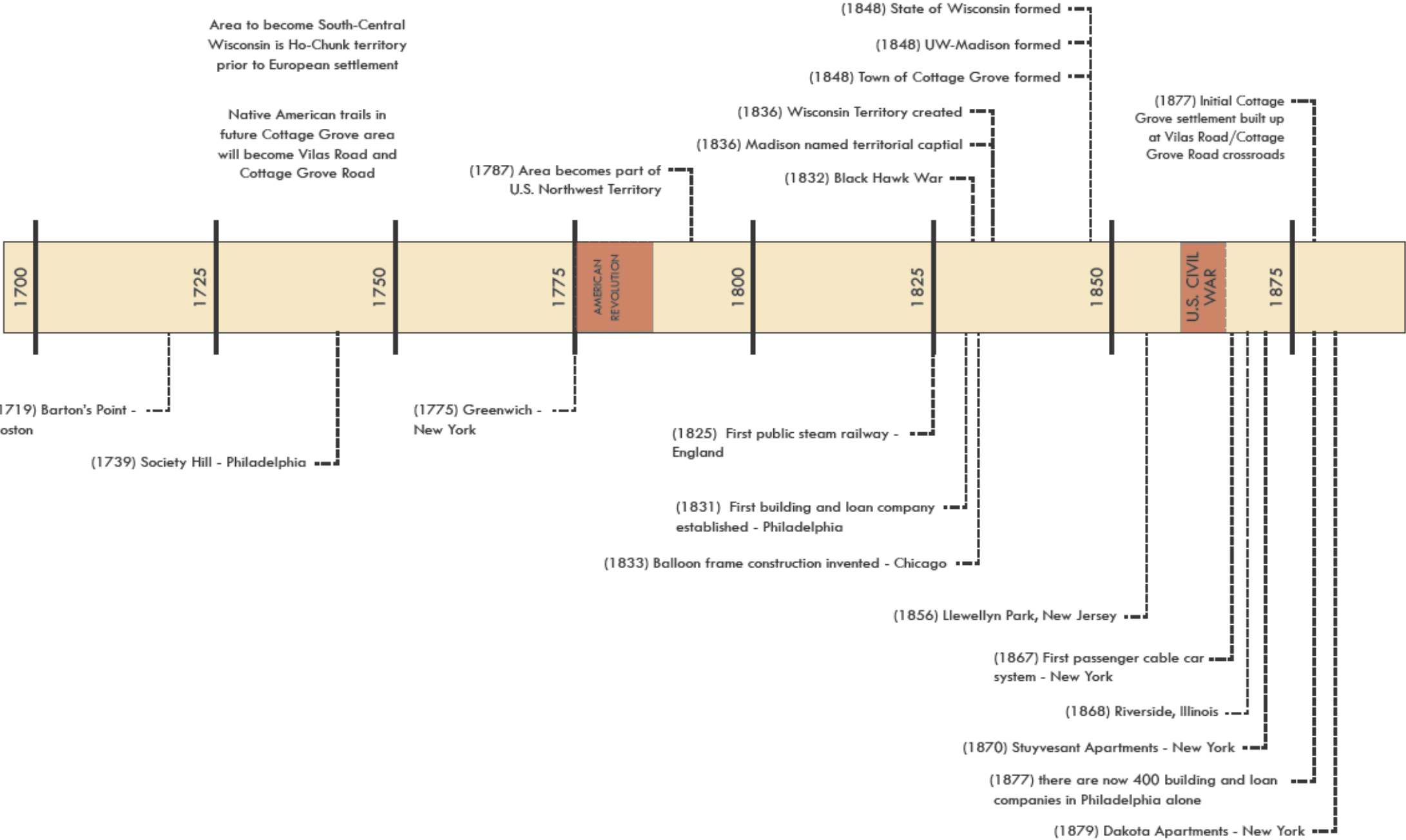




## **HOUSING TASK FORCE**

PRESENTATION – HISTORY OF SUBURBS  
MAY 25, 2021



## ROMANTIC SUBURBS

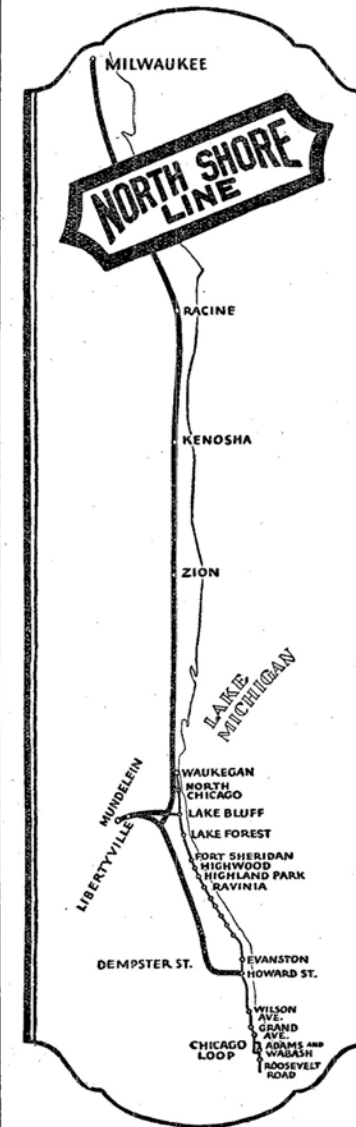
- Type of mid-19<sup>th</sup> century development – first suburbs planned as complete and separate entities
- Semi-rural but within rail commuting distance of central city
- Characterized by curvilinear streets, use of varying topography, and natural spaces
- Prominent examples include Llewellyn Park, NJ (1858) and Riverside, IL (1868)
- Inspired by work of landscape designer Andrew Jackson Downing & writer Catherine Beecher



## RAILROAD SUBURBS

- Unprecedented rail growth 1865 to 1900
- Railroad companies became real estate developers
- Suburbs spaced several miles apart due to distance needed to start and stop trains
- Size limited by walking distance from the depot
- Rail commuting was very expensive, limited to the very wealthy
- Railroad suburbs also occupied by working class near the rail lines and servants near lines or on estates

### CHICAGO NORTH SHORE AND MILWAUKEE R.R. CO.



#### Waukegan-Shore Line-Service

Fast trains leave Chicago for Waukegan and following intermediate stations every 30 minutes:

Braeside, Ill.	Kenilworth, Ill.
Fort Sheridan, Ill.	Lake Bluff, Ill.
Glencoe, Ill.	Lake Forest, Ill.
Great Lakes, Ill.	North Chicago, Ill.
Highland Park, Ill.	Ravinia, Ill.
Highwood, Ill.	Waukegan, Ill.
Hubbards Woods, Ill.	Wilmette, Ill.
Indian Hill, Ill.	Winnetka, Ill.

#### Libertyville and Mundelein Service

Ten limited trains daily to Libertyville, Ill., and Mundelein, Ill., making all stops at Skokie Valley stations.

#### BAGGAGE

Baggage may be checked through from point of origin to all points served by the North Shore Line.

#### THROUGH TICKETS

Through tickets to all points on the North Shore Line may be sold by all interline ticket agents.

