, School of Engineering & Applied Sciences
Improving Regional Transportation System Performance through Increased Suburban Intermodalism: A User Cost Modeling Approach

Susan Clampet-Lundquist,
School of Arts & Sciences
Hope or Harm?: Deconcentration and the Welfare of Families in Public Housing

Annemarie Constantinescu-Strihan,
School of Design
Patterns of Interaction Across Borders: Space, Language and Architecture

Joseph Cytrynbaum,
Graduate School of Education
Missed Opportunities: Managing Achievement and Difference in an Urban Public College Preparatory Magnet High School

David Grossman, Graduate School of Education
Assisting Communities through University Partnerships: A Study of the Program in Nonprofits, Universities, Communities and Schools

Rebecca Kissane, School of Arts & Sciences
Welfare Reform and the Private Safety Net

Christopher Klemek,
School of Arts & Sciences
Urbanism as Reform: Modernist Planning and the Crisis of Urban Liberalism in Europe and North America, 1945-1975

Lynn Mandarano, School of Design
Protecting Habitats: New York-New Jersey Harbor Estuary Program

Yunwoo Nam, School of Design
Spatial Variation of Residential and Employment Land Consumption Rates in a Metropolitan Region

Francis Ryan, School of Arts & Sciences
"Everyone Royalty: AFSCME, Municipal Workers and Urban Power in Philadelphia, 1921-1983"

Peter Siskind, School of Arts & Sciences
Growth and its Discontents: Localism, Protest and the Politics of Development on the Postwar Northeast Corridor.

Hara Wright-Smith, School of Design
The Impact of Inner-city Commuter and Community Congregations on Civic Engagement and Social Action

Domenic Vitiello, School of Arts & Sciences
Engineering the Metropolis: The Sellers Family and Industrial Philadelphia

Peter BrownPORT AUTHORITIES AS REDEVELOPMENT AGENCIES:
POLITICS, ORGANIZATIONS, AND INSTITUTIONS ON
A CHANGING WATERFRONT

Public authorities have provided an enormous share of the infrastructure in the United States over the past century, shaping the urban environment in powerful ways. Growth in numbers of local general-purpose governments and school districts has been in decline for a half-century but politicians and local leaders have continued to create new public authorities. Academicians have studied authority origins, character, growth, uses, and administration but current knowledge does not adequately explain how existing authorities change as they expand to engage in new functional areas. By considering the experiences of four port authorities that have diversified beyond cargo and into waterfront redevelopment this study poses and seeks to answer three questions. First, how do external and internal forces encourage and impede port authorities as they engage in new functions? Next, how do port authorities transform themselves as organizations in order to implement waterfront redevelopment? And finally, do abstract models of public authorities adequately capture the nature of the institutional transformation occurring on the waterfront? Drawing on a wide range of sources including enabling legislation,

annual reports, financial statements, business plans, audits, media accounts, and interviews, this investigation offers important new insights into the advantages and disadvantages of assigning new functions to existing authorities. The study demonstrates that port authorities possess the ability to change as organizations, becoming more innovative and entrepreneurial as they engage in waterfront redevelopment. Competition and conflict from other public and private interests, however, hamper their efforts. Finally, port authorities that engage in waterfront redevelopment change as institutions, devolving and becoming more representative of a broader set of interests as waterfront land controlled by well-defined interest groups is opened to a broader constituency. This finding calls into question previous characterizations of authorities as being politically insulated, financially independent, autonomous, and stable over time. Together, these findings contribute to planning literature and practice by providing empirical research into how public authorities change as they engage in new functions and more specifically how port authorities change as they implement waterfront redevelopment.

Daniel CampoON THE WATERFRONT: VERNACULAR RECREATION
AT BROOKLYN EASTERN DISTRICT TERMINAL

This dissertation defines, documents and explores *vernacular recreation*. This is the broad range of leisure activities that take place in informal settings. In establishing a definition for this seemingly universal but little-studied urban practice, the *vernacular* refers to a non-specialized environment, a user-created or user-activated environment, or the recreational use of an environment principally designed or used for a non-recreational purpose. *Recreation* is used in its most inclusive sense to encompass a range of leisure, social, creative and even some commercial activities. Settings for vernacular recreation are usually constructed with minimal materials or no materials at all, are created without professional expertise and are generally ephemeral in nature.

This dissertation focuses one form of vernacular recreation—that which occurs on the urban waterfront. Capitalizing on swaths of vacant or underutilized waterfront land, residents of many North American cities have engaged in both traditional and eclectic forms of waterside leisure in settings that were once the active port. The case study is the Brooklyn Eastern District Terminal

(BEDT), a 20-acre rail-marine transshipment facility vacated in 1983. With the Midtown Manhattan skyline as its backdrop, BEDT's collapsing piers, eroded bulkhead, remaining building foundations, construction debris and dumped objects became the raw materials for various forms of waterside leisure, social spaces, playgrounds, environmental art, rehearsal and performance venues, a skatepark and homeless encampments.

The central component of this inquiry is an ethnographic analysis of site users. Through interviews and observations, this dissertation sheds light on how and why these environments occur; who creates and uses these spaces and why they choose them over traditional city parks; and how users feel about the informal spaces they create or colonize. This dissertation finds that informal settings support a wider range of recreational uses than traditional urban parks, particularly in waterfront locations. It also suggests that in these settings, users feel free to act in more unconventional, idiosyncratic and spontaneous ways than in the increasingly rationalized public spaces of the city.

Jeffrey Casello**IMPROVING REGIONAL TRANSPORTATION SYSTEM PERFORMANCE THROUGH INCREASED SUBURBAN INTERMODALISM: A USER COST MODELING APPROACH**

This research presents a Systems Approach—a combination of economic theory, spatial analysis and transportation modeling—to analyze the effects of increased intermodalism on transportation system performance. Using utility theory, a cost model is developed to explore conceptually the relationship between auto pricing, transit quality of service, and mode choice on a simple network. The model results suggest that increasing the disutility of automobile travel while providing high-quality transit can reduce total system and average user costs at a sustainable user equilibrium.

The conceptual approach is extended to a sub-regional, multimodal route choice model of the Philadelphia, Pennsylvania network, concentrating on the region's most congested highway links. The model's trip table is generated by choosing trip ends for which transit competes effectively with private automobiles. The transportation literature suggests this occurs in areas with high-density land uses. Urban economists and spatial analysts call these locations "activity centers" and define them based on employment data. This definition is extended to include classifications of centers and, more importantly, the trip-generating characteristics of a center's employment.

This new definition is applied to the Philadelphia metropolitan region using GIS. From the centers identified, eight are chosen for the sub-model due to their proximity to highly congested links.

The sub-regional route choice model quantifies the impacts of changes in auto and transit generalized costs on transit share and regional system performance. Pertinent measures of effectiveness include transit modal split, total system delay (network congestion) and a transit "competitiveness" measure defined for individual and aggregated trip ends. The model is solved using an origin-based algorithm that converges much more rapidly and achieves much higher accuracy than earlier algorithms.

Three auto disincentives measures are tested individually with limited improvement in system performance. Similarly, three transit incentives are evaluated; only modest gains in system performance are observed. Finally, combinations of auto disincentives and transit incentives are implemented. The combined measures markedly improve system performance and reduce user costs compared to the measures tested independently, thereby validating the conceptual findings on a sub-regional level. The research concludes by discussing model limitations and possible extensions of the work.

Susan Clampet-Lundquist**HOPE OR HARM?: DECONCENTRATION AND THE WELFARE OF FAMILIES IN PUBLIC HOUSING**

In late 1992, Congress created the HOPE VI program to address the concerns raised by the National Commission on Severely Distressed Public Housing earlier that year. One of the goals of HOPE VI is to demolish troubled public housing, redevelop the sites, and, in the process of redevelopment, relocate the residents to Section 8 housing or other public housing. As this trend toward scattering residents of public housing developments continues on a national level, it is crucial to examine how families manage the upheaval. How will this move from a public housing development affect families, lives? What are social and economic implications for families changing neighborhoods?

I used qualitative and quantitative methods to explore how families managed their relocation from a public housing development in Philadelphia. I interviewed a random sample of 41 families with school-age children two years after their moves, talking with adults and teenagers in these families.