#### CARLOAD FREIGHT CONNECTIONS

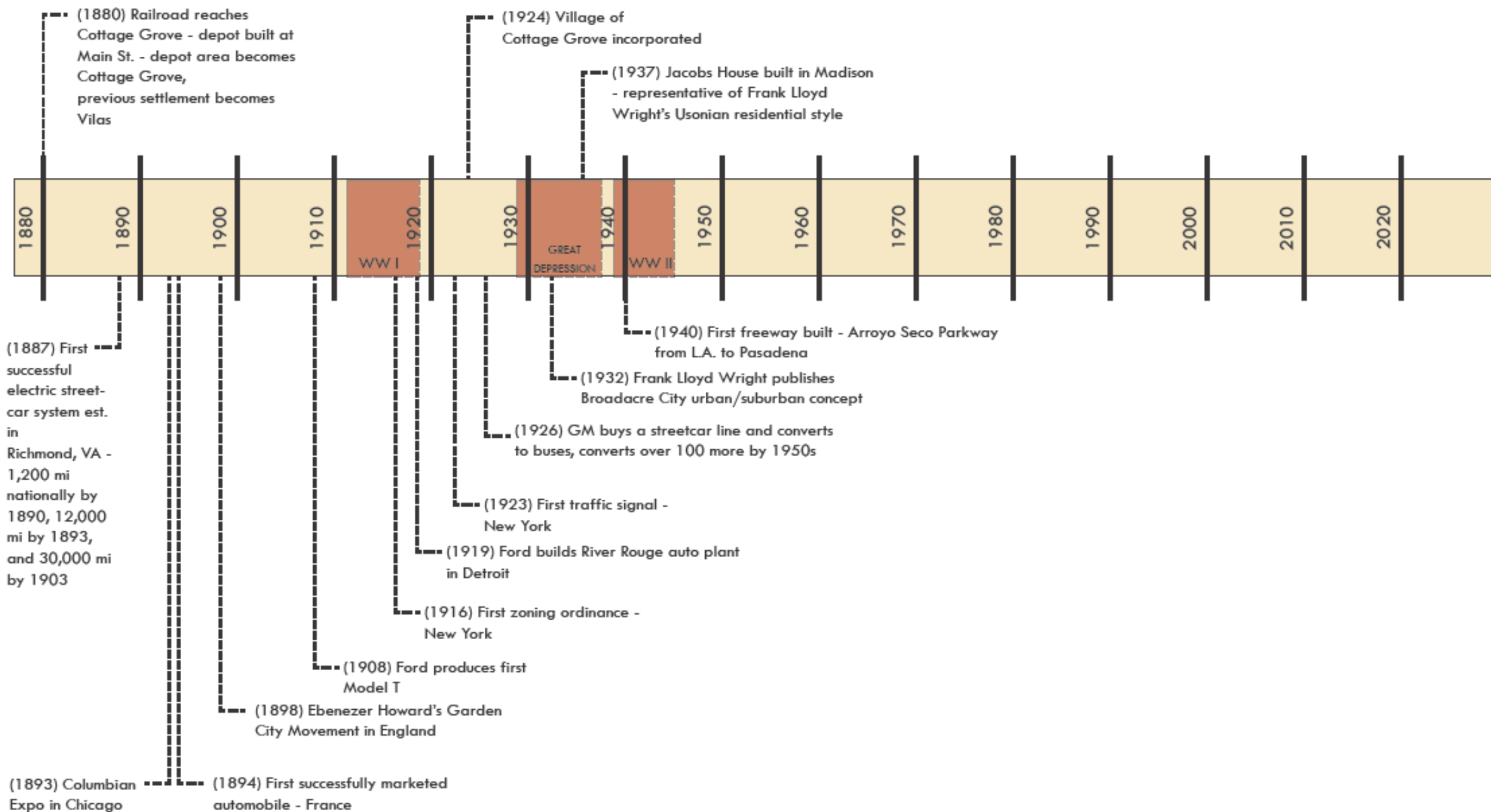
The North Shore Line is in a position not only to handle, but also to expedite, carload business originating at points south or east of Chicago, destined to points north of Milwaukee, in Wisconsin, Minnesota, North and South Dakota, and all Northwestern States on the following railroads and their connections:

This carload traffic can be routed care of

1. E. J. & E. Ry.; Rondout, C. N. S. & M. R.R., Racine, Wis., care C. M. St. P. & P. R.R.
2. E. J. & E. Ry. to Rondout, Ill., care C. N. S. & M. R.R. to Mundelein, Ill., care M. St. P. & S. S. M. Ry.
3. E. J. & E. Ry. to Rondout, Ill., care C. N. S. & M. R.R. to Great Lakes, Ill., care C. & N. W. Ry.