Over half of these families used a Section 8 voucher when they relocated. Analyzing census and administrative data, I found that families who chose to move with a Section 8 voucher ended up in neighborhoods that were significantly less poor and had more employed adults than families who moved into another public housing development. However, the analysis of the qualitative data indicates that, in the short-term, few of the families have been able to re-build local social ties, regardless of what kind of neighborhood they moved into. This inability to connect with neighborhood social structures has made it difficult for adults and teenagers who moved into less poor neighborhoods to take advantage of the improved opportunities in their new neighborhoods. Furthermore, data from the interviews reveal that many people in the sample had created social ties at their former public housing development, and these ties served as a protective factor against the violence and poverty that they all too often faced. Without local social connections in their new neighborhoods, they feel more vulnerable to economic risks and neighborhood violence.

Annemarie Constantinescu-Strihan**PATTERNS OF INTERACTION ACROSS BORDERS:
SPACE, LANGUAGE AND ARCHITECTURE—
A NETWORK MODEL APPLIED TO
BORDER REGIONS IN BELGIUM AND SPAIN**

Regional jurisdictions become increasingly significant in the political landscape of the European Union. This research examines regional borders that are sub-national, ethnic and administrative divisions in Europe, in order to construct a model that represents them better than existent models. The proposed model describes the regional borders between Flanders and Wallonia in Belgium, and between the Basque Country and Castile-Leon in Spain as heterogeneous areas. This heterogeneous image is grounded in the analysis of two cultural signs of spatial ordering, namely language and architecture, which contributed strongly to the political definition of ethnic borders in Europe. The analysis centers on the nineteenth century, a time when these type of borders have been politically acknowledged and defined in the form we know it today. These borders have emerged from the tension between territorial parts—visible as regions, dialects and local architectural styles—and territorial wholes—visible as nations, standard languages and national esthetic norms. This perspective

on borders challenges their common definition as continuous divisions between homogeneous territories and re-defines them as fragmented spaces of transition between heterogeneous zones. The proposed model matches this fragmented reality of the border with a network-based representation that is tested with a documented set of social interactions. The network model, which uses the formal network analysis as methodology, represents border regions in terms of existent patterns of cross-border interactions and shifts the focus of most border models from assessing characteristics of places to evaluating characteristics of relations among places. The model identifies and measures configurations of relations that favor either social inclusion or exclusion across borders. These findings complement existent models of borders that are primarily based on physical distance and characteristics of places. The network approach to modeling borders avoids the dissolution of sociocultural differences among regions and acknowledges their role in organizing the political space into regions.

Joseph Cytrynbaum**MISSED OPPORTUNITIES: MANAGING ACHIEVEMENT AND
DIFFERENCE IN AN URBAN PUBLIC COLLEGE PREPARATORY
MAGNET HIGH SCHOOL**

How do public high schools manage to combine opportunities for competitive individual achievement that also work to support and include students from historically underrepresented groups, while simultaneously producing socially responsible citizens? Furthermore, how do students experience and negotiate this set of challenges? To answer these questions, this dissertation analyzes how one public high school negotiates the intermingling of democratic social ideals and competitive achievement pressures. As a large, urban, college prep magnet high school with a racially, ethnically, and socio-economically diverse student body that sends ninety-eight percent of its graduates on to higher education, Franklin High provides an ideal case study of a public school working at the intersection of competitive achievement pressures and democratic social ideals. Synthesizing cultural production theory with theories of practice, performance, hegemony, and ideology, and drawing from literature on youth spaces, this study employs a framework that traces how students negotiate this dual emphasis through three interacting levels: how institutional policies and practices structure the schooling experience; how formal and informal youth oriented spaces (extracurricular clubs, social networks

and classes) provide contexts for activity and meaning making; and how individual students understand their schooling experiences.

Four years of ethnographic research revealed that, even in an institutional context where students more or less got along and ostensibly realized academic success, seemingly neutral institutional policies and practices reproduced structural forms of academic exclusion and divisive notions of difference. While Franklin High's public presentation and ethos highlighted the value of diversity as a factor that enhances the educational experience for all students, in practice, the school's hands off approach failed to interrupt the reproduction of tensions and prejudices that exist in the broader American society. Furthermore, the limited academic support provided to students from historically underrepresented groups, combined with the meritocratic ideology that permeated the institution, made it difficult for such students to access the top academic track. Moreover, this combination of factors reproduced the racialized achievement discourse that pervades discussions of race, ethnicity, and schooling (Pollock, 2001). Finally, I found that youth spaces played a complex role for students as they managed the challenges and opportunities of difference.

David Grossman**ASSISTING COMMUNITIES THROUGH UNIVERSITY PARTNERSHIPS:
A STUDY OF THE PROGRAM IN NONPROFITS, UNIVERSITIES,
COMMUNITIES, AND SCHOOLS**

Universities' work with their surrounding communities has increased substantially during the last several years. The types of involvement have been varied, including traditional community service programs, technical assistance for schools and community organizations, and healthcare initiatives, among others. The nature of the partnerships has broadened the definition of a university's role, and in so doing has elevated the dialogue about and importance of higher education's function in society. As such, the growth in the number and range of these collaborative activities has given rise to the need for research to evaluate the design, implementation, and outcomes of current and future initiatives.

This study adds to the literature through a review of several aspects of one such multifaceted initiative at the University of Pennsylvania, the Program in Nonprofits, Universities, Communities, and Schools (PNUCS). The primary research questions concern how effectively the program addressed the needs of community organizations involved in the initiative through activities including teaching, research, and technical assistance. Using largely qualitative methods

employing questionnaires, interviews, and meeting and program observation, among other data, the study examines strategies used to identify community assets and needs, establish programmatic goals, and address needs of community organizations and their leadership. The study also seeks to identify and understand changes the PNUCS initiative may have stimulated in the community organizations and in the University.

The findings from this study suggest that some tangible gains relative to the program's goals were realized by both community and university stakeholders in the PNUCS initiative. Still, real challenges existed for both the program's implementation and ultimate impacts. Some suggestions for policy and practice include (1) establishing, with university and community stakeholders, a clear set of programmatic parameters from the outset of the initiative; (2) developing and sustaining ongoing relationships with community partners before, during and after the initiative's lifespan, and; (3) weaving ongoing assessment and evaluation into the fabric of the initiative, allowing for mid-course programmatic corrections based on evidence.

Rebecca Kissane**WELFARE REFORM AND THE PRIVATE SAFETY NET**

This dissertation examines in-depth the role of nonprofit social service agencies in poor women's lives and how the constellation of changes in the welfare state in recent years has affected poor women and community-based nonprofits. I base my findings on analyses of 40 qualitative interviews collected in 2001 and 2002 with poor white and Puerto Rican women ("potential clients") and 120 qualitative interviews collected longitudinally between 1998 and 2002 with directors at 34 nonprofit social service agencies in three Philadelphia neighborhoods. Overall, the findings from this dissertation indicate that welfare reform and devolution are problematic from the point of view of both poor women and directors of the nonprofits that serve them.

I find that the "potential clients" did not have detailed knowledge of local nonprofit organizations and did not use them consistently or frequently for aid. They failed to take advantage of known nonprofit services because service use was dangerous (as agencies were located in unsafe areas), stigmatizing, full of administrative hassles and uncertainty, time-consuming or difficult to fit into one's schedule, and reserved for "needier" individuals. In addition, the new demands of welfare reform

(e.g., work) restricted some women's ability to use certain services. Furthermore, the women thought about private aid and public aid differently, reflecting different service use patterns.

The nonprofit directors, while not knowing many details of welfare reform, believed it had caused problems for them over the last few years and generally were entirely or partially opposed to it. Additionally, they questioned whether nonprofits could replace the government as primary providers of aid to the poor. The directors believed welfare reform's work-first message and increased sanctioning of clients affected demand and use of their programs, increasing it for some programs and decreasing it for others. Nonprofit directors said they changed service hours, altered the substance of their services, and needed to advocate for their clients because of welfare reform. Staff also increasingly dealt with welfare-reliant women who worked at their agencies as part of welfare-to-work programs. Nonprofit directors at agencies with performance-based contracts or with welfare-subsidized childcare slots struggled with receiving payment for their services.