On Southbound movements use the reverse routing

### CHICAGO NORTH SHORE AND MILWAUKEE R.R. CO.





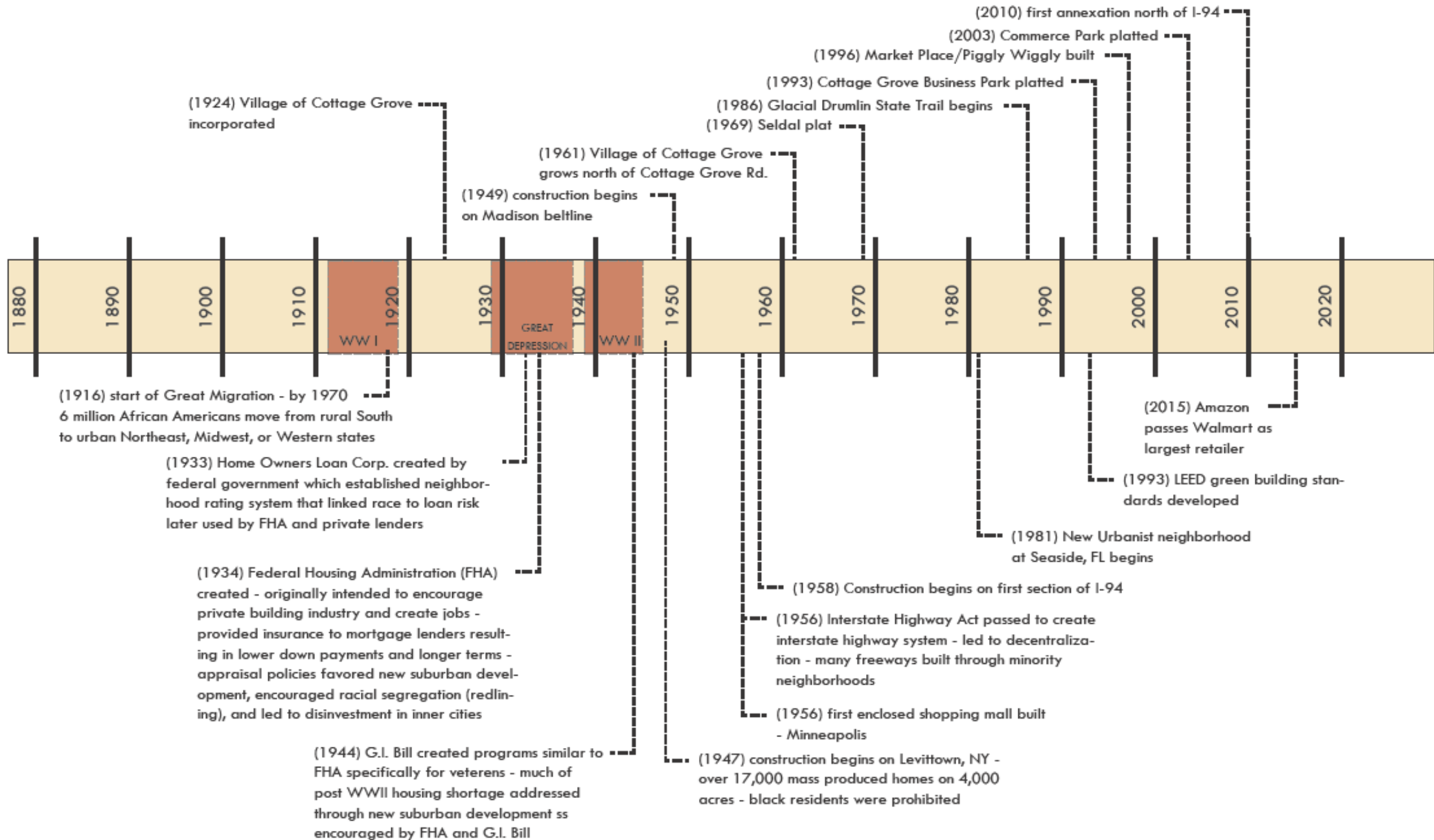


## AUTOCENTRIC SUBURBS

- Brief housing boom from 1922 to 1929 and again after WWII
- Did not need to be in walking distance of a particular point – less emphasis on pedestrian experience
- Larger lots and lower density common
- Shopping and employment shifts to suburbs – suburb to suburb commuting – less reliance on central city
- Garages and driveways replace alleys









## NEW URBAN DEVELOPMENT

- Beginning in 1980s – similar concepts include Smart Growth, Traditional Neighborhood Development, and Transit Oriented Development
- Return to aspects of streetcar suburbs including smaller lots, multi-modal transportation, and vernacular architecture
- Strives to provide settings for more social interaction
- Mix of housing types is typical





## READ MORE ABOUT IT:

- CRABGRASS FRONTIER, THE SUBURBANIZATION OF THE UNITED STATES – KENNETH T. JACKSON
- BUILDING THE DREAM, A SOCIAL HISTORY OF HOUSING IN AMERICA – GWENDOLYN WRIGHT