Christopher Klemek**URBANISM AS REFORM: MODERNIST PLANNING AND THE CRISIS OF URBAN LIBERALISM IN EUROPE AND NORTH AMERICA, 1945-1975**

This dissertation follows two titanic twentieth century concepts, modernism and liberalism, as they began to run aground; having become tangled up together in the urban setting, each hastened the other's demise. I examine urban renewal in six cities—Berlin, London, Boston, New York, Philadelphia and Toronto—and the effects of its downfall on attitudes toward cities, in general, and on urban planning, in particular. While similar policy instruments and objectives were in place in these cities by the end of the 1950s, the underlying assumptions of European and North American planners and policymakers came under divergent pressures in the 1960s, undermining any transatlantic urban renewal consensus. While clearly inspired by international modernism, planning nevertheless functioned in specific political environments, merging with idiosyncratic liberal reform movements in each city. While a groundswell of participatory politics resisted technocratic authority and called for greater community control, each particular planning failure variously constrained the policy possibilities and left distinctive imprints on these cities for the rest of the twentieth century. Each city reaffirmed its traditional urban texture and rejected wholesale redevelopment. But in discrediting certain planning

approaches, the confrontational political culture of Great Britain and the United States, by comparison with West Germany and Canada, left residues which continue to inhibit urban initiatives.

Focusing on watershed projects and confrontations, the "golden age" of postwar planning emerges as a struggle to reconcile the conflicts between expertise, power, and democratic accountability. By studying the efforts of both professionals and residents to gain influence over cities, I place these controversies in sociopolitical context and assess their impact. A broad field of policy-oriented inquiry, called urbanism or urban studies, and which included sociologists, economists, planners, architects and even historians, exerted institutional influence—cresting in the 1960s—discernable in journals, exhibitions, academia, and government. Most adhered to an international movement calling for the eradication and reorganization of the traditional city, which had migrated (along with many proponents) from Europe via Britain to universities and planning agencies in North America. Its critics were initially dismissed as nostalgic, reactionary, or unscientific, though mounting public opposition eventually shifted the ground.

Lynn Mandarano**PROTECTING HABITATS: NEW YORK-NEW JERSEY HARBOR ESTUARY PROGRAM—COLLABORATIVE PLANNING AND SCIENTIFIC INFORMATION**

This dissertation is a critical review of the habitat protection program of the New York-New Jersey Harbor Estuary Program (Harbor Estuary Program), one of 28 estuary programs in the U.S. Environmental Protection Agency's National Estuary Program. The National Estuary Program is a novel environmental management program: it defines its study areas based on ecological criteria and it encourages regional collaborative planning among government, scientific and public interests. Despite this significance, scholars have yet to evaluate the program beyond its planning phase. This case study of the Habitat Workgroup, one of several workgroups in the Harbor Estuary Program, evaluates its habitat protection program within the context of the Harbor Estuary Program's collaborative management framework using a new approach enhancing the assessment of collaborative process outcomes. Data gathered from elite interviews and primary document review allowed the reconstruction and evaluation of the Habitat Workgroup's history, initiatives, accomplishments and collaborative process. Responses to an elite sample survey afforded a network analysis of the elite sample's communication patterns and changes over time attributable to the Habitat Workgroup's collaborative forum.

Results demonstrate that the regional ecosystem and collaborative framework of the Harbor Estuary Program made significant contributions to its habitat protection program. First, the Harbor Estuary Program's study area encouraged a regional ecosystem perspective for its habitat characterization study. Second, the fact that the habitat study was commissioned by a collaboration of government, scientific and public interest organizations depoliticized its findings, which the regional community accepted as evidence of the area's habitat value. Third, the collaborative framework provided the Habitat Workgroup with enhanced access to organizations with competing interests and enabled building new alliances. Fourth, the Habitat Workgroup's collaborative forum developed innovative programs to protect wetlands and coastal habitats. The case study demonstrates the value of employing a pragmatic approach to evaluate collaborative planning outcomes and of applying network analyses to elucidate the relationships the bind participants together in a collaborative process. The findings contribute to the literature on and practice of habitat conservation planning, collaborative planning and the National Estuary Program.

Yunwoo NamSPATIAL VARIATION OF RESIDENTIAL AND EMPLOYMENT
LAND CONSUMPTION RATES IN A METROPOLITAN REGION:
ATLANTA, CHICAGO, SCRAMELTO, SAN ANTONIO

The land use models have been widely used in urban planning and policy studies to explore features of urban forms and developments; and to examine or forecast the impacts of policies. However, relatively small amounts of attentions have been paid to the land consumption parts, comparing with employment and population forecasting procedures.

This study attempted to develop an improved spatial model for estimating variations of residential and employment land consumption rates in a metropolitan region. In pursuing this goal, there were two major research streams in this dissertation. The one is the research question of what factors influence the differences of land consumption rates in a region? The related research question is what model specifications do we need to estimate it?

In order to answer the research questions, the following research issues are focused in particular. First, we tested alternative accessibility measures under different urban form assumptions: monocentric, polycentric and dispersive. Using the criterion of maximum explanatory power, it is found that a gravity type potential accessibility measure with power form is the most useful in explaining the variations of residential and employment land consumption rates.

Second, with theoretical considerations, relevant factors that matter with spatial variations of residential and employment (commercial and basic) land consumption rates are identified and reviewed. These variables can be broadly grouped by Transportation Accessibility factors and Locational Amenity factors. We also hypothesized the relationship between explanatory variables and land consumption rates, and empirically tested with four metropolitan regions data: Atlanta, Chicago, Sacramento and San Antonio.

Rather than accepting a deterministic logic (all relevant factors should be consistent in any urban regions) or an 'every case is different' approach, this study assumed a contingency approach, and developed a procedure of assessing and selecting relevant factors for statistical analysis. The resulting model is called as a reduced model, which works better than a full model.

Third, we also considered 'spatial interaction effects' in the models, and thus specified Spatial Autocorrelation model (SAR) and Spatial Lag model (SL). These spatial models are compared with OLS models. The results suggested that spatial regression models are preferred in 10 of 12 cases.

Francis RyanEVERYONE ROYALTY: AFSCME, MUNICIPAL WORKERS
AND URBAN POWER IN PHILADELPHIA, 1921-1983

This dissertation explores the rise and development of Philadelphia's Municipal Workers Union, the American Federation of State, County and Municipal Employees (AFSCME), District Council 33 in the twentieth century. Tracing the experiences of city workers, especially Street Cleaning Bureau employees who formed the union's nucleus, from the pre-union days of the 1920s to the ascendance of black political power in Philadelphia in the 1980s, this study highlights the enmeshed relationship between the municipal workplace and the municipal political order. The corresponding developments of black proletarianization and the crystallization of more aggressive African-American political strategies in the early twentieth century are analyzed, stressing the independent actions of black workers in forming a workplace organization with multiethnic whites in advancing their own class interests. Since its founding in 1938, Philadelphia's AFSCME organization exemplified interracial unionism in Philadelphia, with black and whites holding officer, delegate and steward positions in the union, and displaying solidarity in confrontations

with city management. Despite its traditions of racial inclusiveness, AFSCME District Council 33 also exhibited the rifts and contradictions that characterized much of Philadelphia's race relations during the twentieth century. Later sections of the dissertation chart the rise of a more racialized rhetoric among black city union leaders in the 1950s and 60s. In this way the dissertation adds to the debate on interracial unionism in the United States, while addressing broader themes in recent US urban and political history by placing the actions of city workers within the context of working class engagement in the liberal political system. The dissertation makes use of a wide range of sources, relying heavily upon newspaper articles, departmental and local government reports, union files and correspondences, and extensive oral histories with Philadelphia city workers. Using these sources, this work seeks not only to detail the interactions of the workers' formal organization within the range of political and municipal managers, but in articulating the lived experiences of workers, both on the job and in the communities where they lived.

Peter Siskind**GROWTH AND ITS DISCONTENTS:
LOCALISM, PROTEST AND THE POLITICS OF DEVELOPMENT
ON THE POSTWAR NORTHEAST CORRIDOR**

This dissertation explores the political, economic and environmental transformations of the region stretching from the metropolitan areas of Boston to Washington, D.C. from World War II through the 1970s. Looking at urban, suburban, and vacationland locations throughout the Northeast Corridor, I examine the histories of housing development, urban renewal, highway construction, and land use policy during the early postwar period when policy makers and citizens shared an orthodoxy about the benefits of unchecked growth as well as in later years when this orthodoxy came under siege. The project focuses especially on the critics of growth, including civil rights activists, environmentalists, city and regional planners, and suburban growth-control advocates. By the late 1960s and early 1970s this heterogeneous collection of activists and policy makers created a politics of development new in both substance and style. Especially when environmental concerns took center stage, growth's critics sometimes created unlikely coalitions that secured alternative growth policies, for example regarding transportation in metropolitan Boston, suburban sprawl in Montgomery County, Maryland, and dam and recreation development in the upper

Delaware River valley. However, the whole turned out to be less than the sum of its parts. More frequently, growths critics collided both with one another and with other popular political impulses such as those seeking to protect property values, preserve local home rule, and resist economic and racial integration. I conclude that growths critics ultimately achieved only limited success, as an examination of the fifteen-year reign of New York Governor Nelson Rockefeller demonstrates. Simultaneously and unapologetically a pro-growth booster and a champion of many growth critiques, Rockefeller and his administration carried on his family's long history of racial liberalism and conservatism by fighting discrimination, physically revitalizing poor urban neighborhoods, cleaning waterways, and preserving open space while at the same time actively dismissing more radical black and environmental critiques that held these efforts to be too timid, gradualist, and narrowly focused. This dissertation shows how, in New York and elsewhere on the Northeast Corridor, moderate critiques of growth came to co-exist with rather than replace prior growth patterns and policies. Growth was reformed but not transformed.

Hara Wright-Smith**THE IMPACT OF INNER CITY COMMUTER AND COMMUNITY
CONGREGATIONS ON CIVIC ENGAGEMENT AND SOCIAL ACTION**

A critical mass of literature and recent studies has significantly expanded the base of knowledge involving congregations and faith-based civic and social involvement. The literature deepens understanding of the prominent role congregation's play in social service delivery to inner city neighborhoods, adding to a largely undocumented history in the United States.

Some scholars believe, however, that congregations are vulnerable to neighborhood demographic change and question their future as viable resources to deal with divergent social ills that afflict many inner city poor communities and families. Such demographic shifts (which have resulted in class divisions among African American populations) and deepening social problems have reinforced the struggle for black congregations.

As the 21st century dawns, congregations face new challenges as today's flight of the black middle class from inner city neighborhoods have resulted in further despair and isolation of residents that remain in cities. This research provides a thorough look at one community—as a representative of urban communities

across the United States. Drawing from a case study of churches on the East Side of Wilmington, Delaware, this research employs both qualitative and quantitative approaches to determine whether today's demographic shifts influenced the way black congregations provide social services and respond to neighboring low income residents or can black churches demonstrate the ability to span class divisions.

This dissertation found that as families continue to move from inner cities to the suburbs, new patterns of segregation are forming in the black community, impacting neighborhoods experiencing social and economic decline. The story of the East Side shows what happens as a result of social and economic changes tied to the movements of black populations. Widening economic gaps among African American populations, coupled with a historical shift from residential segregation to residential integration caused two types of congregations to emerge on the East Side—defined as commuter congregations and community congregations. Despite having experienced demographic change over time, this study finds that East Side congregations have not abandoned their social commitment to inner city neighborhoods.

Domenic Vitiello

ENGINEERING THE METROPOLIS: THE SELLERS FAMILY AND INDUSTRIAL PHILADELPHIA

In the eighteenth and nineteenth centuries, Philadelphia's millers, mechanics, and engineers developed businesses, institutions, and infrastructure that made their city a national and global center of manufacturing, the "workshop of the world." Some eight generations of craftspeople, engineers, and industrialists descended from Samuel Sellers—a Quaker wire weaver who arrived in Pennsylvania in 1682—offer a window into the origins, growth, and decline of the industrial metropolis. They ran leading firms in the region's most important manufacturing sectors—milling in the eighteenth century; textiles, steam engines, locomotives, machine tools, and steel in the nineteenth century. Through schools, technical societies, trade associations, investment pools,

and a host of other public and private associations, the Sellers and their colleagues institutionalized technological innovation and the growth of industrial Philadelphia. Surveying farms and turnpikes in the colonial era, projecting canals and railroads across the Americas in the nineteenth century, and producing everything from fire engines to shipbuilding tools to the steel frames of bridges and skyscrapers, they played key roles in physically producing the metropolis and shaping its relationships with other regions of the nation and the world. The Sellers thus present both an intensive case study in corporate and family capitalism and an expansive perspective on the business, institutional, and technological networks that coordinated the development of the industrial metropolis.

THE PENN URBAN DOCTORAL SYMPOSIUM

